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AUTHORITY: 14 U.S.C. 633; 31 U.S.C. 9701; 46 U.S.C. 2101, 2103, and 2110; 46 U.S.C. chapter 71; 46 U.S.C. 7502, 7505, 7701, 8906, and 70105; Executive Order 10173; Department of Homeland Security Delegation No. 0170.1. Section 11.107 is also issued under the authority of 44 U.S.C. 3507.

SOURCE: CGD 81-059, 52 FR 38623, Oct. 16, 1987, unless otherwise noted. Redesignated by USCG-2006-24371, 74 FR 11216, Mar. 16, 2009.

Subpart A—General

§ 11.101 Purpose of regulations.

(a) These regulations provide—

(1) A means of determining the qualifications an applicant must possess to be eligible for an officer endorsement as a staff officer, deck officer, engineer, pilot, or radio officer on merchant vessels, or for an endorsement to operate uninspected passenger vessels; and

(2) A means of determining that an applicant is competent to serve as a master, chief mate, officer in charge of a navigational watch, chief engineer officer, second engineer officer (first assistant engineer), officer in charge of an engineering watch, designated duty engineer, or radio operator, in accordance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW), and other laws, and to receive the appropriate endorsement as required by STCW.

(b) With few exceptions, these regulations do not specify or restrict officer endorsements to particular types of service such as tankships, freight vessels or passenger vessels. However, each officer credentialed under this part must become familiar with the relevant characteristics of a vessel prior to assuming their duties. As appropriate, these characteristics include but are not limited to: general arrangement of the vessel; maneuvering char-

acteristics; proper operation of the installed navigation equipment; fire-fighting and lifesaving equipment; stability and loading characteristics; emergency duties; and main propulsion and auxiliary machinery, including steering gear systems and controls.

(c) The regulations in subpart C of this part prescribe the requirements applicable to—

(1) Each approved training course, if the training course is to be acceptable as a partial substitute for service or for a required examination, or as training required for a particular officer endorsement; and

(2) All training and assessment associated with meeting the standards of competence established by STCW.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 95-062, 62 FR 34528, June 26, 1997; USCG-2006-24371, 74 FR 11235, Mar. 16, 2009]

§ 11.102 Incorporation by reference.

(a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish a notice of change in the FEDERAL REGISTER and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard, Office of Operating and Environmental Standards (CG-5221), 2100 2nd St. SW., Stop 7126, Washington, DC 20593-7126, 202-372-1405 and is available from the sources indicated in this section.

(b) *International Maritime Organization (IMO)*, 4 Albert Embankment, London SE1 7SR, England, telephone: + 44 (0)20 7735 7611, <http://www.imo.org>:

(1) The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended 1995 (the STCW Convention

or the STCW), approved for incorporation by reference in §§11.202, 11.304, 11.901, 11.903, 11.1005, and 11.1105.

(2) The Seafarers' Training, Certification and Watchkeeping Code, as amended 1995 (the STCW Code), approved for incorporation by reference in §§11.202, 11.304, 11.603, 11.901, 11.903, 11.1005, and 11.1105.

[USCG–2006–24371, 74 FR 11235, Mar. 16, 2009, as amended by USCG–2006–24371, 74 FR 39218, Aug. 6, 2009; USCG–2009–0702, 74 FR 49224, Sept. 25, 2009]

§§ 11.103–11.105 [Reserved]

§ 11.107 Paperwork approval.

(a) This section lists the control numbers assigned by the Office of Management and Budget under the Paperwork Reduction Act of 1980 (Pub. L. 96–511) for the reporting and record keeping requirements in this part.

(b) The following control numbers have been assigned to the sections indicated:

(1) OMB 1625–0040–46 CFR 11.201, 11.202, 11.205, 11.470, 11.472, 11.474, 11.542, and 11.544.

(2) OMB 1625–028–46 CFR 11.302, 11.303, 11.304, 11.480.

(3) OMB 1625–0079–46 CFR 11.304 and 11.309.

[CGD 81–059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 133, Jan. 4, 1989; CGD 81–059a, 55 FR 14799, Apr. 18, 1990; CGD 95–062, 62 FR 34529, June 26, 1997; USCG–2004–18884, 69 FR 58342, Sept. 30, 2004; USCG–2006–24371, 74 FR 11235, Mar. 16, 2009]

§§ 11.109–11.113 [Reserved]

Subpart B—General Requirements for Officer Endorsements

§ 11.201 Eligibility for officer endorsements and STCW endorsements, general.

(a) In addition to the requirements of part 10 of this chapter, the applicant for an officer endorsement, whether original, renewal, duplicate, or raise of grade, must establish to the satisfaction of the Coast Guard that he or she possesses all the qualifications necessary (including but not limited to age, experience, character references and recommendations, physical health, citizenship, approved training, passage

of a professional examination, a test for dangerous drugs, and when required by this part, a practical demonstration of skills) before the Coast Guard will issue a merchant mariner credential (MMC).

(b) Except as provided in §11.467(h) of this part, an applicant for an officer endorsement must demonstrate an ability to speak and understand English as found in the navigation rules, aids to navigation publications, emergency equipment instructions, machinery instructions, and radio-telephone communications instructions.

(c) An applicant for an officer endorsement must have at least three months of qualifying service on vessels of appropriate tonnage or horsepower within the three years immediately preceding the date of application.

(d) No officer endorsement may be issued to any person who is not a citizen of the United States with the exception of operators of uninspected passenger vessels that are not documented under the laws of the United States.

(e) Except as specified in this paragraph, no officer endorsement may be issued to a person who has not attained the age of 21 years. The required evidence of age may be established using any of the items submitted to establish citizenship set out in 49 CFR 1572.17 of this chapter:

(1) An endorsement may be granted to an applicant who has reached the age of 19 years as:

(i) Master of near coastal, Great Lakes and inland, inland, or river vessels of 25–200 GRT;

(ii) Third mate;

(iii) Third assistant engineer;

(iv) Mate of vessels of 200–1,600 GRT;

(v) Ballast control operator (BCO);

(vi) Assistant engineer (MODU);

(vii) Assistant engineer of fishing industry vessels;

(viii) Mate (pilot) of towing vessels;

(ix) Radio officer;

(x) Assistant engineer (limited oceans); or

(xi) Designated duty engineer of vessels of not more than 4,000 horsepower.

(2) An endorsement may be granted to an applicant who has reached the age of 18 years as:

(i) Limited master of near-coastal vessels of not more than 100 GRT;

(ii) Limited master of Great Lakes and inland vessels of not more than 100 GRT;

(iii) Mate of Great Lakes and inland vessels of 25–200 GRT;

(iv) Mate of near coastal vessels of 25–200 GRT;

(v) Operator of uninspected passenger vessels (OUPV);

(vi) Designated duty engineer of vessels of not more than 1,000 horsepower; or

(vii) Apprentice mate (steersman) of towing vessels.

(f) Persons serving or intending to serve in the merchant marine service are encouraged to take the earliest opportunity to ascertain, through examination, whether their visual acuity, color vision, hearing, and general physical condition where required, are such as to qualify them for service in that profession. Any physical impairment or medical condition which would render an applicant incompetent to perform the ordinary duties required of an officer at sea is cause for denial of an officer endorsement.

(g) Applications for an original officer's endorsement, raises of grade, extensions of route, or STCW endorsements must be current and up to date with respect to service and the physical examination, as appropriate. Physical examinations and applications are valid for 12 months from the date the application is approved.

(h) Applicants for an endorsement as OUPV must meet the requirements for an officer endorsement.

(i) The Officer in Charge, Marine Inspection (OCMI), may modify the service and examination requirements in this part to satisfy the unique qualification requirements of an applicant. The OCMI may also lower the age requirement for OUPV applicants. The authority granted by an officer endorsement will be restricted to reflect any modifications made under the authority of this paragraph. These restrictions may not be removed without the approval of the OCMI issuing the license or officer endorsement.

[USCG–2006–24371, 74 FR 11235, Mar. 16, 2009]

§ 11.202 STCW endorsements.

(a) *General.* When an original MMC is issued, renewed, upgraded, or otherwise modified, the OCMI will determine whether the applicant needs to have an STCW endorsement for service on a seagoing vessel and then, if the applicant is qualified, will issue the appropriate endorsement. The OCMI will also issue an STCW endorsement at other times, if circumstances so require and if the applicant is qualified to hold the endorsement.

(b) *Basic safety training or instruction.* Except as provided in paragraph (f) of this section, an STCW endorsement will be issued only when the candidate provides evidence of having achieved or, if training has been completed, having maintained the minimum standards of competence for the following four areas of basic safety within the previous five years upon assessment of a practical demonstration of skills and abilities:

(1) Personal survival techniques as set out in table A–VI/1–1 of the STCW Code (incorporated by reference, see § 11.102).

(2) Fire prevention and firefighting as set out in table A–VI/1–2 of the STCW Code (incorporated by reference, see § 11.102).

(3) Elementary first aid as set out in table A–VI/1–3 of the STCW Code (incorporated by reference, see § 11.102).

(4) Personal safety and social responsibilities as set out in table A–VI/1–4 of the STCW Code (incorporated by reference, see § 11.102).

(c) *Competence in the use of Automatic Radar-Plotting Aids (ARPA).* (1) Subject to paragraphs (c)(2) and (f) of this section, each candidate for an STCW endorsement as master or mate for service on vessels in ocean or near-coastal service must present a certificate of completion from an approved course or from accepted training on an ARPA simulator. The course or training must be sufficient to establish that the applicant is competent to maintain safe navigation through the proper use of ARPA by correctly interpreting and analyzing the information obtained from that device and taking into account both the limitations of the

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equipment and the prevailing circumstances and conditions. The simulator used in the course or training must meet or exceed the performance standards established under STCW Regulation I/12 (incorporated by reference, see §11.102).

(2) Training and assessment in the use of ARPA are not required for mariners serving exclusively on vessels not fitted with ARPA. However, when any mariner so serving has not completed it, his or her STCW endorsement will indicate this limitation.

(d) *Endorsement for operator of radio in the Global Maritime Distress and Safety System (GMDSS)*. (1) Subject to paragraphs (d)(2) and (f) of this section, each candidate for an STCW endorsement as master or mate for service on vessels in ocean or near-coastal service shall present:

(i) A certificate for operator of radio in the GMDSS issued by the Federal Communications Commission (FCC); and

(ii) A certificate of completion from a Coast Guard-approved or accepted course for operator of radio in the GMDSS or from another approved or accepted program of training and assessment covering the same areas of competence. The course or program must be sufficient to establish that the applicant is competent to perform radio duties on a vessel participating in the GMDSS and meets the standard of competence under STCW Regulation IV/2 (incorporated by reference, see §11.102).

(2) Paragraph (d)(1) of this section does not apply to a candidate intending to serve only as a pilot or intending to serve only on vessels not required to comply with the provisions of the GMDSS in Chapter IV of the Convention for the Safety of Life at Sea, 1974, as amended (SOLAS). SOLAS is available from the *International Maritime Organization (IMO)*, 4 Albert Embankment, London SE1 7SR, England, telephone: + 44 (0)20 7735 7611, <http://www.imo.org>.

(3) Each candidate presenting a certificate described in paragraph (d)(1) of this section may receive a GMDSS endorsement.

(e) *Procedures for bridge team work*. Except as otherwise provided in para-

graph (f) of this section, each candidate for an STCW endorsement as master or mate for service on vessels in ocean or near-coastal service must present sufficient documentary proof that he or she understands, and can effectively apply procedures for, bridge team work as an essential aspect of maintaining a safe navigational watch, taking into account the principles of bridge-resource management enumerated in Section B-VIII/2 of the STCW Code.

(f) Notwithstanding paragraph (b) through (e) of this section, §11.304, and §11.901, each mariner found qualified to hold any of the following officer endorsements will also be entitled to hold an STCW endorsement corresponding to the service or other limitations on the MMC, because the vessels concerned are not subject to further obligation under STCW because of their special operating conditions as small vessels engaged in domestic voyages:

(1) Masters, mates, or engineers endorsed for service on small passenger vessels that are subject to subchapter T or K of this chapter and that operate beyond the boundary line.

(2) Masters, mates, or engineers endorsed for service on seagoing vessels of less than 200 gross register tons (GRT), other than passenger vessels subject to subchapter H of this chapter.

(g) No mariner serving on, and no owner or operator of any of the following vessels, need hold an STCW endorsement, because they are exempt from application of STCW:

(1) Uninspected passenger vessels as defined in 46 U.S.C. 2101(42).

(2) Fishing vessels as defined in 46 U.S.C. 2101(11)(a).

(3) Fishing vessels used as fish-tender vessels as defined in 46 U.S.C. 2101(11)(c).

(4) Barges as defined in 46 U.S.C. 2101(2), including non-self-propelled mobile offshore drilling units.

(5) Vessels operating exclusively on the Great Lakes or on the inland waters of the U.S. in the Straits of Juan de Fuca inside passage.

[USCG–2006–24371, 74 FR 11236, Mar. 16, 2009]

§§ 11.203–11.204 [Reserved]

§ 11.205 Requirements for original officer endorsements and STCW endorsements.

(a) *General.* In addition to the requirements in part 10 of this chapter and §§ 11.201 through 11.203 of this part, the applicant for an original officer endorsement must also satisfy the requirements of this section.

(b) *Experience or training.* (1) All applicants for original officer or STCW endorsements shall present to the OCMI letters, discharges, or other documents certifying the amount and character of their experience and the names, tonnage, and horsepower of the vessels on which acquired. The OCMI must be satisfied as to the authenticity and acceptability of all evidence of experience or training presented. Certificates of discharge are returned to the applicant. The OCMI shall note on the application that service represented by these documents has been verified. All other documentary evidence of service, or authentic copies thereof, is filed with the application. An MMC is not considered as satisfactory evidence of any qualifying experience.

(2) No original officer or STCW endorsement may be issued to any naturalized citizen based on less experience in any grade or capacity than would have been required of a citizen of the United States by birth.

(3) Experience and service acquired on foreign vessels is creditable for establishing eligibility for an original officer or STCW endorsement, subject to evaluation by the OCMI to determine that it is a fair and reasonable equivalent to service acquired on merchant vessels of the United States, with respect to grade, tonnage, horsepower, waters, and operating conditions. An applicant who has obtained qualifying experience on foreign vessels shall submit satisfactory documentary evidence of such service (including any necessary translation into English) in the forms prescribed by paragraph (b)(1) of this section.

(4) No applicant for an original officer or STCW endorsement who is a naturalized citizen, and who has obtained experience on foreign vessels, will be given an original officer endorsement

in a grade higher than that upon which he or she has actually served while acting under the authority of a foreign credential.

(c) *Character check and references.* (1) Each applicant for an original officer or STCW endorsement must submit written recommendations concerning the applicant's suitability for duty from a master and two other individuals holding officer endorsements or licenses on vessels on which the applicant has served.

(i) For an officer endorsement as engineer or as pilot, at least one of the recommendations must be from the chief engineer or pilot, respectively, of a vessel on which the applicant has served.

(ii) For an officer endorsement as engineer where service was obtained on vessels not carrying a credentialed engineer and for an officer endorsement as master or mate (pilot) of towing vessels, the recommendations may be by recent marine employers with at least one recommendation from a master, operator, or person in charge of a vessel upon which the applicant has served.

(iii) For an officer endorsement as offshore installation manager, barge supervisor, or ballast control operator, at least one recommendation must be from an offshore installation manager of a unit on which the applicant has served.

(iv) Where an applicant qualifies for an endorsement through an approved training school or program, one of the character references must be an official of that school or program.

(v) For an endorsement for which no commercial experience may be required, such as master or mate 25–200 gross tons, OUPV, radio officer, or certificate of registry, the applicant may have the written recommendations of three persons who have knowledge of the applicant's suitability for duty.

(vi) A person may apply for an original officer or STCW endorsement, or officer or STCW endorsement of a different type, while on probation as a result of administrative action under part 5 of this chapter. The offense for which the applicant was placed on probation will be considered in determining his or her fitness to hold the

endorsement applied for. An officer or STCW endorsement issued to an applicant on probation will be subject to the same probationary conditions as were imposed against the applicant's other credential. An applicant may not take an examination for an officer or STCW endorsement during any period when a suspension without probation or a revocation is effective against the applicant's currently held license, merchant mariner's document, or MMC, or while an appeal from these actions is pending.

(vii) If an original license, certificate of registry, or officer endorsement has been issued when information about the applicant's habits of life and character is brought to the attention of the OCMI, if such information warrants the belief that the applicant cannot be entrusted with the duties and responsibilities of the license, certificate of registry, or endorsement issued, or if such information indicates that the application for the license, certificate of registry, or endorsement was false or incomplete, the OCMI may notify the holder in writing that the license, certificate of registry, or endorsement is considered null and void, direct the holder to return the credential to the OCMI, and advise the holder that, upon return of the credential, the appeal procedures of §10.237 of this chapter apply.

(d) *Firefighting certificate.* Applicants for officer endorsements in the following categories must present a certificate of completion from a firefighting course of instruction which has been approved by the Commandant. The course must meet both the basic and advanced sections of the International Maritime Organization's (IMO) Resolution A.437 (XI) *Training of Crews in Firefighting*. (Available from the *International Maritime Organization (IMO)*, 4 Albert Embankment, London SE1 7SR, England, telephone: + 44 (0)20 7735 7611, <http://www.imo.org>). The course must have been completed within five years before the date of application for the officer endorsement requested.

(1) Officer endorsement as master on vessels of 200 GRT or less in ocean service.

(2) Officer endorsements as master or mate on vessels of more than 200 GRT.

(3) All officer endorsements for master or mate (pilot) of towing vessels, except apprentice mate (steersman) of the vessels, on oceans.

(4) All officer endorsements for MODUs.

(5) All officer endorsements for engineers.

(e) *First aid and cardiopulmonary resuscitation (CPR) course certificates.* All applicants for an original officer endorsement, except as provided in §§11.429, 11.456, and 11.467 of this part, must present to the OCMI:

(1) A certificate indicating completion of a first aid course not more than one year from the date of application from:

(i) The American National Red Cross *Standard First Aid and Emergency Care* or *Multi-media Standard First Aid course*;

(ii) A Coast Guard-approved first aid training course; or

(iii) A course the OCMI determines meets or exceeds the standards of the American Red Cross courses; and

(2) A currently valid certificate of completion of a CPR course from either:

(i) The American National Red Cross;

(ii) The American Heart Association;

(iii) A Coast Guard-approved CPR training course; or

(iv) A course the OCMI determines meets or exceeds the standards of the American Red Cross or American Heart Association courses.

(f) *Professional Examination.* (1) When the OCMI finds the applicant's experience and training to be satisfactory and the applicant is eligible in all other respects, the OCMI will authorize the examination in accordance with the following requirements:

(i) Any applicant for a deck or engineer officer endorsement limited to vessels not exceeding 500 GRT, or an officer endorsement limited to uninspected fishing-industry vessels, may request an oral-assisted examination in lieu of any written or other textual examination. If there are textual questions that the applicant has difficulty reading and understanding, the OCMI will offer the oral-assisted examination. Each officer endorsement based on an oral-assisted examination

is limited to the specific route and type of vessel upon which the applicant obtained the majority of service.

(ii) The general instructions for administration of examinations and the lists of subjects for all officer endorsements appear in subpart I of this part. The OCMI will place in the applicant's file a record indicating the subjects covered.

(2) When the application of any person has been approved, the applicant should take the required examination as soon as practicable. If the applicant cannot be examined without delay at the office where the application is made, the applicant may request that the examination be given at another office.

(3) The qualification requirements for radar observer are contained in § 11.480 of this part.

(4) An examination is not required for a staff officer or radio officer endorsement.

(g) *Practical demonstration of skills.* Each candidate for an original STCW endorsement must successfully complete any practical demonstrations required under this part and appropriate to the particular endorsement concerned, to prove that he or she is sufficiently proficient in skills required under subpart I of this part. The OCMI must be satisfied with the authenticity and acceptability of all evidence that each candidate has successfully completed the demonstrations required under this part in the presence of a designated examiner. The OCMI will place a written or electronic record of the skills required, the results of the practical demonstrations, and the identification of the designated examiner in whose presence the requirements were fulfilled in the file of each candidate.

[USCG-2006-24371, 74 FR 11237, Mar. 16, 2009]

§§ 11.207-11.210 [Reserved]

§ 11.211 Creditable service and equivalents for officer endorsements.

(a) Sea service may be documented for the purposes of this part in various forms such as certificates of discharge, pilotage service and billing forms, and letters or other official documents from marine companies signed by appropriate officials, or individuals hold-

ing an officer endorsement or license as master. For service on vessels of under 200 gross tons, owners of vessels may attest to their own service; however, those who do not own a vessel must obtain letters or other evidence from licensed personnel or the owners of the vessels listed. The documentary evidence produced by the applicant must contain the amount and nature (e.g. chief mate, assistant engineer, etc.) of the applicant's experience, the vessel name, gross tonnage, shaft horsepower and official numbers, the routes upon which the experience was acquired, and approximate dates of service.

(b) Port engineer, shipyard superintendent experience, instructor service, or similar related service may be creditable for a maximum of six months of service for raise of grade of an engineer or deck officer endorsement, as appropriate, using the following:

(1) Port engineer or shipyard superintendent experience is creditable on a three-for-one basis for a raise of grade. (Twelve months of experience equals four months of creditable service.)

(2) Service as a bona fide instructor at a school of navigation or marine engineering is creditable on a two-for-one basis for a raise of grade. (Twelve months of experience equals six months of creditable service.)

(c) Service on mobile offshore drilling units is creditable for raise of grade of officer endorsement. Evidence of one year's service as mate or equivalent while holding a license as third mate, or as engineering officer of the watch or equivalent while holding an officer endorsement or license as third assistant engineer, is acceptable for a raise of grade to second mate or second assistant engineer, respectively; however, any subsequent raises of grade of unlimited, nonrestricted officer licenses or endorsements must include a minimum of six months of service on conventional vessels.

(d) Service on a Dual Mode Integrated Tug Barge (ITB) unit is creditable for original or raise of grade of any deck officer endorsement. Service on a Dual Mode ITB with an aggregate tonnage of over 1600 gross tons is creditable on a two-for-one basis (two days

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experience equals one day of creditable service) for up to 50 percent of the total service on vessels over 1600 gross tons required for an unlimited officer endorsement. The remaining required service on vessels of over 1600 gross tons must be obtained on conventional vessels or Push Mode ITBs.

(e) Other experience in a marine related area, other than at sea, or sea service performed on unique vessels, will be evaluated by the OCMI and forwarded to the Commandant for a determination of equivalence to traditional service.

[CGD 81–059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 135, Jan. 4, 1989; USCG–2006–24371, 74 FR 11238, Mar. 16, 2009]

§ 11.213 Sea service as a member of the Armed Forces of the United States and on vessels owned by the United States as qualifying experience.

(a) Sea service as a member of the Armed Forces of the United States will be accepted as qualifying experience for an original, raise of grade, or increase in scope of all officer endorsements. In most cases, military sea service will have been performed upon ocean waters; however, inland service, as may be the case on smaller vessels, will be credited in the same manner as conventional evaluations. The applicant must submit an official transcript of sea service as verification of the service claimed when the application is submitted. The applicant must also provide the Officer in Charge, Marine Inspection other necessary information as to tonnage, routes, horsepower, percentage of time underway, and assigned duties upon the vessels which he or she served. Such service will be evaluated by the OCMI and forwarded to the Commandant for a determination of its equivalence to sea service acquired on merchant vessels and the appropriate grade, class, and limit of officer endorsement for which the applicant is eligible. Normally, 60 percent of the total time on board is considered equivalent underway service; however, the periods of operation of each vessel may be evaluated separately. In order to be eligible for a master's or chief engineer's unlimited officer endorsement, the applicant must have acquired military service in the capacity of com-

manding officer or engineer officer, respectively.

(b) Service in deck ratings on military vessels such as seaman apprentice, seaman, boatswain's mate, quartermaster, or radarman are considered deck service for the purposes of this part. Service in other ratings may be considered if the applicant establishes that his or her duties required a watchstanding presence on or about the bridge of a vessel. Service in engineer ratings on military vessels such as fireman apprentice, fireman, engineman, machinists, mate, machinery technician or boiler tender are considered engineer service for the purposes of this part. There are also other ratings such as electrician, hull technician, or damage controlman which may be credited when the applicant establishes that his or her duties required watchstanding duties in an operating engine room.

(c) In addition to underway service, members of the Armed Forces may obtain creditable service for periods of assignment to vessels at times other than underway, such as in port, at anchor, or in training. Normally, a 25% factor is applied to these time periods. This experience can be equated with general shipboard familiarity, training, ship's business, and other related duties.

(d) Sea service obtained on submarines is creditable, as if it were surface vessel service, for deck and engineer officer endorsements under the provision of paragraph (a) of this section. For application to deck officer endorsements, submarine service may be creditable if at least 25 percent of all service submitted for the endorsement was obtained on surface vessels (e.g. If four years' total service were submitted for an original officer endorsement, at least one year must have been obtained on surface craft in order for the submarine service to be eligible for evaluation).

(e) Service gained in a civilian capacity as commanding officer, master, mate, engineer, or pilot, etc., of any vessel owned and operated by the United States, in any service, in which a license or officer endorsement as master, mate, engineer, or pilot was

not required at the time of such service, is evaluated by the OCMI and forwarded to the National Maritime Center for a determination of equivalence.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by USCG-2008-0906, 73 FR 56508, Sept. 29, 2008; USCG-2006-24371, 74 FR 11238, Mar. 16, 2009]

§ 11.215 [Reserved]

§ 11.217 Examination procedures and denial of officer endorsements.

(a)(1) The examinations for all deck and engineer unlimited officer endorsements are administered at periodic intervals. The examination fee set out in table 10.219(a) in §10.219 of this chapter must be paid before the applicant may take the first examination section. If an applicant fails three or more sections of the examination, a complete reexamination must be taken, but may be taken during any of the scheduled exam periods. On the subsequent exam, if the applicant again fails three or more sections, at least 3 months must lapse before another complete examination is attempted, and a new examination fee is required. If an applicant fails one or two sections of an examination, the applicant may be retested twice on these sections during the next 3 months. If the applicant does not successfully complete these sections within the 3 month period, complete reexamination must be taken after a lapse of at least 3 months from the date of the last retest, and a new examination fee is required. The 3 month retest period may be extended by the OCMI if the applicant presents discharges documenting sea time which prevented the taking of a retest during the 3 month period. The retest period may not be extended beyond 7 months from the initial examination.

(2) The scheduling of all other deck and engineer officer endorsement examinations will be at the discretion of the OCMI. The examination fee set out in table 10.219(a) in §10.219 of this chapter must be paid before the applicant may take the first examination section. In the event of a failure, the applicant may be retested twice whenever the examination can be rescheduled with the OCMI. The applicant must be examined in all of the unsatisfactory

sections of the preceding examination. If the applicant does not successfully complete all parts of the examination during a 3-month period from the initial test date, a complete reexamination must be taken after a lapse of at least 2 months from the date of the last retest, and a new examination fee is required.

(b) If the OCMI refuses to grant an applicant the endorsement for which applied due to failing to pass a required examination, the Coast Guard will provide the applicant a written statement setting forth the portions of the examination which must be retaken and the date by which the examination must be completed.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 135, Jan. 4, 1989; CGD 91-002, 58 FR 15238, Mar. 19, 1993; CGD 94-029, 61 FR 47064, Sept. 6, 1996; USCG-1997-2799, 64 FR 42815, Aug. 5, 1999; USCG-2006-24371, 74 FR 11239, Mar. 16, 2009]

§§ 11.219-11.223 [Reserved]

Subpart C—Training Schools with Approved Courses

§ 11.301 Applicability.

This subpart prescribes the general requirements applicable to all approved courses which may be accepted in lieu of service experience or examination required by the Coast Guard, or which satisfy course completion requirements.

§ 11.302 Course approval.

(a) The Coast Guard approves courses satisfying regulatory requirements and those that substitute for a Coast Guard examination or a portion of a sea service requirement. The owner or operator of a training school desiring to have a course approved by the Coast Guard shall submit a written request to the Commanding Officer, National Maritime Center, NMC-42, 100 Forbes Drive, Martinsburg WV 25404, that contains:

(1) A list of the curriculum including a description of and the number of classroom hours required in each subject;

(2) A description of the facility and equipment;

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(3) A list of instructors including the experience, background, and the qualifications of each; and

(4) Specify the Coast Guard training requirements the course is intended to satisfy.

(b) The Coast Guard notifies each applicant in writing whether or not an approval is granted. If a request for approval is denied, the Coast Guard informs the applicant the reasons for the denial and describes what corrections are required for an approval.

(c) Unless sooner surrendered, suspended or withdrawn, an approval for a course at a training school that meets Coast Guard standards expires 24 months after the month in which it is issued, when the school closes, when the school gives notice that it will no longer offer the course, or on the date of any change in the ownership of the school for which it was issued, whichever occurs first.

(d) If the owner or operator of a training school desires to have a course approval renewed, they shall submit a written request to the address listed in paragraph (a) of this section. For the request to be approved, the Coast Guard must be satisfied that the content and quality of instruction remain satisfactory. Unless sooner surrendered, suspended or withdrawn, a renewal of the approval expires 60 months after the month it is issued, when the school closes, when the school gives notice that it will no longer offer the course, or on the date of any change in ownership of the school for which it is issued, whichever occurs first.

(e) *Suspension of approval.* If the Coast Guard determines that a specific course does not comply with the provisions of 46 CFR parts 10, 11, 12, 13 or 15, or the requirements specified in the course approval; or substantially deviates from the course curriculum package as submitted for approval; or if the course is being presented in a manner that is insufficient to achieve learning objectives; the cognizant OCMI may suspend the approval, may require the holder to surrender the certificate of approval, if any, and may direct the holder to cease claiming the course is Coast Guard approved. The Cognizant OCMI will notify the approval holder in

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writing of its intention to suspend the approval and the reasons for suspension. If the approval holder fails to correct the reasons for suspension, the course will be suspended and the matter referred to the Commanding Officer, National Maritime Center. The Commanding Officer, National Maritime Center, will notify the approval holder that the specific course fails to meet applicable requirements, and explain how those deficiencies can be corrected. The Commanding Officer, National Maritime Center, may grant the approval holder up to 60 days in which to correct the deficiencies.

(f) *Withdrawal of approval.* (1) The Commanding Officer, National Maritime Center, may withdraw approval for any course when the approval holder fails to correct the deficiency(ies) of a suspended course within a time period allowed under paragraph (e) of this section.

(2) The Commanding Officer, National Maritime Center, may withdraw approval of any or all courses by an approval holder upon a determination that the approval holder has demonstrated a pattern or history of:

(i) Failing to comply with the applicable regulations or the requirements of course approvals;

(ii) Substantial deviations from their approved course curricula; or

(iii) Presenting courses in a manner that is insufficient to achieve learning objectives.

(g) *Appeals of suspension or withdrawal of approval.* Anyone directly affected by a decision to suspend or withdraw an approval may appeal the decision to the Commandant via the Commanding Officer, National Maritime Center, as provided in §1.03–40 of this chapter.

[CGD 81–059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 95–072, 60 FR 50460, Sept. 29, 1995; USCG–1998–4442, 63 FR 52189, Sept. 30, 1998; USCG–1998–3824, 64 FR 4984, Feb. 2, 1999; USCG–2004–18884, 69 FR 58342, Sept. 30, 2004; USCG–2008–0906, 73 FR 56508, Sept. 29, 2008; USCG–2006–24371, 74 FR 11239, Mar. 16, 2009; USCG–2010–0759, 75 FR 60002, Sept. 29, 2010]

§ 11.303 General standards.

Each school with an approved course must:

(a) Have a well maintained facility that accommodates the students in a

safe and comfortable environment conducive to learning.

(b) Have visual aids for realism, including simulators where appropriate, which are modern and well maintained and sufficient for the number of students to be accommodated.

(c) Give appropriate written or practical examinations in the course material to each student of such a degree of difficulty that a student who successfully completes them could reasonably assume that he or she would pass, on the first attempt, an examination prepared by the Coast Guard based upon knowledge requirements of the position or endorsement for which the student is being trained.

(d) Keep for at least one year after the end of each student's enrollment:

(1) Each written examination, or in the case of a practical test, a report of such test; and

(2) A record of each student's classroom attendance.

(e) Not change its approved curriculum unless approved, in writing, after the request for change has been submitted in writing to the Commanding Officer, National Maritime Center (NMC-42).

(f) At any time the Officer in Charge, Marine Inspection directs, allow the Coast Guard to:

(1) Inspect its facilities, equipment, and records, including scholastic records;

(2) Conduct interviews and surveys of students to aid in course evaluation and improvement;

(3) Assign personnel to observe or participate in the course of instruction; and

(4) Supervise or administer the required examinations or practical demonstrations.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 132, Jan. 4, 1989; CGD 95-072, 60 FR 50460, Sept. 29, 1995; USCG-1998-4442, 63 FR 52189, Sept. 30, 1998; USCG-1998-3824, 64 FR 4984, Feb. 2, 1999; USCG-2004-18884, 69 FR 58342, Sept. 30, 2004; USCG-2008-0906, 73 FR 56508, Sept. 29, 2008]

§ 11.304 Substitution of training for required service, use of training-record books, and use of towing officer assessment records.

(a) Satisfactory completion of certain training courses approved by the

Commandant may be substituted for a portion of the required service for many deck and engineer officer endorsements and for qualified rating endorsements. The list of all currently approved courses of instruction, including the equivalent service and applicable endorsements, is maintained by the National Maritime Center. Satisfactory completion of an approved training course may be substituted for not more than two-thirds of the required service on deck or in the engine department for deck or engineer officer endorsements, respectively, and qualified rating endorsements.

(b) Service time gained at an approved training course does not satisfy recent service requirements nor does training on a simulator; however, any underway service at an approved course may be used for this purpose. An applicant who had met the recent service requirement before entering school will not be penalized by attending the approved training course.

(c) Training obtained before receiving an officer endorsement may not be used for subsequent raises of grade.

(d) Simulator training in combination with a Coast Guard-approved training course may be submitted to the Commanding Officer, National Maritime Center, for evaluation and determination of equivalency to required sea service. Simulator training cannot be substituted for recency requirements, but may substitute for a maximum of 25 percent of the required service for any officer endorsement transaction.

(e) Except as provided in § 11.202 of this part, when a candidate both applies for an STCW endorsement as OICNW, on the basis of training or sea service, and uses completion of approved training to substitute for required service, then not less than one year of the remaining service must be part of approved training that meets the appropriate requirements of Chapter II of STCW (incorporated by reference, see § 11.102) and the requirements of subpart C of this part. The training of a candidate must be documented in a Coast Guard-accepted training-record book.

(f) Except as provided in § 11.202 of this part, each candidate who applies

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for an STCW endorsement as an OICEW on the basis of training or sea service for service on seagoing vessels, shall complete onboard training as part of approved training that meets the appropriate requirements of Chapter III of STCW (incorporated by reference, see §11.102) and the requirements of subpart C of this part. The training must be documented in a Coast Guard-accepted training-record book.

(g) The training-record book referred to in paragraphs (e) and (f) of this section must contain at least the following:

- (1) The identity of the candidate.
- (2) The tasks to be performed or the skills to be demonstrated, with reference to the standards of competence set forth in the tables of the appropriate sections in part A of the STCW Code (incorporated by reference, see §11.102).
- (3) The criteria to be used in determining that the tasks or skills have been performed properly, again with reference to the standards of competence set forth in the tables of the appropriate sections in part A of the STCW Code (incorporated by reference, see §11.102).
- (4) A place for a qualified instructor to indicate by his or her initials that the candidate has received training in the proper performance of the task or skill.
- (5) A place for a designated examiner to indicate by his or her initials that the candidate has successfully completed a practical demonstration and has proved competent in the task or skill under the criteria, when assessment of competence is to be documented in the record books.
- (6) The identity of each qualified instructor, including any MMC endorsements, license, or document held, and the instructor's signature.
- (7) The identity of each designated examiner, when any assessment of competence is recorded, including any MMC endorsement, license, or document held, and the examiner's signature confirming that his or her initials certify that he or she has witnessed the practical demonstration of a particular task or skill by the candidate.
- (h) Each applicant for an endorsement as master or mate (pilot) of tow-

ing vessels, and each master or mate of self-propelled vessels of greater than 200 GRT seeking an endorsement for towing vessels, shall complete a towing officers' assessment record that contains at least the following:

- (1) Identification of the candidate, including full name, home address, photograph or photo-image, and personal signature.
- (2) Objectives of the training and assessment.
- (3) Tasks to perform or skills to demonstrate.
- (4) Criteria to use in determining that the tasks or skills have been performed properly.
- (5) A place for a qualified instructor or credentialed officer (with authority to operate a towing vessel) to indicate by his or her initials that the candidate has received training in the proper performance of the tasks or skills.
- (6) A place for a designated examiner to indicate by his or her initials that the candidate has successfully completed a practical demonstration and has proved proficient in the task or skill under the criteria.
- (7) Identification of each qualified instructor or credentialed officer (with authority to operate a towing vessel) by full name, home address, employer, job title, ship name or business address, MMC, license, or document held, and personal signature.
- (8) Identification of each designated examiner by full name, home address, employer, job title, ship name or business address, serial number of the TWIC, MMC, license, or document held, and personal signature confirming that his or her initials certify that he or she has witnessed the practical demonstration of a particular task or skill by the candidate.
 - (i) The training-record book referred to in paragraphs (e) and (f) of this section may be maintained electronically, if the electronic record meets Coast Guard-accepted standards for accuracy, integrity, and availability.
 - (j) Substitution of a training program in lieu of required service for an endorsement as mate (pilot) of towing vessels is governed by §11.465(a) and Table 11.465-1 of this part.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 11.304, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

§ 11.305 Radar-Observer certificates and qualifying courses.

(a) A student who takes an approved course of training, which includes passing both a radar-theory examination and a practical demonstration on a simulator, and who meets the requirements of this section is entitled to an appropriate Radar-Observer certificate—

(1) In a form prescribed by the school and acceptable to the Coast Guard; and

(2) Signed by the head of the school.

(b) The following Radar-Observer certificates are issued under this section:

(1) Radar Observer (Unlimited).

(2) Radar Observer (Inland Waters and Gulf-Intracoastal Waterway [GIWW]).

(3) Radar Observer (Rivers).

(4) Radar Observer (Unlimited: Renewal).

(5) Radar Observer (Inland Waters and GIWW: Renewal).

(6) Radar Observer (Rivers: Renewal).

(c) A school with an approved Radar-Observer course may issue a certificate listed in paragraph (b) of this section after the student has successfully completed the appropriate curriculum as follows:

(1) Radar Observer (Unlimited). Classroom instruction—including demonstration and practical exercises using simulators—and examination, in the following subjects:

(i) Fundamentals of radar:

(A) How radar works.

(B) Factors affecting the performance and accuracy of marine radar.

(C) Purposes and functions of the main components that constitute a typical marine-radar system.

(ii) Operation and use of radar:

(A) Purpose and adjustment of controls.

(B) Detection of malfunctions, false and indirect echoes, and other radar phenomena.

(C) Effects of sea return, weather, and other environmental conditions.

(D) Limitations of radar resulting from design factors.

(E) Safety precautions associated with use and maintenance of marine radar.

(F) Measurement of ranges and bearings.

(G) Effect of size, shape, composition, and distance of vessels and terrestrial targets on echo.

(iii) Interpretation and analysis of radar information:

(A) Radar navigation (including visual techniques)—determining positions, and detecting changes in the relative motion, of other vessels.

(B) Collision-avoidance, including visual techniques, appropriate to the circumstances and the equipment in use.

(C) Determining the course and speed of another vessel.

(D) Determining the time and distance of closest point of approach of a crossing, meeting, overtaking, or overtaken vessel.

(E) Detecting changes of course or speed of another vessel after its initial course and speed have been established.

(F) Applying the Navigational Rules, Chapters 30 and 34 of Title 33 U.S. Code [Commandant Instruction M16672.2C, as amended, or equivalent], and other factors to consider when determining changes of course or speed of a vessel to prevent collisions on the basis of radar observation.

(G) Use of radar in maintaining situational awareness.

(iv) Plotting (by any graphically-correct method):

(A) Principles and methods of plotting relative and true motion.

(B) Practical-plotting problems.

(2) Radar Observer (Inland Waters and GIWW). Classroom instruction—with emphasis on situations and problems encountered on inland waters and the GIWW, including demonstration and practical exercises using simulators—and examination, in the following subjects:

(i) Fundamentals of radar:

(A) How radar works.

(B) Factors affecting the performance and accuracy of marine radar.

(C) Purpose and functions of the main components that constitute a typical marine-radar system.

(ii) Operation and use of radar:

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(A) Purpose and adjustment of controls.

(B) Detection of malfunctions, false and indirect echoes, and other radar phenomena.

(C) Effects of sea return, weather, and other environmental conditions.

(D) Limitations of radar resulting from design factors.

(E) Safety precautions associated with use and maintenance of marine radar.

(F) Measurement of ranges and bearings.

(G) Effect of size, shape, composition, and distance of vessels and terrestrial targets on echo.

(iii) Interpretation and analysis of radar information:

(A) Radar navigation (including visual techniques)—determining positions, and detecting changes in the relative motion, of other vessels.

(B) Collision-avoidance, including visual techniques, appropriate to the circumstances and the equipment in use.

(C) Determining the course and speed of another vessel.

(D) Determining the time and distance of closest point of approach of a crossing, meeting, overtaking, or overtaken vessel.

(E) Detecting changes of course or speed of another vessel after its initial course and speed have been established.

(F) Applying the Navigational Rules, and other factors to consider when determining changes of course or speed of a vessel to prevent collisions on the basis of radar observation.

(G) Use of radar in maintaining situational awareness.

(3) Radar Observer (Rivers). Classroom instruction—with emphasis on situations and problems encountered on rivers, including demonstration and practical exercises using simulators—and examination, in the following subjects:

(i) Fundamentals of radar:

(A) How radar works.

(B) Factors affecting the performance and accuracy of marine radar.

(C) Purpose and functions of the main components that constitute a typical marine-radar system.

(ii) Operation and use of radar:

(A) Purpose and adjustment of controls.

(B) Detection of malfunctions, false and indirect echoes, and other radar phenomena.

(C) Effects of sea return, weather, and other environmental conditions.

(D) Limitations of radar resulting from design factors.

(E) Safety precautions associated with use and maintenance of marine radar.

(F) Measurement of ranges and bearings, recognizing limited use of radar bearings in curving, narrow channels.

(G) Effect of size, shape, composition, and distance of vessels and terrestrial targets on echo.

(iii) Interpretation and analysis of radar information:

(A) Radar navigation (including visual techniques)—determining positions, and detecting changes in the relative motion, of other vessels.

(B) Collision-avoidance, including visual techniques, appropriate to the circumstances and the equipment in use.

(C) Applying the Navigational Rules, and other factors to consider when determining changes of course or speed of a vessel to prevent collisions on the basis of radar observation.

(D) Use of radar in maintaining situational awareness.

(4) Radar Observer (Unlimited: Renewal). Classroom instruction—including demonstration and practical exercises using simulators—and examination, in the following subjects:

(i) Interpretation and analysis of radar information:

(A) Radar navigation (including visual techniques)—determining positions, and detecting changes in the relative motion, of other vessels.

(B) Collision-avoidance, including visual techniques, appropriate to the circumstances and the equipment in use.

(C) Determining the course and speed of another vessel.

(D) Determining the time and distance of closest point of approach of a crossing, meeting, overtaking, or overtaken vessel.

(E) Detecting changes of course or speed of another vessel after its initial course and speed have been established.

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(F) Applying the Navigational Rules, and other factors to consider when determining changes of course or speed of a vessel to prevent collisions on the basis of radar observation.

(G) Use of radar in maintaining situational awareness.

(ii) Plotting (by any graphically-correct method):

(A) Principles and methods of plotting relative and true motion.

(B) Practical-plotting problems.

(5) Radar Observer (Inland Waters and GIWW: Renewal). Classroom instruction—including demonstration and practical exercises using simulators—and examination, in the interpretation and analysis of radar information, including:

(i) Radar navigation (including visual techniques—determining positions, and detecting changes in the relative motion, of other vessels.

(ii) Collision-avoidance, including visual techniques, appropriate to the circumstances and the equipment in use.

(iii) Determining the course and speed of another vessel.

(iv) Determining the time and distance of closest point of approach of a crossing, meeting, overtaking, or overtaken vessel.

(v) Detecting changes of course or speed of another vessel after its initial course and speed have been established.

(vi) Applying the Navigational Rules, and other factors to consider when determining changes of course or speed of a vessel to prevent collisions on the basis of radar observation.

(vii) Use of radar in maintaining situational awareness.

(6) Radar Observer (Rivers: Renewal). Classroom instruction—including demonstration and practical exercises using simulators—and examination, in the interpretation and analysis of radar information, including:

(i) Radar navigation (including visual techniques—determining positions, and detecting changes in the relative motion, of other vessels.

(ii) Collision-avoidance, including visual techniques, appropriate to the circumstances and the equipment in use.

(iii) Applying the Navigational Rules, and other factors to consider when de-

termining changes of course or speed of a vessel to prevent collisions on the basis of radar observation.

(iv) Use of radar in maintaining situational awareness.

[CGD 94-041, 62 FR 11303, Mar. 11, 1997]

§ 11.306 [Reserved]

§ 11.307 Training schools with approved radar observer courses.

The Commanding Officer, National Maritime Center, NMC-42, 100 Forbes Drive, Martinsburg WV 25404 maintains the list of approved schools and specific courses. This information is available upon request by writing the aforementioned address or calling (202) 493-1025 (also available on the internet at: <http://www.uscg.mil/STCW//>).

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 132, Jan. 4, 1989; CGD 95-072, 60 FR 50460, Sept. 29, 1995; USCG-1998-4442, 63 FR 52189, Sept. 30, 1998; USCG-2004-18884, 69 FR 58342, Sept. 30, 2004; USCG-2007-29018, 72 FR 53964, Sept. 21, 2007; USCG-2008-0906, 73 FR 56508, Sept. 29, 2008]

§ 11.309 Coast Guard-accepted training other than approved courses.

(a) When the training and assessment of competence required by this part are not subject to Coast Guard approval under § 11.302, but are used to qualify to hold an STCW endorsement, such training and assessment must meet the following requirements:

(1) The training and assessment must have written, clearly defined objectives that emphasize specific knowledge, skills, and abilities, and that include criteria to be used in establishing a student's successful achievement of the training objectives.

(2) The training must be set out in a written syllabus that conforms to a Coast Guard-accepted outline for such training and includes—

(i) The sequence of subjects to be covered;

(ii) The number of hours to be devoted to instruction in relevant areas of knowledge;

(iii) The identity and professional qualifications of the instructor(s) to be conducting the training or providing instruction;

(iv) The identification of other media or facilities to be used in conducting training; and

(v) Measurements at appropriate intervals of each candidate's progress toward acquisition of the specific knowledge, skills, and abilities stated in the training objectives.

(3) Except as provided in paragraph (a)(4) of this section, documentary evidence must be readily available to establish that all instructors—

(i) Have experience, training, or instruction in effective instructional techniques;

(ii) Are qualified in the task for which the training is being conducted; and

(iii) Hold the level of license, officer endorsement, or other professional credential required of those who would apply on board a vessel the relevant level of knowledge, skills, and abilities described in the training objectives.

(4) Neither a specialist in a particular field of nonmaritime education, such as mathematics or first aid, nor a person with at least 3 years of service as a member of the Armed Forces of the United States, specializing in the field in which he or she is to conduct training, need hold a maritime license, MMC, or document to conduct training in that field.

(5) A simulator may be used in training if—

(i) The simulator meets applicable performance standards;

(ii) The instructor has gained practical operational experience on the particular type of simulator being used; and

(iii) The instructor has received appropriate guidance in instructional techniques involving the use of simulators.

(6) Essential equipment and instructional materials must afford all students adequate opportunity to participate in exercises and acquire practice in performing required skills.

(7) A process for routinely assessing the effectiveness of the instructors, including the use of confidential evaluations by students, is in place.

(8) Documentary evidence is readily available to establish that any evaluation of whether a student is competent in accordance with standards, methods,

and criteria set out in part A of the STCW Code is conducted by a designated examiner who has experience, training, or instruction in assessment techniques.

(9) Records of the student's performance are maintained for at least 1 year by the offeror of the training and assessment.

(10) To ensure that the training is meeting its objectives, and the requirements of paragraphs (a)(1) through (9) of this section, the offeror must either—

(i) Be regulated as a maritime academy or marine academy pursuant to 46 CFR part 310; or

(ii) Monitor the training in accordance with a Coast Guard-accepted QSS, which must include the following features:

(A) The training must be provisionally certified, on the basis of an initial independent evaluation conducted under a Coast Guard-accepted QSS, as being capable of meeting its objective.

(B) The training must be periodically monitored in accordance with the schedule stipulated under the Coast Guard-accepted QSS.

(C) Each person conducting the initial evaluation or the subsequent periodic monitoring of the training shall be knowledgeable about the subjects being evaluated or monitored and about the national and international requirements that apply to the training, and shall not himself or herself be involved in the training and assessment of students.

(D) Each person evaluating or monitoring the training shall have access to all appropriate documents and facilities, and shall have opportunities both to observe all appropriate activities and to conduct confidential interviews when necessary.

(E) Arrangements must be such as to ensure that no person evaluating or monitoring the training is penalized or rewarded, directly or indirectly, by the sponsor of the training for making any particular observations or for reaching any particular conclusions.

(11) Each person conducting the initial evaluation under paragraph (a)(10)(ii)(A) of this section or the periodic monitoring of the training under paragraph (a)(10)(ii)(B) of this section

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shall communicate his or her conclusions to the Commanding Officer, National Maritime Center, NMC-42, 100 Forbes Drive, Martinsburg WV 25404, within 1 month of the completion of the evaluation or the monitoring.

(12) Each offeror of the training shall let the Coast Guard or someone authorized by the Coast Guard observe the records of a student's performance and records otherwise relating to paragraphs (a)(1) through (10) of this section.

(b) The Coast Guard will maintain a list of training each of whose offerors submits a certificate, initially not less than 45 calendar days before offering training under this section, and annually thereafter, signed by the offeror or its authorized representatives, stating that the training fully complies with requirements of this section, and identifying the Coast Guard-accepted QSS being used for independent monitoring. Training programs on this list will offer the training necessary for officer and STCW endorsements under this part. The Coast Guard will update this list periodically and make it available to members of the public on request.

(c) If the Coast Guard determines, on the basis of observations or conclusions either of its own or of someone authorized by it to monitor the training, that particular training does not satisfy one or more of the conditions described in paragraph (a) of this section—

(1) The Coast Guard will so notify the offeror of the training by letter, enclosing a report of the observations and conclusions;

(2) The offeror may, within a period specified in the notice, either appeal the observations or conclusions to the Commandant (CG-543) or bring the training into compliance; and

(3) If the appeal is denied—or the deficiency is not corrected in the allotted time, or within any additional period judged by the Coast Guard to be appropriate, considering progress toward compliance—the Coast Guard will remove the training from the list maintained under paragraph (b) of this section until it can verify full compliance; and it may deny applications for licenses for officer or STCW endorsements based in whole or in part on training not on the list, until addi-

tional training or assessment is documented.

[CGD 95-062, 62 FR 34531, June 26, 1997, as amended by USCG-1998-4442, 63 FR 52189, Sept. 30, 1998; USCG-2004-18884, 69 FR 58342, Sept. 30, 2004; USCG-2007-29018, 72 FR 53964, Sept. 21, 2007; USCG-2008-0906, 73 FR 56508, Sept. 29, 2008; USCG-2006-24371, 74 FR 11239, Mar. 16, 2009]

Subpart D—Professional Requirements for Deck Officers

§ 11.401 Ocean and near-coastal officer or STCW endorsements.

(a) Any license or MMC endorsement for service as master or mate on ocean waters qualifies the mariner to serve in the same grade on any waters, subject to the limitations of the endorsement.

(b) A license or MMC endorsement issued for service as master or mate on near-coastal waters qualifies the mariner to serve in the same grade on near-coastal, Great Lakes, and inland waters, subject to the limitations of the endorsement.

(c) Near-coastal endorsements for any gross tons require the same number of years of service as the ocean-unlimited endorsements. The primary differences in these endorsements are the nature of the service and the professional examination as explained in subpart I of this part.

(d) A mariner having a master or mate near-coastal license or MMC endorsement obtained with ocean service may have an MMC endorsed for ocean service by completing the appropriate examination deficiencies, provided that the additional service requirements of paragraph (e) of this section do not apply.

(e) Master or third mate near-coastal unlimited endorsements may be obtained by completing the prescribed examination in subpart I of this part and satisfying the requirements of paragraph (g) of this section while holding a license or MMC endorsement as unlimited master or mate, respectively, upon Great Lakes and inland waters. To have a near-coastal-unlimited endorsement obtained in this manner endorsed for ocean service, the mariner must obtain 12 months of service as a deck-watch officer or higher on ocean waters on vessels of 1,600 GRT or over,

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in addition to completing the examination topics.

(f) Masters and mates endorsements for service on vessels of more than 200 gross tons may be endorsed for sail or auxiliary sail as appropriate. The applicant must present the equivalent total qualifying service required for conventional officer endorsements including at least one year of deck experience on that specific type of vessel. For example, for an officer endorsement as a master of vessels of not more than 1,600 gross tons endorsed for auxiliary sail, the applicant must meet the total experience requirements for the conventional officer endorsement, including time as mate and the proper tonnage experience, including at least one year of deck service on appropriately sized auxiliary-sail vessels. For an endorsement to serve on vessels of 200 gross tons or less, see individual endorsement requirements.

(g) In order to obtain a master or mate endorsement with a tonnage limit above 200 gross tons, or an endorsement for 200 gross tons or less with an ocean route, whether an original, raise in grade, or increase in the scope of the endorsement authority to a higher tonnage category, the applicant must successfully complete the following training and examination requirements:

- (1) Approved firefighting course;
- (2) Approved radar-observer course; and
- (3) Qualification as an able seaman unlimited or able seaman limited (able seaman special or able seaman offshore supply vessels satisfy the able seaman requirement for endorsements permitting service on vessels of 1,600 gross tons or less).

(h) Each applicant for a deck officer endorsement, which authorizes service on vessels above 1,600 gross tons on ocean or near-coastal waters, whether original or raise of grade, must pass a practical-signaling examination (flashing light). An applicant who fails in practical signaling, but passes every other part of the examination, may be issued an endorsement with a 1,600 gross ton limitation. The tonnage limitation can be removed upon successful

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completion of the signaling examination.

[USCG–2006–24371, 74 FR 11240, Mar. 16, 2009]

§ 11.402 Tonnage requirements for ocean or near coastal endorsements for vessels of over 1600 gross tons.

(a) To qualify for an ocean or near coastal endorsement for vessels of any gross tons, all the required experience must be obtained on vessels of over 200 gross tons. At least one-half of the required experience must be obtained on vessels of over 1600 gross tons.

(b) If the applicant for an endorsement as master or mate does not have the service on vessels over 1600 gross tons required by paragraph (a) of this section, or is qualifying for third mate under the provisions of § 11.407(c) of this subpart, a tonnage limitation is placed on the endorsement based on the applicant's qualifying experience. The endorsement is limited to the maximum tonnage on which at least 25 percent of the required experience was obtained, or 150 percent of the maximum tonnage on which at least 50 percent of the service was obtained, whichever is higher. Limitations are in multiples of 1000 gross tons, using the next higher figure when an intermediate tonnage is calculated. When the calculated limitation equals or exceeds 10,000 gross tons, the applicant is issued an unlimited tonnage endorsement.

(c) Tonnage limitations imposed under paragraph (b) of this section may be raised or removed in the following manner:

(1) When the applicant has six months of service on vessels of over 1600 gross tons in the highest grade endorsed, all tonnage limitations are removed.

(2) When the applicant has a total of six months of service on vessels of over 1600 gross tons in any capacity as an officer other than the highest grade for which endorsed, all tonnage limitations for the grade in which the service is performed are removed and the next higher grade endorsement is raised to the tonnage of the vessel on which the majority of the service was performed. The total cumulative service before and after issuance of the limited license or MMC endorsement may be

considered in removing all tonnage limitations.

(3) When the applicant has 12 months of service as able seaman on vessels over 1600 gross tons while holding a license or endorsement as third mate, all tonnage limitations on the third mate's license or MMC endorsement are removed.

(d) Individuals holding licenses or endorsements as master or mate of vessels of not more than 1600 gross tons, not more than 500 gross tons, or not more than 25-200 gross tons are prohibited from using the provisions of para-

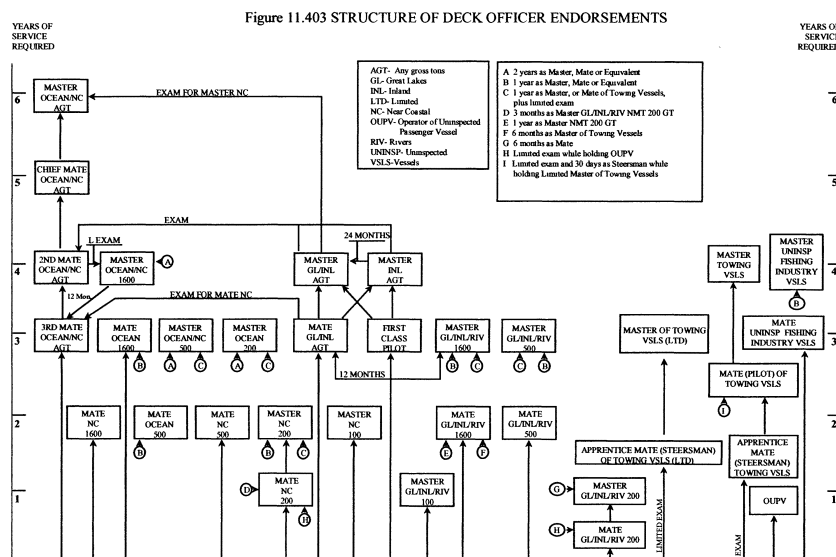
graph (c) of this section to increase the tonnages of their licenses or endorsements.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 135, Jan. 4, 1989; USCG-2006-24371, 74 FR 11240, Mar. 16, 2009]

§ 11.403 Structure of deck officer endorsements.

The following diagram illustrates the deck officer endorsement structure, including cross over points. The section numbers on the diagram refer to the specific requirements applicable.

Figure 11.403 STRUCTURE OF DECK OFFICER ENDORSEMENTS



[USCG-2006-24371, 74 FR 11240, Mar. 16, 2009]

§ 11.404 Service requirements for master of ocean or near coastal steam or motor vessels of any gross tons.

The minimum service required to qualify an applicant for an endorsement as master of ocean or near coastal steam or motor vessels of any gross tons is:

- (a) One year of service as chief mate on ocean steam or motor vessels; or,
- (b) One year of service on ocean steam or motor vessels while holding a

license or MMC endorsement as chief mate of ocean steam or motor vessels as follows:

- (1) A minimum of six months of service as chief mate; and,
- (2) Service as officer in charge of a navigational watch accepted on a two-for-one basis (12 months as second or third mate equals six months of creditable service).

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11241, Mar. 16, 2009]

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§ 11.405 Service requirements for chief mate of ocean or near coastal steam or motor vessels of any gross tons.

The minimum service required to qualify an applicant for an endorsement as chief mate of ocean or near coastal steam or motor vessels of any gross tons is one year of service as officer in charge of a navigational watch on ocean steam or motor vessels while holding a license or MMC endorsement as second mate.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11241, Mar. 16, 2009]

§ 11.406 Service requirements for second mate of ocean or near coastal steam or motor vessels of any gross tons.

The minimum service required to qualify an applicant for an endorsement as second mate of ocean or near coastal steam or motor vessels of any gross tons is:

(a) One year of service as officer in charge of a navigational watch on ocean steam or motor vessels while holding a license or endorsement as third mate; or,

(b) While holding a license or MMC endorsement as third mate of ocean steam or motor vessels of any gross tons, 12 months of service on deck as follows:

(1) A minimum of six months service as officer in charge of a deck watch on ocean steam or motor vessels; in combination with,

(2) Service on ocean steam or motor vessels as boatswain, able seaman, or quartermaster while holding a certificate or MMC endorsement as able seaman, which may be accepted on a two-for-one basis to a maximum allowable substitution of six months (12 months of experience equals 6 months of creditable service); or,

(c) An individual holding an endorsement or license as master of Great Lakes and inland steam or motor vessels of any gross tons or master of inland steam or motor vessels of any gross tons, may obtain an endorsement as second mate of ocean or near coastal steam or motor vessels of any gross

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tons by completing the prescribed examination in subpart I of this part.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 138, Jan. 4, 1989; USCG-2006-24371, 74 FR 11241, Mar. 16, 2009]

§ 11.407 Service requirements for third mate of ocean or near coastal steam or motor vessels of any gross tons.

(a) The minimum service or training required to qualify an applicant for an endorsement as third mate of ocean or near coastal steam or motor vessels of any gross tons is:

(1) Three years of service in the deck department on ocean steam or motor vessels, six months of which shall have been as able seaman, boatswain, or quartermaster, while holding a certificate or endorsement as able seaman. Experience gained in the engine department on vessels of appropriate tonnage may be creditable for up to three months of the service requirements for this officer endorsement; or,

(2) Graduation from:

(i) The U.S. Merchant Marine Academy (deck curriculum);

(ii) The U.S. Coast Guard Academy and qualification as an underway officer in charge of a navigational watch;

(iii) The U.S. Naval Academy and qualification as an underway officer in charge of a navigational watch; or,

(iv) The deck class of a maritime academy approved by and conducted under rules prescribed by the Maritime Administrator and listed in part 310 of this title, including the ocean option program in the deck class of the Great Lakes Maritime Academy; or,

(3) Satisfactory completion of a three year apprentice mate training program approved by the Commandant.

(b) Graduation from the deck class of the Great Lakes Maritime Academy with no ocean sea service will qualify the graduate to be examined for an endorsement as third mate near coastal steam or motor vessels of any gross tons.

(c) While holding a license or MMC endorsement as master of ocean or near coastal steam or motor vessels of not more than 1,600 gross tons, one year of service as master on vessels of over 200 gross tons operating on ocean or near coastal waters will qualify the applicant for an endorsement as third

mate of ocean or near coastal steam or motor vessels of any gross tons.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by USCG 2002-13213, 67 FR 64315, Oct. 18, 2002; USCG-2006-24371, 74 FR 11241, Mar. 16, 2009]

§ 11.410 Requirements for deck officer endorsements for vessels of not more than 1600 gross tons.

(a) Endorsements as master and mate of vessels of not more than 1600 gross tons are issued in the following tonnage categories:

- (1) Not more than 1,600 gross tons;
- (2) Not more than 500 gross tons; or,
- (3) Between 25-200 gross tons in 50 ton increments and with appropriate mode of propulsion such as steam or motor, sail, or auxiliary sail.

(b) Experience gained in the engine department on vessels of appropriate tonnage may be creditable for up to 25 percent of the service requirements for any mate endorsement in this category.

(c) An officer's endorsement in this category obtained with an orally-assisted examination will be limited to 500 gross tons. In order to raise that tonnage limit to 1,600 gross tons, the written examination and service requirements must be satisfied.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 138, Jan. 4, 1989; USCG-2006-24371, 74 FR 11241, Mar. 16, 2009]

§ 11.412 Service requirements for master of ocean or near coastal steam or motor vessels of not more than 1600 gross tons.

The minimum service required to qualify an applicant for an endorsement as master of ocean or near coastal steam or motor vessels of not more than 1600 gross tons is:

(a) Four years total service on ocean or near coastal waters. Service on Great Lakes and inland waters may substitute for up to two years of the required service. Two years of the required service must have been on vessels of over 100 gross tons. Two years of the required service must have been as a master, mate master or mate (pilot) of towing vessels, or equivalent supervisory position while holding a license or MMC endorsement as master, mate, master or mate (pilot) of towing ves-

sels. One year of the service as master, mate, master or mate (pilot) of towing vessels, or equivalent supervisory position must have been on vessels of over 100 gross tons; or,

(b) An applicant holding a license or MMC endorsement as chief mate or second mate of ocean or near coastal steam or motor vessels of over 1600 gross tons is eligible for this endorsement upon completion of a limited examination.

[CGD 81-059, 54 FR 138, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999; 66 FR 20936, Apr. 26, 2001; USCG-2006-24371, 74 FR 11241, Mar. 16, 2009]

§ 11.414 Service requirements for mate of ocean steam or motor vessels of not more than 1600 gross tons.

The minimum service required to qualify an applicant for an endorsement as mate of ocean steam or motor vessels of not more than 1600 gross tons is:

(a) Three years total service in the deck department of ocean or near coastal steam or motor, sail, or auxiliary sail vessels. Service on Great Lakes and inland waters may substitute for up to 18 months of the required service. One year of the required service must have been on vessels of over 100 gross tons. One year of the required service must have been as a master, mate master or mate (pilot) of towing vessels, or equivalent supervisory position while holding a license or MMC endorsement as master, mate, master or mate (pilot) of towing vessels, or equivalent supervisory position must have been on vessels of over 100 gross tons; or,

(b) Three years total service in the deck department on ocean or near coastal steam or motor, sail, or auxiliary sail vessels of over 200 gross tons. Six months of the required service must have been as able seaman.

[CGD 81-059, 54 FR 138, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999; 66 FR 20936, Apr. 26, 2001; USCG-2006-24371, 74 FR 11241, Mar. 16, 2009]

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§ 11.416 Service requirements for mate of near coastal steam or motor vessels of not more than 1600 gross tons.

The minimum service required to qualify an applicant for an endorsement as mate of near coastal steam or motor vessels of not more than 1600 gross tons is two years total service in the deck department of ocean or near coastal steam or motor, sail, or auxiliary sail vessels. Service on Great Lakes and inland waters may substitute for up to one year of the required service. One year of the required service must have been on vessels of over 100 gross tons. Six months of the required service must have been as able seaman, boatswain, quartermaster, or equivalent position on vessels of over 100 gross tons while holding a certificate or endorsement as able seaman.

[CGD 81-059, 54 FR 138, Jan. 4, 1989, as amended by USCG-2006-24371, 74 FR 11242, Mar. 16, 2009]

§ 11.418 Service requirements for master of ocean or near coastal steam or motor vessels of not more than 500 gross tons.

The minimum service required to qualify an applicant for an endorsement as master of ocean or near coastal steam or motor vessels of not more than 500 gross tons is:

(a) Three years total service on ocean or near coastal waters. Service on Great Lakes and inland waters may substitute for up to 18 months of the required service. Two years of the required service must have been as a master, mate, or equivalent supervisory position while holding a license or MMC endorsement as master, mate, or operator of uninspected passenger vessels. One year of the required service as master, mate, or equivalent supervisory position must have been on vessels of over 50 gross tons.

(b) The holder of a license or MMC endorsement as master or mate (pilot) of towing vessels authorizing service on oceans or near-coastal routes is eligible for an endorsement as master of ocean or near-coastal steam or motor vessels of not more than 500 gross tons after both 1 year of service as master or mate of towing vessels on oceans or

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near-coastal routes and completion of a limited examination.

[CGD 81-059, 54 FR 138, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999; USCG-2006-24371, 74 FR 11242, Mar. 16, 2009]

§ 11.420 Service requirements for mate of ocean steam or motor vessels of not more than 500 gross tons.

The minimum service required to qualify an applicant for an endorsement as mate of ocean steam and motor vessels of not more than 500 gross tons is two years total service in the deck department of ocean or near coastal steam or motor, sail, or auxiliary sail vessels. Service on Great Lakes and inland waters may substitute for up to one year of the required service. One year of the required service must have been as a master, mate, or equivalent supervisory position while holding a license or endorsement as master, mate, or operator of uninspected passenger vessels. Six months of the required service as master, mate, or equivalent supervisory position must have been on vessels of over 50 gross tons.

[CGD 81-059, 54 FR 138, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999; USCG-2006-24371, 74 FR 11242, Mar. 16, 2009]

§ 11.421 Service requirements for mate of near coastal steam or motor vessels of not more than 500 gross tons.

The minimum service required to qualify an applicant for an endorsement as mate of near coastal steam or motor vessels of not more than 500 gross tons is two years total service in the deck department of ocean or near coastal steam or motor, sail, or auxiliary sail vessels. Service on Great Lakes and inland waters may substitute for up to one year of the required service. One year of the required service must have been on vessels of over 50 gross tons. Three months of the required service must have been as able seaman, boatswain, quartermaster, or equivalent position on vessels of over 50 gross tons while holding a certificate or endorsement as able seaman.

[CGD 81-059, 54 FR 138, Jan. 4, 1989, as amended by USCG-2006-24371, 74 FR 11242, Mar. 16, 2009]

§ 11.422 Tonnage limitations and qualifying requirements for endorsements as master or mate of vessels of not more than 200 gross tons.

(a) Except as noted in paragraph (e), all endorsements issued for master or mate of vessels of not more than 200 gross tons are issued in 50 gross ton increments based on the applicant's qualifying experience. The endorsement is limited to the maximum tonnage on which at least 25 percent of the required experience was obtained, or 150 percent of the maximum tonnage on which at least 50 percent of the service was obtained, whichever is higher. Limitations are in multiples of 50 gross tons using the next higher figure when an intermediate tonnage is calculated.

(b) The tonnage limitation on these endorsements may be raised upon completion of:

(1) At least 45 days of additional service on deck on a vessel of a higher tonnage for a tonnage increase on a mate's endorsement; or,

(2) At least 90 days of additional service on deck on a vessel of a higher tonnage for a tonnage increase on a master's endorsement; or,

(3) Additional service, which, when combined with all previously accumulated service, will qualify the applicant for a higher tonnage officer endorsement under the basic formula; or,

(4) Six months additional service in the deck department on vessels within the highest tonnage increment on the officer's license or MMC endorsement. In this case, the tonnage limitation may be raised one increment.

(c) When the service is obtained on vessels upon which no personnel need an officer endorsement or license, the OCMI must be satisfied that the nature of this qualifying service (i.e., size of vessel, route, equipment, etc.) is a reasonable equivalent to the duties performed on vessels which are required to engage individuals with officer endorsements.

(d) Service gained in the engine room on vessels of not more than 200 gross tons may be creditable for up to 25 percent of the deck service requirements for mate.

(e) When the qualifying service is obtained upon vessels of five gross tons or

less, the officer endorsement will be limited to vessels of not more than 25 gross tons.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 139, Jan. 4, 1989; USCG-2006-24371, 74 FR 11242, Mar. 16, 2009]

§ 11.424 Service requirements for master of ocean steam or motor vessels of not more than 200 gross tons.

(a) The minimum service required to qualify an applicant for an officer endorsement as master of ocean steam or motor vessels of not more than 200 gross tons is:

(1) Three years total service on ocean or near coastal waters. Service on Great Lakes and inland waters may substitute for up to 18 months of the required service. Two years of the required service must have been as master, mate, or equivalent supervisory position while holding a license or MMC endorsement as master, as mate, or as operator of uninspected passenger vessels; or,

(2) Two years total service as a master or mate of ocean or near-coastal towing vessels. Completion of a limited examination is also required.

(b) In order to obtain an officer endorsement for sail or auxiliary sail vessels, the applicant must submit evidence of 12 months of service on sail or auxiliary sail vessels. The required 12 months of service may have been obtained prior to issuance of the master's license or MMC endorsement.

(c) In addition to any required examination, the applicant must comply with the requirements listed in § 11.401(g).

[CGD 81-059, 54 FR 139, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999; USCG-2006-24371, 74 FR 11242, Mar. 16, 2009]

§ 11.426 Service requirements for master of near coastal steam or motor vessels of not more than 200 gross tons.

(a) The minimum service required to qualify an applicant for an endorsement as master of near coastal steam or motor vessels of not more than 200 gross tons is:

(1) Two years total service on ocean or near coastal waters. Service on

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Great Lakes and inland waters may substitute for up to one year of the required service. One year of the required service must have been as a master, mate, or equivalent supervisory position while holding a license or endorsement as master, as mate, or as operator of uninspected passenger vessels; or,

(2) One year of total service as master or mate of towing vessels on oceans or near-coastal routes. Completion of a limited examination is also required.

(b) In order to obtain an officer endorsement for sail or auxiliary sail vessels, the applicant must submit evidence of 12 months of service on sail or auxiliary sail vessels. The required 12 months of service may have been obtained prior to issuance of the master's license or MMC endorsement.

[CGD 81-059, 54 FR 139, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999; USCG-2006-24371, 74 FR 11242, Mar. 16, 2009]

§ 11.427 Service requirements for mate of near coastal steam or motor vessels of not more than 200 gross tons.

(a) The minimum service required to qualify an applicant for endorsement as mate of near coastal steam or motor vessels of not more than 200 gross tons is:

(1) Twelve months total service in the deck department of ocean or near coastal steam or motor, sail, or auxiliary sail vessels. Service on Great Lakes and inland waters may substitute for up to six months of the required service; or,

(2) Three months of service in the deck department of steam or motor vessels operating on ocean, near coastal, Great Lakes or inland waters while holding a license or MMC endorsement as master of inland steam or motor, sail or auxiliary sail vessels of not more than 200 gross tons.

(b) The holder of a license or MMC endorsement as operator of uninspected passenger vessels with a near coastal route endorsement may obtain this endorsement by successfully completing an examination on rules and regulations for small passenger vessels.

(c) In order to obtain this officer endorsement for sail or auxiliary sail ves-

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sels, the applicant must submit evidence of six months of deck service on sail or auxiliary sail vessels.

(d) A license or MMC endorsement as master of near coastal steam or motor vessels may be endorsed as mate of sail or auxiliary sail vessels upon presentation of three months of service on sail or auxiliary sail vessels.

(e) In order to obtain a tonnage endorsement for over 100 gross tons, the applicant must complete the additional examination topics indicated in subpart I of this part.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by CGD 81-059, 54 FR 139, Jan. 4, 1989; USCG-2006-24371, 74 FR 11242, Mar. 16, 2009]

§ 11.428 Service requirements for master of near coastal steam or motor vessels of not more than 100 gross tons.

(a) The minimum service required to qualify an applicant for an endorsement as master of near coastal steam or motor vessels of not more than 100 gross tons is two years total service in the deck department of steam or motor, sail, or auxiliary sail vessels on ocean or near coastal waters. Service on Great Lakes and inland waters may substitute for up to one year of the required service.

(b) In order to obtain an endorsement for sail or auxiliary sail vessels, the applicant must submit evidence of 12 months of service on sail or auxiliary sail vessels. The required 12 months of service may have been obtained prior to issuance of the license or MMC endorsement.

[CGD 81-059, 54 FR 139, Jan. 4, 1989, as amended by USCG-2006-24371, 74 FR 11242, Mar. 16, 2009]

§ 11.429 Service requirements for limited master of near coastal steam or motor vessels of not more than 100 gross tons.

(a) Limited masters' endorsements for near coastal vessels of not more than 100 gross tons may be issued to applicants to be employed by organizations such as yacht clubs, marinas, formal camps and educational institutions. An endorsement issued under this section is limited to the specific activity and the locality of the yacht

club, marina or camp. In order to obtain this restricted endorsement, an applicant must:

(1) Have four months of service on any waters in the operation of the type of vessel for which the endorsement is requested;

(2) Satisfactorily complete a safe boating course approved by the National Association of State Boating Law Administrators, or a safe boating course conducted by the U.S. Power Squadron or the American Red Cross, or a Coast Guard approved course. This course must have been completed within five years before the date of application; and,

(3) Pass a limited examination appropriate for the activity to be conducted and the route authorized.

(b) The first aid and cardiopulmonary resuscitation (CPR) course certificates required by §11.205(e) will only be required when, in the opinion of the OCMI, the geographic area over which service is authorized precludes obtaining medical services within a reasonable time.

(c) In order to obtain an endorsement for sail or auxiliary sail vessels, the applicant must submit evidence of four months of service on sail or auxiliary sail vessels. The required four months of service may have been obtained prior to issuance of the license or MMC endorsement.

[CGD 81-059, 54 FR 139, Jan. 4, 1989, as amended by USCG-2000-7790, 65 FR 58458, Sept. 29, 2000; USCG-2006-24371, 74 FR 11242, Mar. 16, 2009]

§ 11.430 Endorsements for the Great Lakes and inland waters.

Any license or MMC endorsement issued for service on the Great Lakes and inland waters is valid on all of the inland waters of the United States as defined in this part. Any license or MMC endorsement issued for service on inland waters is valid for the inland waters of the United States, excluding the Great Lakes. Licenses and MMC endorsements with either a Great Lakes and inland or an inland route are valid for service on the sheltered waters of the Inside Passage between Puget Sound and Cape Spencer, Alaska. As these licenses and MMC endorsements authorize service on waters sea-

ward of the International Regulations for Preventing Collisions at Sea (COLREGS) demarcation line as defined in 33 CFR part 80, the applicant must complete an examination on the COLREGS or the endorsement must exclude such waters.

[CGD 81-059, 54 FR 139, Jan. 4, 1989, as amended by USCG-2006-24371, 74 FR 11242, Mar. 16, 2009]

§ 11.431 Tonnage requirements for Great Lakes and inland endorsements for vessels of over 1600 gross tons.

(a) All required experience for Great Lakes and inland unlimited endorsements must be obtained on vessels of over 200 gross tons. At least one-half of the required experience must be obtained on vessels of 1600 gross tons or over.

(b) Tonnage limitations may be imposed on these endorsements in accordance with §11.402 (b) and (c).

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11242, Mar. 16, 2009]

§ 11.433 Service requirements for master of Great Lakes and inland steam or motor vessels of any gross tons.

The minimum service required to qualify an applicant for an endorsement as master of Great Lakes and inland steam or motor vessels of any gross tons is:

(a) One year of service as mate or first class pilot while acting in the capacity of first mate of Great Lakes steam or motor vessels of more than 1600 gross tons; or,

(b) Two years of service as master of inland (excluding the Great Lakes) steam or motor vessels of more than 1600 gross tons; or,

(c) One year of service upon Great Lakes waters while holding a license or MMC endorsement as mate or first class pilot of Great Lakes and inland steam or motor vessels of more than 1600 gross tons. A minimum of six months of this service must have been in the capacity of first mate. Service as second mate is accepted for the remainder on a two-for-one basis to a maximum of six months (12 months of

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service equals six months of creditable service).

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11243, Mar. 16, 2009]

§ 11.435 Service requirements for master of inland steam or motor vessels of any gross tons.

The minimum service required to qualify an applicant for an endorsement as master of inland (excluding the Great Lakes) steam or motor vessels of any gross tons is:

(a) One year of service as first class pilot (of other than canal and small lakes routes) or mate of Great Lakes or inland steam or motor vessels of more than 1,600 gross tons; or,

(b) Two years of service as wheelsman or quartermaster while holding a mate/first class pilot license or MMC endorsement.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11243, Mar. 16, 2009]

§ 11.437 Service requirements for mate of Great Lakes and inland steam or motor vessels of any gross tons.

(a) The minimum service required to qualify an applicant for an endorsement as mate of Great Lakes and inland steam or motor vessels of any gross tons is:

(1) Three years of service in the deck department of steam or motor vessels, at least three months of which must have been on vessels on inland waters and at least six months of which must have been as able seaman, inland mate, boatswain, wheelsman, quartermaster, or equivalent position;

(2) Graduation from the deck class of the Great Lakes Maritime Academy; or,

(3) While holding a license or MMC endorsement as master of Great Lakes and inland steam or motor vessels of not more than 1600 gross tons, one year service as master on vessels of over 200 gross tons.

(b) Service gained in the engine department on vessels of appropriate tonnage may be creditable for up to six

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months of the service requirements under paragraph (a)(1) of this section.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11243, Mar. 16, 2009]

§ 11.442 Service requirements for master of Great Lakes and inland steam or motor vessels of not more than 1600 gross tons.

The minimum service required to qualify an applicant for an endorsement as master of Great Lakes and inland steam or motor vessels of not more than 1600 gross tons is:

(a) Three years total service on vessels. Eighteen months of the required service must have been on vessels of over 100 gross tons. One year of the required service must have been as a master, mate, or equivalent supervisory position on vessels of over 100 gross tons while holding a license or MMC endorsement as master, as mate, or as master of towing vessels; or,

(b) Six months of service as operator on vessels of over 100 gross tons while holding a license or MMC endorsement as master of towing vessels.

[CGD 81-059, 54 FR 140, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999; USCG-2006-24371, 74 FR 11243, Mar. 16, 2009]

§ 11.444 Service requirements for mate of Great Lakes and inland steam or motor vessels of not more than 1600 gross tons.

The minimum service required to qualify an applicant for an endorsement as mate of Great Lakes and inland steam or motor vessels of not more than 1600 gross tons is:

(a) Two years total service in the deck department of steam or motor, sail, or auxiliary sail vessels. One year of the required service must have been on vessels of over 100 gross tons. Six months of the required service must have been as able seaman, boatswain, quartermaster, or equivalent position on vessels of over 100 gross tons while holding a certificate or endorsement as able seaman; or,

(b) One year total service as master of steam or motor, sail, or auxiliary sail vessels, or operator of uninspected passenger vessels, of over 50 gross tons

while holding a license or MMC endorsement as master steam or motor, sail, or auxiliary sail vessels of not more than 200 gross tons or operator of uninspected passenger vessels; or,

(c) Six months total service as mate (pilot) of towing vessels on vessels of over 100 gross tons.

[CGD 81-059, 54 FR 140, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999; USCG-2006-24371, 74 FR 11243, Mar. 16, 2009]

§ 11.446 Service requirements for master of Great Lakes and inland steam or motor vessels of not more than 500 gross tons.

The minimum service required to qualify an applicant for an endorsement as master of Great Lakes and inland steam or motor vessels of not more than 500 gross tons is:

(a) Three years total service on vessels. One year of the required service must have been as a master, mate, or equivalent supervisory position on vessels of over 50 gross tons while holding a license or MMC endorsement as master, as mate, or as operator of uninspected passenger vessels.

(b) An applicant holding a license or MMC endorsement as master of ocean, near coastal, or Great Lakes and inland towing vessels is eligible for this endorsement after six months of service as master of towing vessels and completion of a limited examination. This requires three and one-half years of service. Two years of this service must have been served while holding a license or MMC endorsement as master or mate (pilot) of towing vessels, or mate.

[CGD 81-059, 54 FR 140, Jan. 4, 1989, as amended by USCG 1999-6224, 64 FR 63228, Nov. 19, 1999; USCG-2006-24371, 74 FR 11243, Mar. 16, 2009]

§ 11.448 Service requirements for mate of Great Lakes and inland steam or motor vessels of not more than 500 gross tons.

The minimum service required to qualify an applicant for an endorsement as mate of Great Lakes and inland steam or motor vessels of not more than 500 gross tons is two years total service in the deck department of steam or motor, sail, or auxiliary sail

vessels. One year of the required service must have been on vessels of over 50 gross tons. Three months of the required service must have been as able seaman, boatswain, quartermaster, or equivalent position on vessels of over 50 gross tons while holding a certificate or endorsement as able seaman.

[CGD 81-059, 54 FR 140, Jan. 4, 1989, as amended by USCG-2006-24371, 74 FR 11243, Mar. 16, 2009]

§ 11.450 Tonnage limitations and qualifying requirements for endorsements as master or mate of Great Lakes and inland vessels of not more than 200 gross tons.

(a) Except as noted in subparagraph (d), all endorsements issued for master or mate of vessels of not more than 200 gross tons are issued in 50 ton increments based on the applicants qualifying experience in accordance with the provisions of § 11.422. See the tonnage and qualifying service discussion in § 11.422 for further clarification.

(b) Service gained in the engineroom on vessels of not more than 200 gross tons may be creditable for up to 25 percent of the deck service requirements for mate.

(c) When the service is obtained on vessels upon which personnel with licenses or endorsements are not required, the OCMI must be satisfied that the nature of this qualifying service (i.e., size of vessel, route, equipment, etc.) is a reasonable equivalent to the duties performed on vessels which are required to engage individuals with endorsements.

(d) When the qualifying service is obtained upon vessels of five gross tons or less, the endorsement will be limited to vessels of not more than 25 gross tons.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11243, Mar. 16, 2009]

§ 11.452 Service requirements for master of Great Lakes and inland steam or motor vessels of not more than 200 gross tons.

(a) The minimum service required to qualify an applicant for an endorsement as master of Great Lakes and inland steam or motor vessels of not more than 200 gross tons is one year of service on vessels. Six months of the

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required service must have been as master, mate, or equivalent supervisory position while holding a license or MMC endorsement as master, mate, master or mate (pilot) of towing vessels, or operator of uninspected passenger vessels. To obtain authority to serve on the Great Lakes, three months of the required service must have been on Great Lakes waters, otherwise the endorsement will be limited to the inland waters of the United States (excluding the Great Lakes).

(b) In order to obtain an endorsement for sail or auxiliary sail vessels, the applicant must have six months of service on sail or auxiliary sail vessels. The required six months of service may have been obtained prior to issuance of the master's license or MMC endorsement.

[CGD 81-059, 54 FR 140, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999; USCG-2006-24371, 74 FR 11243, Mar. 16, 2009]

§ 11.454 Service requirements for mate of Great Lakes and inland steam or motor vessels of not more than 200 gross tons.

(a) The minimum service required to qualify an applicant for an endorsement as mate of Great Lakes and inland steam or motor vessels of not more than 200 gross tons is six months of service in the deck department of steam or motor, sail, or auxiliary sail vessels. To obtain authority to serve on the Great Lakes, three months of the required service must have been on Great Lakes waters, otherwise the endorsement will be limited to the inland waters of the United States (excluding the Great Lakes).

(b) In order to obtain an endorsement for sail or auxiliary sail vessels, the applicant must submit evidence of three months of service on sail or auxiliary sail vessels.

(c) An endorsement as master of steam or motor vessels may be endorsed as mate of sail or auxiliary sail vessels upon presentation of three months service on sail or auxiliary sail vessels.

(d) The holder of a license or MMC endorsement as operator of inland uninspected passenger vessels may obtain this endorsement by successfully

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completing an examination on rules and regulations for small passenger vessels. To obtain authority to serve on the Great Lakes, three months of the required service must have been on Great Lakes waters, otherwise the endorsement will be limited to the inland waters of the United States (excluding the Great Lakes).

(e) In order to obtain a tonnage endorsement of over 100 gross tons, the applicant must complete the additional examination topics indicated in subpart I of this part.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 140, Jan. 4, 1989; USCG-2006-24371, 74 FR 11243, Mar. 16, 2009]

§ 11.455 Service requirements for master of Great Lakes and inland steam or motor vessels of not more than 100 gross tons.

(a) The minimum service required to qualify an applicant for an endorsement as master of Great Lakes and inland steam or motor vessels of not more than 100 gross tons is one year of total service in the deck department of steam or motor, sail, or auxiliary sail vessels. To obtain authority to serve on the Great Lakes, three months of the required service must have been on Great Lakes waters, otherwise the endorsement will be limited to the inland waters of the United States (excluding the Great Lakes).

(b) In order to obtain an endorsement for sail or auxiliary sail vessels, the applicant must submit evidence of six months of service on sail or auxiliary sail vessels. The required six months of service may have been obtained prior to issuance of the endorsement.

[CGD 81-059, 54 FR 140, Jan. 4, 1989, as amended by USCG-2006-24371, 74 FR 11243, Mar. 16, 2009]

§ 11.456 Service requirements for limited master of Great Lakes and inland steam or motor vessels of not more than 100 gross tons.

Limited masters' endorsements for vessels of not more than 100 gross tons upon Great Lakes and inland waters may be issued to applicants to be employed by organizations such as formal camps, educational institutions, yacht clubs, and marinas with reduced service requirements. An endorsement

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issued under this paragraph is limited to the specific activity and the locality of the camp, yacht club or marina. In order to obtain this restricted endorsement, an applicant must:

(a) Have four months of service in the operation of the type of vessel for which the endorsement is requested; and,

(b) Satisfactorily complete a safe boating course approved by the National Association of State Boating Law Administrators, a public education course conducted by the U.S. Power Squadron or the American Red Cross, or a Coast Guard approved course. This course must have been completed within five years before the date of application; and,

(c) Pass a limited examination appropriate for the activity to be conducted and the route authorized.

(d) The first aid and cardiopulmonary resuscitation (CPR) course certificates required by §11.205(e) of this part will only be required when, in the opinion of the OCMI, the geographic area over which service is authorized precludes obtaining medical services within a reasonable time.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by CGD 81-059, 54 FR 140, Jan. 4, 1989; USCG-2000-7790, 65 FR 58458, Sept. 29, 2000; USCG-2006-24371, 74 FR 11243, Mar. 16, 2009]

§ 11.457 Service requirements for master of inland steam or motor vessels of not more than 100 gross tons.

(a) An applicant for an endorsement as master of inland steam or motor vessels of not more than 100 gross tons must present one year of service on any waters. In order to raise the tonnage limitation over 100 gross tons, the examination topics indicated in subpart I of this part must be completed in addition to satisfying the experience requirements of §11.452(a).

(b) In order to obtain an endorsement for sail or auxiliary sail vessels, the applicant must submit evidence of six months of service on sail or auxiliary sail vessels. The required six months of service may have been obtained prior

to issuance of the license or MMC endorsement.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by CGD 81-059, 54 FR 141, Jan. 4, 1989; USCG-2006-24371, 74 FR 11243, Mar. 16, 2009]

§ 11.459 Service requirements for master or mate of rivers.

(a) An applicant for an endorsement as master of river steam or motor vessels of any gross tons must meet the same service requirements as master of inland steam or motor vessels of any gross tons.

(b) An applicant for an endorsement as master or mate of river steam or motor vessels, with a limitation of 25-1600 gross tons, must meet the same service requirements as those required by this subpart for the corresponding tonnage Great Lakes and inland steam or motor endorsement. Service on the Great Lakes is not, however, required.

[CGD 81-059, 54 FR 141, Jan. 4, 1989, as amended by USCG-2006-24371, 74 FR 11244, Mar. 16, 2009]

§ 11.462 Endorsements for master or mate of uninspected fishing industry vessels.

(a) This section applies to endorsements for masters and mates of all vessels, however propelled navigating the high seas, which are documented to engage in the fishing industry, with the exception of:

- (1) Wooden ships of primitive build;
- (2) Unrigged vessels; and,
- (3) Vessels of less than 200 gross tons.

(b) Endorsements as master or mate of uninspected fishing industry vessels are issued for either ocean or near-coastal routes, depending on the examination completed. To qualify for an uninspected fishing industry vessel endorsement, the applicant must satisfy the training and examination requirements of §11.401(g) of this subpart.

(c) An applicant for an endorsement as master of uninspected fishing industry vessels must have four years of total service on ocean or near coastal routes. Service on Great Lakes or inland waters may substitute for up to two years of the required service. One year of the required service must have

been as master, mate, or equivalent supervisory position while holding a license or MMC endorsement as master, mate, master or mate (pilot) of towing vessels, or OUPV.

(1) To qualify for an endorsement for not more than 500 gross tons, at least two years of the required service, including the one year as master, mate or equivalent, must have been on vessels of more than 50 gross tons.

(2) To qualify for an endorsement for not more than 1,600 gross tons, at least two years of the required service, including the one year as master, mate, or equivalent, must have been on vessels of more than 100 gross tons.

(3) To qualify for an endorsement for more than 1,600 gross tons, but not more than 5,000 gross tons, the vessel tonnage upon which the four years of required service was obtained will be used to compute the tonnage. The endorsement is limited to the maximum tonnage on which at least 25 percent of the required service was obtained or 150 percent of the maximum tonnage on which at least 50 percent of the service was obtained, whichever is higher. Limitations are in multiples of 1,000 gross tons, using the next higher figure when an intermediate tonnage is calculated. An endorsement as master of uninspected fishing industry vessels authorizing service on vessels more than 1,600 gross tons also requires one year as master, mate, or equivalent on vessels more than 100 gross tons.

(4) The tonnage limitation for this endorsement may be raised using one of the following methods but cannot exceed 5,000 gross tons. Limitations are in multiples of 1,000 gross tons, using the next higher figure when an intermediate tonnage is calculated.

(i) Three months service as master on a vessel results in a limitation in that capacity equal to the tonnage of that vessel rounded up to the next multiple of 1000 gross tons;

(ii) Six months service as master on a vessel results in a limitation in that capacity equal to 150% of the tonnage of that vessel;

(iii) Six months service as master on vessels over 1600 gross tons results in raising the limitation to 5000 gross tons;

(iv) Six months service as mate on vessels over 1600 gross tons results in raising the limitation for master to the tonnage on which at least 50 percent of the service was obtained;

(v) Two years of service as a deckhand on a vessel while holding a license or MMC endorsement as master results in a limitation on the MMC equal to 150 percent of the tonnage of that vessel up to 5,000 gross tons; or

(vi) One year of service as deckhand on a vessel while holding a license or MMC endorsement as master results in a limitation on the MMC equal to the tonnage of that vessel.

(d) An applicant for an endorsement as mate of uninspected fishing industry vessels must have three years of total service on ocean or near-coastal routes. Service on Great Lakes or inland waters may substitute for up to 18 months of the required service.

(1) To qualify for an endorsement of not more than 500 gross tons, at least one year of the required service must have been on vessels of more than 50 gross tons.

(2) To qualify for an endorsement of not more than 1,600 gross tons, at least one year of the required service must have been on vessels of more than 100 gross tons.

(3) To qualify for an endorsement of more than 1,600 gross tons, but not more than 5,000 gross tons, the vessel tonnage upon which the three years of required service was obtained will be used to compute the tonnage. The endorsement is limited to the maximum tonnage on which at least 25 percent of the required service was obtained, or 150 percent of the maximum tonnage on which at least 50 percent of the service was obtained, whichever is higher. Limitations are in multiples of 1,000 gross tons, using the next higher figure when an intermediate tonnage is calculated.

(4) The tonnage limitation on this endorsement may be raised using one of the following methods, but cannot exceed 5,000 gross tons. Limitations are in multiples of 1000 gross tons, using the next higher figure when an intermediate tonnage is calculated.

(i) Three months service as mate on a vessel results in a limitation in that capacity equal to the tonnage of that

vessel rounded up to the next multiple of 1000 gross tons;

(ii) Six months service as mate on a vessel results in a limitation in that capacity equal to 150% of the tonnage of that vessel;

(iii) Six months service as mate on vessels over 1600 gross tons results in raising the limitation to 5000 gross tons;

(iv) One year of service as deckhand on vessels more than 1,600 gross tons while holding a license or MMC endorsement as mate, results in raising the limitation on the MMC to 5,000 gross tons;

(v) Two years of service as a deckhand on a vessel while holding a license or MMC endorsed as mate results in a limitation on the MMC equal to 150 percent of the tonnage of that vessel up to 5,000 gross tons; or

(vi) One year of service as deckhand on a vessel while holding a license or MMC endorsement as mate results in a limitation on the MMC equal to the tonnage of that vessel.

(e) Applicants may request an oral examination on the subjects listed in subpart I of this part.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 141, Jan. 4, 1989; USCG-1999-6224, 64 FR 63228, Nov. 19, 1999; USCG-2006-24371, 74 FR 11244, Mar. 16, 2009]

§ 11.463 General requirements for endorsements as master, mate (pilot), and apprentice mate (steersman) of towing vessels.

(a) The Coast Guard issues the following endorsements:

- (1) Master of towing vessels.
- (2) Master of towing vessels, limited.
- (3) Mate (pilot) of towing vessels.
- (4) Mate (pilot) of towing vessels, limited.
- (5) Apprentice mate (steersman).
- (6) Apprentice mate (steersman), limited.

(b) An endorsement as master of towing vessels means an endorsement to operate towing vessels not restricted to local areas designated by OCMI. This also applies to a mate (pilot) of towing vessels.

(c) For this section, *limited* means an endorsement to operate a towing vessel of less than 200 gross tons limited to a local area within the Great Lakes, inland waters, or Western Rivers designated by the OCMI.

[USCG-1999-6224, 64 FR 63228, Nov. 19, 1999, as amended at 66 FR 20936, Apr. 26, 2001; 68 FR 35812, June 17, 2003; USCG-2006-24371, 74 FR 11244, Mar. 16, 2009]

§ 11.464 Requirements for endorsements as master of towing vessels.

(a) If you would like to obtain an endorsement as master of towing vessels with a route listed in column 1 of table 11.464(a) of this section, then you must complete the service requirements indicated in columns 2 through 5. You may serve on the subordinate routes listed in column 6 without further endorsement.

TABLE 11.464(a)—REQUIREMENTS FOR ENDORSEMENT AS MASTER OF TOWING VESSELS ¹

Route endorsed	Total service ²	TOS ³ on T/V as mate (pilot)	TOS ³ on T/V as mate (pilot) not as harbor assist	TOS ³ on particular route	Subordinate route authorized
1	2	3	4	5	6
(1) OCEANS (O)	48	18 of 48	12 of 18	3 of 18	NC, GL-I
(2) NEAR-COASTAL (NC)	48	18 of 48	12 of 18	3 of 18	GL-I
(3) GREAT LAKES—INLAND (GL-I) ...	48	18 of 48	12 of 18	3 of 18.	
(4) WESTERN RIVERS (WR)	48	18 of 48	12 of 18	3 of 18.	

¹ If you hold an endorsement as master of towing vessels you may have an endorsement-as mate (pilot) of towing vessels for a route superior to your current route on which you have no operating experience—placed on your MMC after passing an examination for that additional route. After you complete 90 days of experience and complete a Towing Officer's Assessment Record on that route, we will add it to your endorsement as master of towing vessels and remove the one for mate (pilot) of towing vessels.

² Service is in months.

³ TOS is time of service.

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(b) If you would like to obtain an endorsement as master of towing vessels (limited), then you must complete the requirements listed in columns 2 through 5 of table 11.464(b) of this section.

TABLE 11.464(b)—REQUIREMENTS FOR ENDORSEMENT AS MASTER OF TOWING VESSELS
[Limited]

Route endorsed 1	Total service ¹ 2	TOS ² on T/V as limited apprentice mate (steersman) 3	TOAR or an approved course 4	TOS ² on particular route 5
LIMITED LOCAL AREA (LLA)	36	18 of 48	12 of 18	3 of 18.

¹ Service is in months.
² TOS is time of service.

(c) If you hold a license or MMC endorsement as mate (pilot) of towing vessels, you may have master of towing vessels (limited) added to your MMC for a limited local area within the scope of your current route.

(d) Before you serve as master of towing vessels on the Western Rivers, you must possess 90 days of observation and training and have your MMC include an endorsement for Western Rivers.

(e) Each company must maintain evidence that every vessel it operates is under the direction and control of a mariner with the appropriate endorsement and experience, including 30 days of observation and training on the intended route other than Western Rivers.

(f) If you hold a license or MMC endorsement as a master of steam or motor vessels of greater than 200 gross register tons, you may operate towing vessels within any restrictions on your endorsement if you:

(1) Have a minimum of 30 days of training and observation on towing vessels for the route being assessed, except as noted in paragraph (e) of this section; and

(2) Either—

(i) Hold a completed Towing Officer's Assessment Record (TOAR) described in § 11.304(h) that shows evidence of assessment of practical demonstration of skills; or

(ii) Complete an approved training course.

(3) Your license or MMC does not need to include a towing endorsement if you hold a TOAR or complete an approved training course.

(g) If you began your service or training in the towing industry before May 21, 2001, you may receive a license as master of towing vessels if before May 21, 2004, you complete the examination required by 46 CFR 10.903(a)(18)(i) and meet either of the following two requirements:

(1) Three years of service, including—

(i) Two years on deck aboard a vessel 8 meters (26 feet) or more in length;

(ii) One year on deck aboard a towing vessel, with at least 6 months of training or duty in the wheelhouse of the towing vessel; and

(iii) Three months in each particular geographic area for which you are seeking authority; or

(2) Three years of service aboard towing vessels, including—

(i) One year on deck, with at least 6 months of training or duty in the wheelhouse of the towing vessel; and

(ii) Three months in each particular geographic area for which you are seeking authority.

Your license does not need a towing endorsement if you hold a TOAR or a course completion certificate.

[USCG–1999–6224, 64 FR 63228, Nov. 19, 1999, as amended at 66 FR 20937, Apr. 26, 2001; 68 FR 35812, June 17, 2003; USCG–2008–0906, 73 FR 56508, Sept. 29, 2008; USCG–2006–26202, 73 FR 52794, Sept. 11, 2008; USCG–2006–24371, 74 FR 11244, Mar. 16, 2009]

§ 11.465 Requirements for endorsement as mate (pilot) of towing vessels.

(a) If you would like to obtain an endorsement as mate (pilot) of towing vessels endorsed with a route listed in

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column 1 of table 11.465(a) of this section, then you must complete the service in columns 2 through 5. If you hold a license or MMC endorsement as master of towing vessels (limited) and would like to upgrade it to mate (pilot) of towing vessels, then you must complete the service in columns 5 and 6. An endorsement with a route endorsed in

column 1 authorizes service on the subordinate routes listed in column 7 without further endorsement. Time of service requirements as an apprentice mate (steersman) of towing vessels may be reduced by an amount equal to the time specified in the approval letter for the completed Coast Guard-approved training programs.

TABLE 11.465-1—REQUIREMENTS FOR ENDORSEMENT AS MATE (PILOT¹) OF TOWING VESSELS

Route endorsed 1	Total service ² 2	TOS ³ on T/V as apprentice mate (steersman) ⁵ 3	TOS ³ on particular route 4	TOAR ⁴ or an approved course 5	30 days of observation and training while holding master (limited) and pass a limited examination 6	Subordinate route authorized 7
(1) OCEANS (O)	30	12 of 30	3 of 12	YES	YES	NC, GL-I GL-I
(2) NEAR-COASTAL (NC)	30	12 of 30	3 of 12	YES	YES	
(3) GREAT LAKES-INLAND (GL-I)	30	12 of 30	3 of 12	YES	YES	
(5) WESTERN RIVERS (WR)	30	12 of 30	3 of 12	YES	NO (90 days service required)	

¹For all inland routes, as well as Western Rivers, the endorsement as pilot of towing vessels is equivalent to that as mate of towing vessels. All qualifications and equivalencies are the same.

²Service is in months unless otherwise indicated.

³TOS is time of service.

⁴TOAR is Towing Officers' Assessment Record.

⁵Time of service requirements as an apprentice mate (steersman of towing vessels may be reduced by an amount equal to the time specified in the approval letter for a completed Coast Guard-approved training program.

(b) Before you serve as mate (pilot) of towing vessels on the Western Rivers, you must possess 90 days of observation and training and have your MMC include an endorsement for Western Rivers.

(c) Each company must maintain evidence that every vessel it operates is under the direction and control of a mariner with the appropriate endorsement and experience, including 30 days of observation and training on the intended route other than Western Rivers.

(d) If you hold a license or MMC endorsement as a mate of inspected, self-propelled vessels of greater than 200 GRT or one as first-class pilot, then you may operate towing vessels within any restrictions on your credential if you:

(1) Have a minimum of 30 days of training and observation on towing vessels for the route being assessed, except as noted in paragraph (b) of this section; and

(2) Hold a completed Towing Officer's Assessment Record (TOAR) described in §11.304(h) that shows evidence of assessment of practical demonstration of skills.

(3) Your license or MMC does not need to include a towing endorsement if you hold a TOAR or a course completion certificate.

(e) If you hold any endorsement as a master of steam or motor vessels of any tonnage that is 200 GRT or less, except for the limited masters endorsements specified in 46 CFR 11.429 and 11.456, then you may obtain an endorsement as mate (pilot) of towing vessels by meeting the following requirements:

(1) Providing proof of 36 months of service as a master under the authority of an endorsement described in paragraph (e) of this section;

(2) Successfully completing the appropriate TOAR;

(3) Successfully completing the appropriate apprentice mate exam; and

(4) Having a minimum of 30 days of training and observation on towing vessels for the route being assessed, except as noted in paragraph (b) of this section.

(f) An approved training course for mate (pilot) of towing vessels must include formal instruction and practical demonstration of proficiency either on-board a towing vessel or at a shoreside training facility before a designated examiner, and must cover the material

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(dependent upon route) required by §11.910-2 for apprentice mate (steersman), towing vessels on ocean and near coastal routes; apprentice mate (steersman), towing vessels on Great Lakes and inland routes; or, steersman, towing vessels on Western Rivers routes.

(g) If you began your service or training before May 21, 2001, you may receive a license as mate of towing vessels if before November 21, 2003, you complete the examination required by §10.903(a)(18)(i) and meet the requirements in either paragraph (f)(1)(i) or (f)(1)(ii) of this section:

(1) You must have served at least 18 months on deck, including 12 months on towing vessels. This service must have included—

(i) At least 3 months of training or duty in the wheelhouse of towing vessels, and 3 months of service in each particular geographic area for which you seek endorsement on the license; and

(ii) At least 6 months on towing vessels while holding a merchant mariner's document endorsed as able seaman unlimited, able seaman limited, or

able seaman special, including 3 months in each particular geographic area for which you seek an endorsement; and either—

(A) Two months of training or duty in the wheelhouse; or

(B) One month of training or duty in the wheelhouse combined with completion of a course of training as towboat operator approved by the Commanding Officer, National Maritime Center, under subpart C of this part.

[USCG-1999-6224, 64 FR 63232, Nov. 19, 1999, as amended at 66 FR 20940, Apr. 26, 2001; 68 FR 35814, June 17, 2003; USCG-2006-26202, 73 FR 52794, Sept. 11, 2008; USCG-2006-24371, 74 FR 11245, Mar. 16, 2009]

§ 11.466 Requirements for endorsements as apprentice mate (steersman) of towing vessels.

(a) As Table 11.466(a) shows, if you would like to obtain an endorsement as apprentice mate (steersman) of towing vessels listed in column 1, endorsed with a route listed in column 2, then you must complete the service requirements indicated in columns 3 through 6.

TABLE 11.466(a)—REQUIREMENTS FOR ENDORSEMENT AS APPRENTICE MATE (STEERSMAN) OF TOWING VESSELS

Endorsement 1	Route endorsed 2	Total service ¹ 3	TOS ² on T/V 4	TOS ² on particular route 5	Pass examination ³ 6
(1) APPRENTICE MATE (STEERSMAN)	OCEANS (O)	18	12 of 18 ...	3 of 18	YES.
	NEAR-COASTAL (NC)	18	12 of 18 ...	3 of 18	YES.
	GREAT LAKES	18	12 of 18 ...	3 of 18	YES.
	INLAND (GL-I)	18	12 of 18 ...	3 of 18	YES.
	WESTERN RIVERS (WR)	18	12 of 18 ...	3 of 18	YES.
(2) APPRENTICE MATE (STEERSMAN) (LIMITED).	NOT APPLICABLE	18	12 of 18 ...	3 of 18	YES.

¹ Service is in months.
² TOS is time of service.
³ The examination for apprentice mate is specified in subpart I of this part. The examination for apprentice mate (limited) is a limited examination.
⁴ For all inland routes, as well as Western Rivers, the endorsement as steersman is equivalent to that as apprentice mate. All qualifications and equivalencies are the same.

(b) If you hold a license or endorsement as apprentice mate (steersman) of towing vessels you may obtain a restricted endorsement as limited apprentice mate (steersman). This endorsement will go on your MMC after you pass an examination for a route that is not included in the current endorsements and on which you have no

operating experience. Upon completion of 3 months of experience on that route, you may have the restriction removed.

[USCG-1999-6224, 64 FR 63234, Nov. 19, 1999, as amended at 66 FR 20942, Apr. 26, 2001; 68 FR 35816, June 17, 2003; USCG-2006-24371, 74 FR 11246, Mar. 16, 2009]

§ 11.467 Endorsement as operators of uninspected passenger vessels of less than 100 gross tons.

(a) This section applies to an applicant for the endorsement to operate an uninspected vessel of less than 100 gross tons, equipped with propulsion machinery of any type, carrying six or less passengers.

(b) An endorsement for OUPV issued for ocean waters will be limited to near-coastal waters not more than 100 miles offshore. An endorsement issued for inland waters will include all inland waters, except Great Lakes. An endorsement may be issued for a particular local area under paragraph (g) of this section.

(c) For an endorsement as OUPV on near-coastal waters, an applicant must have a minimum of 12-months experience in the operation of vessels, including at least three-months service on vessels operating on ocean or near-coastal waters.

(d) For an endorsement as OUPV on the Great Lakes and inland waters, an applicant must have 12-months service on Great Lakes or inland waters, including at least three-months service operating vessels on Great Lakes waters.

(e) For an endorsement as OUPV on inland waters, an applicant must have a minimum of 12-months experience in the operation of vessels.

(f) An endorsement as OUPV, limited to undocumented vessels, may be issued to a person who is not a citizen of the United States.

(g) Limited OUPV endorsements may be issued to applicants to be employed by organizations such as formal camps, yacht clubs, educational institutions, and marinas. An endorsement issued under this paragraph will be limited to the specific activity and the locality of the camp, yacht club, or marina. In order to obtain this restricted endorsement, an applicant must:

(1) Have three-months service in the operation of the type of vessel for which the endorsement is requested;

(2) Satisfactorily complete a safe-boating course approved by the National Association of State Boating Law Administrators, or those public education courses conducted by the U.S. Power Squadron or the American

National Red Cross or a Coast Guard-approved course;

(3) Pass a limited examination appropriate for the activity to be conducted and the route authorized; and

(4) The first aid and cardiopulmonary resuscitation (CPR) course certificates required by § 11.205(e) of this part will only be required when, in the opinion of the OCMI, the geographic area over which service is authorized precludes obtaining medical services within a reasonable time.

[USCG-2006-24371, 74 FR 11247, Mar. 16, 2009]

§ 11.468 Officer endorsements for mobile offshore drilling units.

Officer endorsements for service on mobile offshore drilling units (MODUs) authorize service on units of any gross tons upon ocean waters while on location or while underway, as restricted on the endorsement, except when moving independently under their own power.

[CGD 81-059a, 55 FR 14799, Apr. 18, 1990, as amended by USCG-2006-24371, 74 FR 11244, Mar. 16, 2009]

§ 11.470 Officer endorsements as offshore installation manager.

(a) Officer endorsements as offshore installation manager (OIM) include:

- (1) OIM Unrestricted;
- (2) OIM Surface Units on Location;
- (3) OIM Surface Units Underway;
- (4) OIM Bottom Bearing Units on Location; or
- (5) OIM Bottom Bearing Units Underway.

(b) To qualify for an endorsement as OIM unrestricted, an applicant must:

(1) Present evidence of the following experience:

(i) Four years of employment assigned to MODUs including at least one year of service as driller, assistant driller, toolpusher, assistant toolpusher, barge supervisor, mechanical supervisor, electrician, crane operator, ballast control operator or equivalent supervisory position on MODUs, with a minimum of 14 days of that supervisory service on surface units; or

(ii) A degree from a program in engineering or engineering technology which is accredited by the Accreditation Board for Engineering and Technology (ABET). Commanding Officer,

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National Maritime Center will give consideration to accepting education credentials from programs having other than ABET accreditation. An applicant qualifying through a degree program must also have at least 168 days of service as driller, assistant driller, toolpusher, assistant toolpusher, barge supervisor, mechanical supervisor, electrician, crane operator, ballast control operator, or equivalent supervisory position on MODUs, with a minimum of 14 days of that supervisory service on surface units;

(2) Present evidence of training course completion as follows:

(i) A certificate from a Coast Guard-approved stability course approved for a license or MMC endorsement as OIM unrestricted;

(ii) A certificate from a Coast Guard approved survival suit and survival craft training course;

(iii) A certificate from a U.S. Minerals Management Service approved blowout prevention and well control training program for the driller, toolpusher, or operator representative position;

(iv) A certificate from a firefighting training course as required by § 11.205(d) of this part; and

(3) Provide a recommendation signed by a senior company official which:

(i) Provides a description of the applicant's experience and qualifications;

(ii) Certifies that the individual has successfully directed, while under the supervision of an experienced rig mover, two rig moves each of surface units and of bottom bearing units; and

(iii) Certifies that one of the rig moves required under paragraph (b)(3)(ii) of this section was completed within one year preceding date of application.

(c) An applicant for an endorsement as OIM unrestricted who holds an unlimited license or MMC endorsement as master or chief mate must satisfy the requirements in paragraphs (b)(2) and (b)(3) of this section and have at least 84 days of service on surface units and at least 28 days of service on bottom bearing units.

(d) To qualify for an endorsement as OIM surface units on location, an applicant must:

(1) Present evidence of the following experience:

(i) Four years of employment assigned to MODUs including at least one year of service as driller, assistant driller, toolpusher, assistant toolpusher, barge supervisor, mechanical supervisor, electrician, crane operator, ballast control operator or equivalent supervisory position on MODUs, with a minimum of 14 days of that supervisory service on surface units; or

(ii) A degree from a program in engineering or engineering technology which is accredited by the Accreditation Board for Engineering and Technology (ABET). Commanding Officer, National Maritime Center will give consideration to accepting education credentials from programs having other than ABET accreditation. An applicant qualifying through a degree program must also have at least 168 days of service as driller, assistant driller, toolpusher, assistant toolpusher, barge supervisor, mechanical supervisor, electrician, crane operator, ballast control operator or equivalent supervisory position of MODUs, with a minimum of 14 days of that supervisory service on surface units; and

(2) Present evidence of training course completion as follows:

(i) A certificate from a Coast Guard-approved stability course approved for a license or MMC endorsement as OIM surface units;

(ii) A certificate from a Coast Guard approved survival suit and survival craft training course;

(iii) A certificate from a U.S. Minerals Management Service approved blowout prevention and well control training program for the driller, toolpusher, or operator representative position; and

(iv) A certificate from a firefighting training course as required by § 11.205(d) of this part.

(e) An applicant for an endorsement as OIM surface units on location who holds an unlimited license or MMC endorsement as master or chief mate must satisfy the requirements of paragraph (d)(2) of this section and have at least 84 days of service on surface units.

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(f) To qualify for an endorsement as OIM surface units underway, an applicant must:

(1) Provide the following:

(i) Evidence of the experience described in paragraph (d)(1) of this section and a recommendation signed by a senior company official which:

(A) Provides a description of the applicant's experience and qualifications;

(B) Certifies that the individual has successfully directed, while under the supervision of an experienced rig mover, three rig moves of surface units; and

(C) Certifies that one of the rig moves required under paragraph (f)(1)(i)(B) of this section was completed within one year preceding date of application; or

(ii) A recommendation signed by a senior company official which:

(A) Provides a description of the applicant's experience and company qualifications program completed;

(B) Certifies that the applicant has witnessed ten rig moves either as an observer in training or as a rig mover under supervision;

(C) Certifies that the individual has successfully directed, while under the supervision of an experienced rig mover, five rig moves of surface units; and

(D) Certifies that one of the rig moves required under paragraph (f)(1)(ii)(C) of this section was completed within one year preceding date of application; and

(2) Present evidence of training course completion as follows:

(i) A certificate from a Coast Guard-approved stability course approved for an OIM surface units endorsement;

(ii) A certificate from a Coast Guard approved survival suit and survival craft training course; and

(iii) A certificate from a firefighting training course as required by §11.205(d) of this part.

(g) An applicant for endorsement as OIM surface units underway who holds an unlimited license or MMC endorsement as master or chief mate must satisfy the requirements in paragraph (f)(2) of this section and provide a company recommendation signed by a senior company official which:

(1) Provides a description of the applicant's experience and qualifications;

(2) Certifies that the individual has successfully directed, while under the supervision of an experienced rig mover, three rig moves on surface units; and

(3) Certifies that one of the rig moves required under paragraph (g)(2) of this section was completed within one year preceding date of application.

(h) To qualify for an endorsement as OIM bottom bearing units on location, an applicant must:

(1) Present evidence of the following experience:

(i) Four years of employment assigned to MODUs including at least one year of service as driller, assistant driller, toolpusher, assistant toolpusher, barge supervisor, mechanical supervisor, electrician, crane operator, ballast control operator or equivalent supervisory position on MODUs; or

(ii) A degree from a program in engineering or engineering technology which is accredited by the Accreditation Board for Engineering and Technology (ABET). Commanding Officer, National Maritime Center will give consideration to accepting education credentials from programs having other than ABET accreditation. An applicant qualifying through a degree program must also have at least 168 days of service as driller, assistant driller, toolpusher, assistant toolpusher, barge supervisor, mechanical supervisor, electrician, crane operator, ballast control operator or equivalent supervisory position on MODUs; and

(2) Present evidence of training course completion as follows:

(i) A certificate from a Coast Guard approved survival suit and survival craft training course;

(ii) A certificate from a U.S. Minerals Management Service approved blowout prevention and well control training program for the driller, toolpusher, or operator representative position; and

(iii) A certificate from a firefighting training course as required by §11.205(d) of this part.

(i) An applicant for an endorsement as OIM bottom bearing units on location who holds an unlimited license or

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MMC endorsement as master or chief mate must satisfy paragraph (h)(2) of this section and have at least 28 days of service on bottom bearing units.

(j) To qualify for an endorsement as OIM bottom bearing units underway, an applicant must:

(1) Provide the following:

(i) Evidence of the experience described in paragraph (h)(1) of this section with a recommendation signed by a senior company official which:

(A) Provides a description of the applicant's experience and qualifications;

(B) Certifies that the individual has successfully directed, while under the supervision of an experienced rig mover, three rig moves of bottom bearing units; and

(C) Certifies that one of the rig moves required under paragraph (j)(1)(i)(B) of this section was completed within one year preceding date of application; or

(ii) A recommendation signed by a senior company official which:

(A) Provides a description of the applicant's experience and company qualifications program completed;

(B) Certifies that the applicant has witnessed ten rig moves either as an observer in training or as a rig mover under supervision;

(C) Certifies that the individual has successfully directed, while under the supervision of an experienced rig mover, five rig moves of bottom bearing units; and

(D) Certifies that one of the rig moves required under paragraph (j)(1)(ii)(C) of this section was completed within one year preceding date of application; and

(2) Present evidence of training course completion as follows:

(i) A certificate from a Coast Guard-approved stability course approved for a license or MMC endorsement as OIM bottom bearing units;

(ii) A certificate from a Coast Guard approved survival suit and survival craft training course; and

(iii) A certificate from a firefighting training course as required by § 11.205(d) of this part.

(k) An applicant for endorsement as OIM bottom bearing units underway who holds an unlimited license or MMC endorsement as master or chief mate

must satisfy the requirements in paragraph (j)(2) of this section and provide a company recommendation signed by a senior company official, which:

(1) Provides a description of the applicant's experience and qualifications;

(2) Certifies that the individual has successfully directed, while under the supervision of an experienced rig mover, three rig moves of bottom bearing units; and

(3) Certifies that one of the rig moves required under paragraph (k)(2) of this section was completed within one year preceding date of application.

[CGD 81-059a, 55 FR 14799, Apr. 18, 1990, as amended by CGD 95-072, 60 FR 50460, Sept. 29, 1995; CGD 95-028, 62 FR 51195, Sept. 30, 1997; USCG-1998-4442, 63 FR 52189, Sept. 30, 1998; USCG-2006-24371, 74 FR 11247, Mar. 16, 2009]

§ 11.472 Officer endorsements as barge supervisor.

(a) To qualify for an endorsement as barge supervisor (BS), an applicant must:

(1) Present evidence of the following experience:

(i) Three years of employment assigned to MODUs including at least 168 days of service as driller, assistant driller, toolpusher, assistant tool pusher, mechanic, electrician, crane operator, subsea specialist, ballast control operator or equivalent supervisory position on MODUs. At least 84 days of that service shall have been as a ballast control operator or barge supervisor trainee; or

(ii) A degree from a program in engineering or engineering technology which is accredited by the Accreditation Board for Engineering and Technology (ABET). Commanding Officer, National Maritime Center will give consideration to accepting education credentials from programs having other than ABET accreditation. An applicant qualifying through a degree program must also have at least 168 days of service as driller, assistant driller, toolpusher, assistant toolpusher, mechanic, electrician, crane operator, subsea specialist, ballast control operator or equivalent supervisory position on MODUs. At least 84 days of that service shall have been as a ballast control operator or barge supervisor trainee; and

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(2) Present evidence of training course completion as follows:

(i) A certificate from a Coast Guard approved stability course approved for a license or MMC endorsement as barge supervisor;

(ii) A certificate from a Coast Guard approved survival suit and survival craft training course; and

(iii) A certificate from a firefighting training course as required by § 11.205(d) of this part.

(b) An applicant for an endorsement as BS who holds an unlimited license or MMC endorsement as master or mate must satisfy the requirements in paragraph (a)(2) of this section and have at least 84 days of service as ballast control operator or barge supervisor trainee.

[CGD 81-059a, 55 FR 14801, Apr. 18, 1990, as amended by CGD 95-072, 60 FR 50460, Sept. 29, 1995; CGD 95-028, 62 FR 51195, Sept. 30, 1997; USCG-1998-4442, 63 FR 52189, Sept. 30, 1998; USCG-2006-24371, 74 FR 11248, Mar. 16, 2009]

§ 11.474 Officer endorsements as ballast control operator.

(a) To qualify for an endorsement as ballast control operator (BCO), an applicant must:

(1) Present evidence of the following experience:

(i) One year of employment assigned to MODUs including at least 28 days of service as a trainee under the supervision of an individual holding a license or MMC endorsement as ballast control operator; or

(ii) A degree from a program in engineering or engineering technology which is accredited by the Accreditation Board for Engineering and Technology (ABET). Commanding Officer, National Maritime Center will give consideration to accepting education credentials from programs having other than ABET accreditation. An applicant qualifying through a degree program must also have at least 28 days of service as a trainee under the supervision of an individual holding a license or MMC endorsement as ballast control operator; and

(2) Present evidence of training course completion as follows:

(i) A certificate from a Coast Guard approved stability course approved for

a license or MMC endorsement as barge supervisor or ballast control operator;

(ii) A certificate from a Coast Guard approved survival suit and survival craft training course; and

(iii) A certificate from a firefighting training course as required by § 11.205(d) of this part.

(b) An applicant for an endorsement as BCO who holds an unlimited license or MMC endorsement as master, mate, chief engineer, or assistant engineer must satisfy the requirements in paragraph (a)(2) of this section and have at least 28 days of service as a trainee under the supervision of an individual holding an endorsement as ballast control operator.

[CGD 81-059a, 55 FR 14801, Apr. 18, 1990, as amended by CGD 95-072, 60 FR 50460, Sept. 29, 1995; CGD 95-028, 62 FR 51196, Sept. 30, 1997; USDA-1998-4442, 63 FR 52189, Sept. 30, 1998; USCG-2006-24371, 74 FR 11248, Mar. 16, 2009]

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§ 11.480 Radar observer.

(a) This section contains the requirements that an applicant must meet to qualify as a radar observer. (Part 15 of this chapter specifies who must qualify as a radar observer.)

(b) If an applicant meets the requirements of this section, one of the following Radar-Observer endorsements will be added to his or her MMC:

(1) Radar Observer (Unlimited).

(2) Radar Observer (Inland Waters and GIWW).

(3) Radar Observer (Rivers).

(c) Radar Observer (Unlimited) is valid on all waters. Radar Observer (Inland Waters and GIWW) is valid only for those waters other than the Great Lakes covered by the Inland Navigational Rules. Radar Observer (Rivers) is valid only on any river, canal, or similar body of water designated by the OCMI, but not beyond the boundary line.

(d) Except as provided by paragraphs (e) and (f) of this section, each applicant for a Radar-Observer endorsement or for renewal of an endorsement must complete the appropriate course approved by the Coast Guard, receive the appropriate certificate of training, and present the certificate to the OCMI.

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(e) An applicant who possesses a Radar-Observer endorsement, resides in a remote geographic area, and can substantiate to the satisfaction of the OCMI that the applicant's absence will disrupt normal movement of commerce, or that the applicant cannot attend an approved Radar-Observer renewal course, may have his or her endorsement renewed upon successful completion of an examination administered by the Coast Guard, or by a third party acceptable to the Coast Guard.

(f) A Radar-Observer endorsement issued under this section is valid for 5 years after the month of issuance of the certificate of training from a course approved by the Coast Guard.

(g) A Radar-Observer endorsement may be renewed at any time.

(h) An applicant for renewal of a license or MMC that does not need a Radar-Observer endorsement may renew without meeting the requirements for the endorsement.

(i) An applicant seeking to raise the grade of a license or MMC endorsement or increase its scope, where the increased grade or scope requires a Radar-Observer certificate, may use an expired certificate to fulfill that requirement.

[CGD 94-041, 62 FR 11305, Mar. 11, 1997, as amended by USCG-2006-26202, 73 FR 52795, Sept. 11, 2008; USCG-2006-24371, 74 FR 11248, Mar. 16, 2009]

§ 11.482 Assistance towing.

(a) This section contains the requirements to qualify for an endorsement authorizing a mariner to engage in assistance towing. The endorsement applies to all MMCs except master and mate (pilot) of towing vessels and master or mate authorizing service on inspected vessels over 200 gross tons. Holders of any of these endorsements may engage in assistance towing within the scope of their MMC or license.

(b) An applicant for an assistance towing endorsement shall pass a written examination demonstrating his or her knowledge of assistance towing safety, equipment, and procedures.

(c) The holder of a license or MMC for master, mate, or operator endorsed for assistance towing is authorized to engage in assistance towing on any

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vessel within the scope of the license or MMC.

(d) The period of validity of the endorsement is the same as the license or MMC on which it is included, and it may be renewed with the MMC.

[CGD 87-017, 53 FR 18562, May 24, 1988, as amended by USCG-1999-6224, 64 FR 63235, Nov. 19, 1999; USCG-2006-24371, 74 FR 11248, Mar. 16, 2009]

§ 11.491 Officer endorsements for service on offshore supply vessels.

Each officer endorsements for service on offshore supply vessels (OSVs) authorizes service on OSVs as defined in 46 U.S.C. 2101(19) and as interpreted under 46 U.S.C. 14104(b), subject to any restrictions placed on the license or MMC.

[CGD 95-062, 62 FR 34532, June 26, 1997, as amended by USCG-2006-24371, 74 FR 11248, Mar. 16, 2009]

§ 11.493 Master (OSV).

(a) Except as provided by paragraph (b) of this section, to qualify for an endorsement as Master (OSV), an applicant shall present evidence that he or she meets the appropriate requirements of STCW Regulation II/2.

(b) The OCMI may exempt an applicant from meeting any requirement under STCW Regulation II/2 that the OCMI determines to be inappropriate or unnecessary for service on an OSV, or that the applicant meets under the equivalency provisions of Article IX of STCW.

[CGD 95-062, 62 FR 34532, June 26, 1997, as amended by USCG-2006-24371, 74 FR 11248, Mar. 16, 2009]

§ 11.495 Chief Mate (OSV).

(a) Except as provided by paragraph (b) of this section, to qualify for an endorsement as Chief Mate (OSV), an applicant shall present evidence that he or she meets the appropriate requirements of STCW Regulation II/2.

(b) The OCMI may exempt an applicant from meeting any requirement under STCW Regulation II/2 that the OCMI determines to be inappropriate or unnecessary for service on an OSV, or that the applicant meets under the

equivalency provisions of Article IX of STCW.

[CGD 95-062, 62 FR 34532, June 26, 1997, as amended by USCG-2006-24371, 74 FR 11248, Mar. 16, 2009]

§ 11.497 Mate (OSV).

(a) Except as provided by paragraph (b) of this section, to qualify for an endorsement as Mate (OSV), an applicant shall present evidence that he or she meets the appropriate requirements of STCW Regulation II/1.

(b) The OCMI may exempt an applicant from meeting any requirement under STCW Regulation II/1 that the OCMI determines to be inappropriate or unnecessary for service on an OSV, or that the applicant meets under the equivalency provisions of Article IX of STCW.

[CGD 95-062, 62 FR 34532, June 26, 1997, as amended by USCG-2006-24371, 74 FR 11248, Mar. 16, 2009]

Subpart E—Professional Requirements for Engineer Officer

§ 11.501 Grade and type of engineer endorsements issued.

(a) Engineer endorsements are issued in the grades of:

- (1) Chief engineer;
- (2) First assistant engineer;
- (3) Second assistant engineer;
- (4) Third assistant engineer;
- (5) Chief engineer (limited);
- (6) Assistant engineer (limited);
- (7) Designated duty engineer;
- (8) Chief engineer uninspected fishing industry vessels; and,
- (9) Assistant engineer uninspected fishing industry vessels.

(b) Engineer endorsements issued in the grades of chief engineer (limited) and assistant engineer (limited) of steam and/or motor vessels allow the holder to serve within any horsepower limitations on vessels of any gross tons on inland waters and of not more than 1600 gross tons in ocean, near coastal or Great Lakes service in the following manner:

- (1) Assistant engineer (limited—oceans) may serve on ocean waters;
- (2) Chief engineer (limited—near coastal) may serve on near coastal waters; and,

(3) Chief engineer (limited-oceans) may serve on ocean waters.

(c) Engineer licenses or MMC endorsements issued in the grades of designated duty engineer of steam and/or motor vessels allow the holder to serve within stated horsepower limitations on vessels of not more than 500 gross tons in the following manner:

(1) Designated duty engineers limited to vessels of not more than 1000 horsepower or 4000 horsepower may serve only on near coastal or inland waters;

(2) Designated duty engineers with no horsepower limitations may serve on any waters.

(d) An engineer officer's license or MMC endorsement authorizes service on either steam or motor vessels or may authorize both modes of propulsion.

(e) A person holding an engineer license or MMC endorsement which is restricted to near coastal waters may serve within the limitations of the license or MMC upon near coastal, Great Lakes, and inland waters.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 142, Jan. 4, 1989; USCG-2006-24371, 74 FR 11248, Mar. 16, 2009]

§ 11.502 Additional requirements for engineer endorsements.

(a) For all original and raise of grade of engineer licenses or MMC endorsements, at least one-third of the minimum service requirements must have been obtained on the particular mode of propulsion for which applied.

(b) If an applicant desires to add a propulsion mode to his or her endorsement, the following alternative methods, while holding a license or MMC endorsement in that grade, are acceptable:

(1) Four months of service as an observer in the same capacity as their endorsement on vessels of the other propulsion mode;

(2) Four months of service as an engineer officer at a lower level on vessels of the other propulsion mode;

(3) Six months of service as oiler, watertender, or junior engineer on vessels of the other propulsion mode; or,

(4) Completion of a Coast Guard approved training course for this endorsement.

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(c) Applicants for an original, raise in grade, or increase in the scope, of an engineer license or MMC endorsement, other than an increase in horsepower limitation, who have not previously done so must meet the requirements of § 11.205(d) of this part.

[CGD 81–059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 142, Jan. 4, 1989; USCG–2006–24371, 74 FR 11249, Mar. 16, 2009]

§ 11.503 Horsepower limitations.

(a) Engineer licenses and endorsements of all grades and types may be subject to horsepower limitations. Other than as provided in § 11.524 of this part for the designated duty engineer (DDE), the horsepower limitation placed on a license or MMC endorsement is based on the applicant's qualifying experience considering the total shaft horsepower of each vessel on which the applicant has served.

(b) When an applicant for an original or raise of grade of an engineer license or MMC endorsement, other than a DDE, has not obtained at least 50 percent of the required qualifying experience on vessels of 4,000 or more horsepower, a horsepower limitation is placed on the MMC based on the applicant's qualifying experience. The endorsement is limited to the maximum horsepower on which at least 25 percent of the required experience was obtained, or 150 percent of the maximum horsepower on which at least 50 percent of the service was obtained, whichever is higher. Limitations are in multiples of 1,000 horsepower, using the next higher figure when an intermediate horsepower is calculated. When the limitation as calculated equals or exceeds 10,000 horsepower, an unlimited horsepower endorsement is issued.

(c) The following service on vessels of 4,000 horsepower or over will be considered qualifying for the raising or removing of horsepower limitations placed on an engineer license or MMC endorsement:

(1) Six months of service in the highest-grade endorsed: removal of all horsepower limitations.

(2) Six months of service as an officer in any capacity other than the highest grade for which licensed or endorsed: Removal of all horsepower limitations

for the grade in which service is performed and raise the next higher grade endorsement to the horsepower of the vessel on which service was performed. The total cumulative service before and after issuance of the limited license or MMC endorsement may be considered in removing all horsepower limitations.

(3) Twelve months of service as oiler or junior engineer while holding a license or MMC endorsement as third assistant engineer or assistant engineer (limited oceans): removal of all horsepower limitations on third assistant engineer or assistant engineer's (limited oceans) endorsement.

(4) Six months of service as oiler or junior engineer while holding a license or MMC endorsement as second assistant engineer: removal of all horsepower limitations on third assistant engineer's endorsement.

(d) Raising or removing horsepower limitations based on service required by paragraph (c) of this section may be granted without further written examination providing the OCMI who issued the applicant's license or MMC endorsement, considers further examination unnecessary.

[USCG–2006–24371, 74 FR 11249, Mar. 16, 2009]

§ 11.504 Application of deck service for limited engineer endorsements.

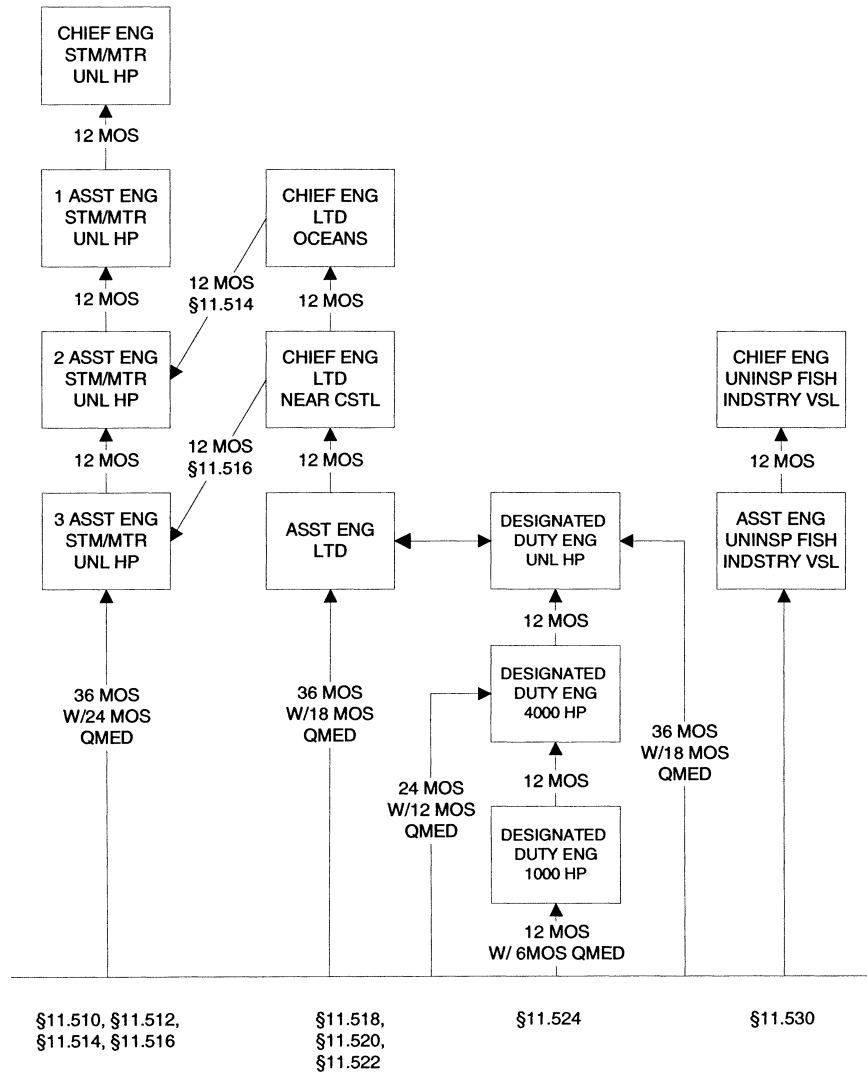
Service gained in the deck department on vessels of appropriate tonnage may substitute for up to 25 percent or 6 months, whichever is less, of the service requirement for an endorsement as chief engineer (limited), assistant engineer (limited), or designated duty engineer.

[CGD 81–059, 54 FR 142, Jan. 4, 1989, as amended by USCG–2006–24371, 74 FR 11249, Mar. 16, 2009]

§ 11.505 Engineer officer structure.

The following diagram illustrates the engineering endorsement structure including cross over points. The section numbers on the diagram refer to the specific requirements applicable.

Figure 11.505—Engineer officer endorsement structure



[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by CGD 81-059, 54 FR 142, Jan. 4, 1989; USCG-2006-24371, 74 FR 11249, Mar. 16, 2009]

§ 11.510 Service requirements for chief engineer of steam and/or motor vessels.

The minimum service required to qualify an applicant for endorsement as chief engineer of steam and/or motor vessels is:

- (a) One year of service as first assistant engineer; or,
- (b) One year of service while holding a license or MMC endorsement as first assistant engineer. A minimum of six months of this service must have been as first assistant engineer. Service as

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an assistant engineer is accepted on a two-for-one basis to a maximum of six months (12 months of service as a second or third assistant engineer equals six months of creditable service).

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11251, Mar. 16, 2009]

§ 11.512 Service requirements for first assistant engineer of steam and/or motor vessels.

The minimum service required to qualify an applicant for endorsement as first assistant engineer of steam and/or motor vessels is one year of service as an assistant engineer, while holding a license or MMC endorsement as second assistant engineer.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11251, Mar. 16, 2009]

§ 11.514 Service requirements for second assistant engineer of steam and/or motor vessels.

The minimum service required to qualify an applicant for endorsement as second assistant engineer of steam and/or motor vessels is:

(a) One year of service as an assistant engineer, while holding a license or MMC endorsement as third assistant engineer; or,

(b) One year of service while holding a license or MMC endorsement as third assistant engineer which includes:

(1) A minimum of six months of service as third assistant engineer; and,

(2) Additional service as a qualified member of the engine department, calculated on a two-for-one basis; or,

(c) One year of service as chief engineer (limited-oceans) of steam or motor vessels, and completing the appropriate examination described in subpart I of this part.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11251, Mar. 16, 2009]

§ 11.516 Service requirements for third assistant engineer of steam and/or motor vessels.

(a) The minimum service required to qualify an applicant for endorsement as third assistant engineer of steam and/or motor vessels is:

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(1) Three years of service in the engineroom of vessels, two years of which must have been as a qualified member of the engine department;

(2) Three years of service as an apprentice to the machinist trade engaged in the construction or repair of marine, locomotive, or stationary engines, together with one year service in the engineroom as oiler, watertender, or junior engineer;

(3) Graduation from:

(i) The U.S. Merchant Marine Academy (engineering curriculum);

(ii) The U.S. Coast Guard Academy and completion of an on-board engineer officer qualification program required by the service;

(iii) The U.S. Naval Academy and completion of an on-board engineer officer qualification program required by the service;

(iv) The engineering class of a Maritime Academy approved by and conducted under the rules prescribed by the Maritime Administrator and listed in part 310 of this title;

(4) Graduation from the marine engineering course of a school of technology accredited by the Accreditation Board for Engineering and Technology, together with three months of service in the engine department of steam or motor vessels;

(5) Graduation from the mechanical or electrical engineering course of a school of technology accredited by the Accreditation Board for Engineering and Technology, together with six months of service in the engine department of steam or motor vessels;

(6) Satisfactory completion of a three-year apprentice engineers training program approved by the Commanding Officer, National Maritime Center; or,

(7) One year of service as chief engineer (limited-near coastal) of steam or motor vessels and completing the appropriate examination described in subpart I of this part.

(b) Experience gained in the deck department on vessels of 100 gross tons or over can be credited for up to three

months of the service requirements under paragraph (a)(1) of this section.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987 and CGD 81-059, 54 FR 132, Jan. 4, 1989, as amended by CGD 95-072, 60 FR 50460, Sept. 29, 1995; USCG-1998-4442, 63 FR 52189, Sept. 30, 1998; USCG-2006-24371, 74 FR 11251, Mar. 16, 2009]

§ 11.518 Service requirements for chief engineer (limited oceans) of steam and/or motor vessels.

The minimum service required to qualify an applicant for endorsement as chief engineer (limited oceans) of steam and/or motor vessels is five years total service in the engineroom of vessels. Two years of this service must have been as an engineer officer. Thirty months of the service must have been as a qualified member of the engine department (QMED) or equivalent supervisory position.

[USCG-2006-24371, 74 FR 11251, Mar. 16, 2009]

§ 11.520 Service requirements for chief engineer (limited near coastal) of steam and/or motor vessels.

The minimum service required to qualify an applicant for endorsement as chief engineer (limited near coastal) of steam and/or motor vessels is four years total service in the engineroom of vessels. One year of this service must have been as an engineer officer. Two years of the service must have been as a QMED or equivalent supervisory position.

[USCG-2006-24371, 74 FR 11251, Mar. 16, 2009]

§ 11.522 Service requirements for assistant engineer (limited oceans) of steam and/or motor vessels.

The minimum service required to qualify an applicant for endorsement as assistant engineer (limited oceans) of steam and/or motor vessels is three years of service in the engineroom of vessels. Eighteen months of this service must have been as a QMED or equivalent supervisory position.

[USCG-2006-24371, 74 FR 11251, Mar. 16, 2009]

§ 11.524 Service requirements for designated duty engineer of steam and/or motor vessels.

(a) DDE endorsements are issued in three levels of horsepower limitations dependent upon the total service of the

applicant and completion of appropriate examination. These MMCs are limited to vessels of not more than 500 gross tons on certain waters as specified in § 11.501 of this part.

(b) The service requirements for endorsements as DDE are:

(1) For designated duty engineer of steam and/or motor vessels of any horsepower, the applicant must have three years of service in the engineroom. Eighteen months of this service must have been as a qualified member of the engine department or equivalent supervisory position.

(2) For designated duty engineer of steam and/or motor vessels of not more than 4,000 horsepower, the applicant must have two years of service in the engineroom. One year of this service must have been as a qualified member of the engine department or equivalent supervisory position.

(3) For designated duty engineer of steam and/or motor vessels of not more than 1,000 horsepower, the applicant must have one year of service in the engineroom. Six months of this service must have been as a qualified member of the engine department or equivalent supervisory position.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11251, Mar. 16, 2009]

§ 11.530 Endorsements for engineers of uninspected fishing industry vessels.

(a) This section applies to endorsements for chief and assistant engineers of all vessels, however propelled, navigating the high seas, which are documented to engage in the fishing industry, with the exception of:

- (1) Wooden ships of primitive build;
- (2) Unrigged vessels; and,
- (3) Vessels of less than 200 gross tons.

(b) Endorsements as chief engineer and assistant engineer of uninspected fishing industry vessels are issued for ocean waters and with horsepower limitations in accordance with the provisions of § 11.503 of this part.

(c) For an endorsement as chief engineer, the applicant must have served four years in the engineroom of vessels. One year of this service must have been as an assistant-engineer officer or equivalent supervisory position.

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(d) For an endorsement as assistant engineer, an applicant must have served three years in the engine room of vessels.

(e) Two-thirds of the service required under this section must have been on motor vessels.

(f) Applicants may request an orally assisted examination on the subjects listed in subpart I of this part.

[USCG-2006-24371, 74 FR 11251, Mar. 16, 2009]

§ 11.540 Endorsements for engineers of mobile offshore drilling units.

Endorsements as chief engineer (MODU) or assistant engineer (MODU) authorize service on certain self-propelled or non-self-propelled units of any horsepower where authorized by the vessel's certificate of inspection.

[USCG-2006-24371, 74 FR 11251, Mar. 16, 2009]

§ 11.542 Endorsement as chief engineer (MODU).

To qualify for an endorsement as chief engineer (MODU) an applicant must:

(a) Present evidence of the following experience:

(1) Six years of employment assigned to MODUs including three years of employment as mechanic, motorman, subsea engineer, electrician, barge engineer, toolpusher, unit superintendent, crane operator or equivalent. Eighteen months of that employment must have been assigned to self-propelled or propulsion assisted units; or

(2) Two years of employment assigned to MODUs as an assistant engineer (MODU). Twelve months of that employment must have been assigned to self-propelled or propulsion assisted units; and

(b) Present evidence of completion of a firefighting training course as required by § 11.205(d) of this part.

(c) If an applicant successfully completes a modified examination and possesses the total required sea service for an endorsement as chief engineer (MODU), but does not possess the required sea service on board self-propelled or propulsion assisted units, the OCMI may issue the applicant an endorsement limited to non-self-propelled units. The OCMI may remove the limi-

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tation upon presentation of satisfactory evidence of the required self-propelled sea service and completion of any additional required examination.

[CGD 81-059a, 55 FR 14802, Apr. 18, 1990, as amended by CGD 81-059a, 59 FR 10756, Mar. 8, 1994; USCG-2006-24371, 74 FR 11251, Mar. 16, 2009]

§ 11.544 Endorsement as assistant engineer (MODU).

To qualify for an endorsement as assistant engineer (MODU) an applicant must:

(a) Present evidence of the following experience:

(1) Three years of employment assigned to MODUs including 18 months of employment as mechanic, motorman, subsea engineer, electrician, barge engineer, toolpusher, unit superintendent, crane operator or equivalent. Nine months of that employment must have been assigned to self-propelled or propulsion assisted units;

(2) Three years of employment in the machinist trade engaged in the construction or repair of diesel engines and one year of employment assigned to MODUs in the capacity of mechanic, motorman, oiler, or equivalent. Nine months of that employment must have been assigned to self-propelled or propulsion assisted units; or

(3) A degree from a program in marine, mechanical, or electrical engineering technology which is accredited by the Accreditation Board for Engineering and Technology (ABET). The National Maritime Center will give consideration to accepting education credentials from programs having other than ABET accreditation. An applicant qualifying through a degree program must also have at least six months of employment in any of the capacities listed in paragraph (a)(1) of this section aboard self-propelled or propulsion assisted units; and

(b) Present evidence of completion of a firefighting training course as required by § 11.205(d) of this part.

(c) If an applicant successfully completes a modified examination and possesses the total required sea service for an endorsement as an assistant engineer (MODU), but does not possess the required sea service on board self-propelled or propulsion assisted units, the

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OCMI may issue the applicant an endorsement limited to non-self-propelled units. The OCMI may remove the limitation upon presentation of the satisfactory evidence of the required self-propelled sea service and completion of any additional required examination.

[CGD 81-059a, 55 FR 14802, Apr. 18, 1990, as amended by CGD 81-059a, 59 FR 10756, Mar. 8, 1994; CGD 95-072, 60 FR 50460, Sept. 29, 1995; USCG-1998-4442, 63 FR 52189, Sept. 30, 1998; USCG-2006-24371, 74 FR 11251, Mar. 16, 2009]

§ 11.551 Endorsements for service on offshore supply vessels.

Each endorsement for service on OSVs as chief engineer (OSV) or engineer (OSV) authorizes service on OSVs as defined in 46 U.S.C. 2101(19) and as interpreted under 46 U.S.C. 14104(b), subject to any restrictions placed on the MMC.

[USCG-2006-24371, 74 FR 11251, Mar. 16, 2009]

§ 11.553 Chief Engineer (OSV).

(a) Except as provided by paragraph (b) of this section, to qualify for an endorsement as Chief engineer (OSV), an applicant shall present evidence that he or she meets the appropriate requirements of STCW Regulation III/2.

(b) The OCMI may exempt an applicant from meeting any requirement under STCW Regulation III/2 that the OCMI determines to be inappropriate or unnecessary for service on an OSV, or that the applicant meets under the equivalency provisions of Article IX of STCW.

[CGD 95-062, 62 FR 34532, June 26, 1997, as amended by USCG-2006-24371, 74 FR 11251, Mar. 16, 2009]

§ 11.555 Engineer (OSV).

(a) Except as provided by paragraph (b) of this section, to qualify for an endorsement as Engineer (OSV), an applicant shall present evidence that he or she meets the appropriate requirements of STCW Regulation III/1.

(b) The OCMI may exempt an applicant from meeting any requirement under STCW Regulation III/1 that the OCMI determines to be inappropriate or unnecessary for service on an OSV, or that the applicant meets under the

equivalency provisions of Article IX of STCW.

[CGD 95-062, 62 FR 34533, June 26, 1997, as amended by USCG-2006-24371, 74 FR 11251, Mar. 16, 2009]

Subpart F—Credentialing of Radio Officers

§ 11.601 Applicability.

This subpart provides for endorsement as radio officers for employment on vessels, and for the issue of STCW endorsements for those qualified to serve as radio operators on vessels subject to the provisions on the Global Maritime Distress and Safety System (GMDSS) of Chapter IV of SOLAS. SOLAS is available from the *International Maritime Organization (IMO)*, 4 Albert Embankment, London SE1 7SR, England, telephone: +44 (0)20 7735 7611, <http://www.imo.org>.

[USCG-2006-24371, 74 FR 39218, Aug. 6, 2009]

§ 11.603 Requirements for radio officers' endorsements and STCW endorsements for GMDSS radio operators.

(a) Each applicant for an original endorsement or renewal of license shall present a current first or second class radiotelegraph operator license issued by the Federal Communications Commission. The applicant shall enter on the endorsement application form the number, class, and date of issuance of his or her Federal Communications Commission license.

(b) [Reserved]

(c) Each applicant who furnishes evidence that he or she meets the standard of competence set out in STCW Regulation IV/2 (incorporated by reference, see § 11.102), including the competence to transmit and receive information using subsystems of GMDSS, to fulfill the functional requirements of GMDSS, and to provide radio services in emergencies is entitled to hold an STCW endorsement suitable for performing duties associated with GMDSS.

[USCG-2006-24371, 74 FR 11252, Mar. 16, 2009]

Subpart G—Professional Requirements for Pilots

SOURCE: CGD 81–059b, 52 FR 38659, Oct. 16, 1987 unless otherwise noted.

§ 11.701 Scope of pilot endorsements.

(a) An applicant for an endorsement as first-class pilot need not hold any other officer endorsement issued under this part.

(b) The issuance of an endorsement as first-class pilot to an individual qualifies that individual to serve as pilot over the route(s) specified on the endorsement, subject to any limitations imposed under paragraph (c) of this section.

(c) The OCMI issuing an endorsement as first-class pilot, imposes appropriate limitations commensurate with the experience of the applicant, with respect to class or type of vessel, tonnage, route, and waters.

(d) A license or MMC endorsement issued for service as a master, mate, or operator of uninspected towing vessels authorizes service as a pilot under the provisions of § 15.812 of this subchapter. Therefore, first-class pilot endorsements will not be issued with tonnage limitations of 1,600 gross tons or less.

[USCG–2006–24371, 74 FR 11252, Mar. 16, 2009]

§ 11.703 Service requirements.

(a) The minimum service required to qualify an applicant for an endorsement as first-class pilot is predicated upon the nature of the waters for which pilotage is desired.

(1) *General routes (routes not restricted to rivers, canals and small lakes).* The applicant must have at least 36 months service in the deck department of steam or motor vessels navigating on oceans, coastwise, Great Lakes, or bays, sounds, and lakes other than the Great Lakes, as follows:

(i) 18 months of the 36 months service must be as quartermaster, wheelsman, able seaman, apprentice pilot, or in an equivalent capacity, standing regular watches at the wheel or in the pilot-house as part of routine duties.

(ii) At least 12 months of the 18 months service required in paragraph (a)(1)(i) of this section must be on ves-

sels operating on the class of waters for which pilotage is desired.

(2) *River routes.* The applicant must have at least 36 months service in the deck department of any vessel including at least 12 months service on vessels operating on the waters of rivers while the applicant is serving in the capacity of quartermaster, wheelsman, apprentice pilot, or deckhand who stands watches at the wheel as part of routine duties.

(3) *Canal and small lakes routes.* The applicant must have at least 24 months service in the deck department of any vessel including at least 8 months service on vessels operating on canals or small lakes.

(b) A graduate of the Great Lakes Maritime Academy in the deck class meets the service requirements of this section for a license as first class pilot on the Great Lakes.

(c) Completion of a course of pilot training approved by the National Maritime Center under subpart C of this part may be substituted for a portion of the service requirements of this section in accordance with § 11.304 of this part. Additionally, round trips made during this training may apply toward the route familiarization requirements of § 11.705 of this part. An individual using substituted service must have at least nine months of shipboard service.

(d) An individual holding a license or MMC endorsement as master or mate of inspected steam or motor vessels of over 1,600 gross tons meets the service requirements of this section for an endorsement as first class pilot.

[CGD 81–059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 144, Jan. 4, 1989; CGD 95–072, 60 FR 50460, Sept. 29, 1995; USCG–1998–4442, 63 FR 52189, Sept. 30, 1998; USCG–1999–6224, 64 FR 63235, Nov. 19, 1999; USCG–2006–24371, 74 FR 11252, Mar. 16, 2009]

§ 11.705 Route familiarization requirements.

(a) The Officer in Charge, Marine Inspection having jurisdiction determines, within the range limitations specified in this section, the number of round trips required to qualify an applicant for a particular route, considering the following:

(1) The geographic configuration of the waterway;

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(2) The type and size of vessels using the waterway;

(3) The abundance or absence of aids to navigation;

(4) The background lighting effects;

(5) The known hazards involved, including waterway obstructions or constrictions such as bridges, narrow channels, or sharp turns; and,

(6) Any other factors unique to the route that the OCMI deems appropriate.

(b) An applicant holding no other deck officer endorsement seeking an endorsement as first-class pilot shall furnish evidence of having completed a minimum number of round trips, while serving as quartermaster, wheelsman, able seaman, apprentice pilot, or in an equivalent capacity, standing regular watches at the wheel or in the pilot house as part of routine duties, over the route sought. Evidence of having completed a minimum number of round trips while serving as an observer, properly certified by the master and/or pilot of the vessel, is also acceptable. The range of round trips for an endorsement is a minimum of 12 round trips and a maximum of 20 round trips. An applicant may have additional routes added to the first-class pilot endorsement by meeting the requirements in paragraph (c) of this section.

(c) An applicant who currently holds a deck officer license or MMC endorsement seeking an endorsement as first-class pilot for a particular route shall furnish evidence of having completed the number of round trips over the route, specified by the OCMI, within the range limitations of this paragraph, for the particular grade of existing license or MMC endorsement held. The range of round trips for an endorsement is a minimum of eight round trips and a maximum of 15 round trips.

(d) Unless determined impracticable by the OCMI, 25% of the round trips required by the OCMI under this section must be made during the hours of darkness.

(e) One of the round trips required by the OCMI under this section must be made over the route within the six

months immediately preceding the date of application.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 144, Jan. 4, 1989; USCG-2006-24371, 74 FR 11252, Mar. 16, 2009]

§ 11.707 Examination requirements.

(a) An applicant for an endorsement as first-class pilot, except as noted in paragraph (b) of this section, is required to pass the examination described in subpart I of this part.

(b) An applicant for an extension of route, or an applicant holding a license or MMC endorsement as master or mate authorized to serve on vessels of over 1,600 gross tons seeking an endorsement as first-class pilot, is required to pass those portions of the examination described in subpart I of this part that concern the specific route for which endorsement is sought.

[USCG-2006-24371, 74 FR 11252, Mar. 16, 2009]

§ 11.709 Annual physical examination requirements.

(a) This section applies only to an individual who pilots a vessel of 1,600 gross tons and over.

(b) Every person holding a license or MMC endorsement as first-class pilot shall have a thorough physical examination each year.

(c) Each annual physical examination must meet the requirements specified in § 10.215 of this chapter.

(d) An individual's first class pilot credential becomes invalid on the first day of the month following the first anniversary of the individual's most recent physical examination satisfactorily completed; the individual may not operate under the authority of that credential until a physical examination has been satisfactorily completed.

(e) A first class pilot must provide the Coast Guard with a copy of his or her most recent physical examination.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11252, Mar. 16, 2009]

§ 11.711 Tonnage requirements.

(a) In order to obtain a first class pilot endorsement authorizing service on vessels of *any gross tons* over a particular route, the applicant must have

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sufficient experience on vessels of over 1,600 gross tons.

(b) If an applicant does not have sufficient experience on vessels of over 1,600 gross tons, the endorsement will be for a limited tonnage until the applicant completes a number of additional round trips, as determined by the OCMI, within the range contained in § 11.705 (b) or (c), as appropriate, on vessels of over 1,600 gross tons.

(c) For purposes of this section, an applicant is considered to have sufficient experience if the applicant has 18 months experience as master, mate, quartermaster, wheelsman, able seaman, apprentice pilot, or in an equivalent capacity, standing regular watches at the wheel or in the pilothouse as part of routine duties, on vessels of 1,600 gross tons or over, and two-thirds of the minimum number of round trips required for the route have been on vessels of 1,600 gross tons or over.

(d) For purposes of this section, for experience with respect to tonnage on towing vessels, the combined gross tonnage of the towing vessel and the vessel(s) towed will be considered. However, the OCMI may require that all or a portion of the required number of round trips be obtained on self-propelled vessels of 1,600 gross tons or over, when the OCMI determines that due to the nature of the waters and the overall experience of the applicant, self-propelled vessel experience is necessary to obtain a first class pilot endorsement that is not restricted to tug and barge combinations.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11253, Mar. 16, 2009]

§ 11.713 Requirements for maintaining current knowledge of waters to be navigated.

(a) If a first class pilot has not served over a particular route within the past 60 months, that person's license or MMC endorsement is invalid for that route, and remains invalid until the individual has made one re-familiarization round trip over that route, except as provided in paragraph (b) of this section. Whether this requirement is satisfied or not has no effect on the renewal of a license or MMC endorsement. Round trips made within the 90

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day period preceding renewal will be valid for the duration of the renewed license or MMC endorsement.

(b) For certain long or extended routes, the OCMI may, at his discretion, allow the re-familiarization requirement to be satisfied by reviewing appropriate navigation charts, coast pilots tide and current tables, local Notice to Mariners, and any other materials which would provide the pilot with current knowledge of the route. Persons using this method of re-familiarization shall certify, when applying for renewal of their license or MMC endorsement, the material they have reviewed and the dates on which this was accomplished. Review within the 90 day period preceding renewal is valid for the duration of the renewed MMC endorsement.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11253, Mar. 16, 2009]

Subpart H—Registration of Staff Officers

§ 11.801 Applicability.

This subpart provides for the registration of staff officers for employment on vessels documented or numbered under the laws of the United States. Staff officers must be registered if serving on most vessels in ocean service or on the Great Lakes.

§ 11.803 [Reserved]

§ 11.805 General requirements.

(a) The applicant for an endorsement as staff officer is not required to take any examination; however, the applicant shall present to the OCMI a letter justifying the need for the endorsement.

(b) [Reserved]

(c) An applicant for a higher grade in the staff department shall apply in the same manner as for an original endorsement and shall surrender the previous Coast Guard-issued credentials upon issuance of the new MMC. A staff officer may serve in a lower grade of service for which he or she is registered.

(d) Title 46 U.S.C. 8302 addresses uniforms for staff officers who are members of the Naval Reserve.

(e) A duplicate MMC may be issued by the OCMI. (See §10.229 of this chapter.)

(f) An MMC is valid for a term of five years from the date of issuance. Procedures for renewing endorsements are found in §10.227 of this chapter.

(g) Each applicant for an original or a higher grade of endorsement, as described by paragraph (c) of this section, shall produce evidence of having passed a chemical test for dangerous drugs or of qualifying for an exception from testing in §16.220 of this subchapter. An applicant who fails a chemical test for dangerous drugs will not be issued an MMC.

[USCG-2006-24371, 74 FR 11253, Mar. 16, 2009]

§ 11.807 Experience requirements for registry.

(a) The applicant for a certificate of registry as staff officer shall submit evidence of experience as follows:

(1) *Chief purser*. Two years of service aboard vessels performing duties relating to work in the purser's office.

(2) *Purser*. One year of service aboard vessels performing duties relating to work in the purser's office.

(3) *Senior assistant purser*. Six months of service aboard vessels performing duties relating to work in purser's office.

(4) *Junior assistant purser*. Previous experience not required.

(5) *Medical doctor*. A valid license as physician or surgeon issued under the authority of a state or territory of the United States, the Commonwealth of Puerto Rico, or the District of Columbia.

(6) *Professional nurse*. A valid license as a registered nurse issued under authority of a state or territory of the United States, the Commonwealth of Puerto Rico, or the District of Columbia.

(7) *Marine physician assistant*. Successful completion of an accredited course of instruction for a physician's assistant or nurse practitioner program.

(8) *Hospital corpsman*. A rating of at least hospital corpsman or health services technician, first class in the U.S. Navy, U.S. Coast Guard, U.S. Marine Corps, or an equivalent rating in the U.S. Army (not less than staff ser-

geant, Medical Department, U.S.A.), or in the U.S. Air Force (not less than technical sergeant, Medical Department, U.S.A.F.), and a period of satisfactory service of at least one month in a military hospital or U.S. Public Health Service Hospital.

(b) Employment on shore in connection with ship's business may be accepted in lieu of service aboard vessels. Related shore employment is accepted in the ratio of two months of shore service to count as one month of service aboard vessels.

(c) In computing the length of service required of an applicant for an endorsement, service of one season on vessels on the Great Lakes is counted as service of one year.

(d) In the event an applicant for an endorsement, other than medical doctor or professional nurse, presents evidence of other qualifications which, in the opinion of the Officer in Charge, Marine Inspection, is equivalent to the experience requirements of this section and is consistent with the duties of a staff officer, the Officer in Charge, Marine Inspection may issue the MMC.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by USCG-2006-24371, 74 FR 11216 and 11253, Mar. 16, 2009]

§ 11.809 [Reserved]

§ 11.811 Requirements to qualify for an STCW endorsement as vessel security officer.

(a) The applicant for an endorsement as vessel security officer must present satisfactory documentary evidence in accordance with the requirements in 33 CFR 104.215.

(b) All applicants for an endorsement must meet the physical examination requirements in §10.205(d)(1)-(2) of this chapter.

[USCG-2008-0028, 73 FR 29071, May 20, 2008]

Subpart I—Subjects of Examinations and Practical Demonstrations of Competence

§ 11.901 General provisions.

(a) Each applicant for any endorsement listed in this part shall pass examinations on the appropriate subjects

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listed in this subpart, except as noted in § 11.903(b).

(b) If the endorsement is to be limited in a manner which would render any of the subject matter unnecessary or inappropriate, the examination may be amended accordingly by the OCMI. Limitations which may affect the examination content are:

(1) MMCs endorsed for restricted routes for reduced service (master or mate of vessels of not more than 200 gross tons, OUPV or master or mate (pilot) of towing vessels); or

(2) Engineer endorsements with horsepower restrictions.

(c) Except as provided in §§ 11.202 and 10.227, each applicant for an STCW certificate or endorsement in the following capacities on vessels that operate beyond the Boundary Line shall also furnish sufficient documentary evidence that he or she has made a practical demonstration(s) of competence as set out under the appropriate STCW Regulations (incorporated by reference in § 11.102):

(1) *Deck Department.* (i) Officer in charge of the navigational watch on a seagoing vessel of 500 gross tons (GT) or more.

(ii) Officer in charge of the navigational watch on a seagoing vessel of less than 500 GT not engaged on a near-coastal voyage.

(iii) Officer in charge of the navigational watch on a seagoing vessel of less than 500 GT engaged on a near-coastal voyage.

(iv) Master and chief mate on a seagoing vessel of 3,000 GT or more.

(v) Master and chief mate on a seagoing vessel of between 500 and 3,000 GT.

(vi) Master on a seagoing vessel of less than 500 GT not engaged on a near-coastal voyage.

(vii) Master on a seagoing vessel of less than 500 gross tons engaged on a near-coastal voyage.

(2) *Engine Department.* (i) Officer in charge of the engineering watch in a manned engine-room on a seagoing vessel.

(ii) Designated duty engineer in a periodically unmanned engine-room on a seagoing vessel.

(iii) Chief engineer officer of a seagoing vessel driven by main propulsion

machinery of 3,000 kW [4,000 hp] of propulsion power or more.

(iv) Second engineer officer of a seagoing vessel driven by main propulsion machinery of 3,000 kW [4,000 hp] of propulsion power or more.

(v) Chief engineer officer of a seagoing vessel driven by main propulsion machinery of between 750 kW [1,000 hp] and 3,000 kW [4,000 hp] of propulsion power.

(vi) Second engineer officer of a seagoing vessel driven by main propulsion machinery of between 750 kW [1,000 hp] and 3,000 kW [4,000 hp] of propulsion power.

(d) Simulators used in assessment of competence under paragraph (c) of this section must meet the appropriate performance standards set out in Section A-I/12 of the STCW Code. However, simulators installed or brought into use before February 1, 2002, need not meet them so far as they fulfill the objectives of the assessment of competence or demonstration of proficiency.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended at 54 FR 144, Jan. 4, 1989; CGD 94-029, 61 FR 47064, Sept. 6, 1996; CGD 95-062, 62 FR 34533, June 26, 1997; USCG-1998-4442, 63 FR 52188, Sept. 30, 1998; USCG-1999-6224, 64 FR 63235, Nov. 19, 1999; USCG-1999-5610, 67 FR 66068, Oct. 30, 2002; USCG-2004-18884, 69 FR 58342, Sept. 30, 2004; USCG-2006-24371, 74 FR 11253, Mar. 16, 2009]

§ 11.903 Licenses requiring examinations.

(a) The following endorsements require examinations for issuance:

(1) Master ocean/near coastal any gross tons;¹

(2) Chief mate ocean/near coastal any gross tons;¹

(3) Second mate ocean/near coastal any gross tons;¹

(4) Third mate ocean/near coastal any gross tons;¹

(5) Master ocean/near coastal not more than 500 or 1600 gross tons;¹

(6) Mate ocean/near coastal not more than 500 or 1600 gross tons;¹

(7) Mate near coastal not more than 200 gross tons;

(8) Master near coastal not more than 100 gross tons;

¹Examination will vary depending upon route desired.

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- (9) Master Great Lakes and inland any gross tons;
- (10) Mate Great Lakes and inland any gross tons;
- (11) Master inland any gross tons;
- (12) Master river any gross tons;
- (13) Master Great Lakes and inland/river not more than 500 or 1600 gross tons;¹
- (14) Mate Great Lakes and inland/river not more than 500 or 1600 gross tons;¹
- (15) Mate Great Lakes and inland/inland/river not more than 200 gross tons;¹
- (16) Master Great Lakes and inland/inland/river not more than 100 gross tons;¹
- (17) First class pilot;
- (18)(i) Apprentice mate (steersman) of towing vessels;
- (ii) Apprentice mate (steersman) of towing vessels, limited;
- (19) Operator uninspected passenger vessels;
- (20) Master uninspected fishing industry vessels;
- (21) Mate uninspected fishing industry vessels;
- (22) Chief engineer steam/motor vessels;
- (23) First assistant engineer steam/motor vessels;
- (24) Second assistant engineer steam/motor vessels;
- (25) Third assistant engineer steam/motor vessels;
- (26) Chief engineer (limited) steam/motor vessels;
- (27) Assistant engineer (limited) steam/motor vessels;
- (28) Designated duty engineer steam/motor vessels;
- (29) Chief engineer uninspected fishing industry vessels;
- (30) Assistant engineer uninspected fishing industry vessels.
- (b) The following endorsements do not require examinations:
 - (1) Master ocean any gross tons when adding an endorsement as Offshore Installation Manager.
 - (2) Master ocean or near coastal not more than 200 gross tons, when raising

- grade from mate near coastal not more than 200 gross tons. Master ocean not more than 200 gross tons would, however, require an examination in celestial navigation.
- (3) Master Great Lakes and inland, inland, and rivers not more than 200 gross tons when raising grade from mate of the same route not more than 200 gross tons.
- (4) Master or mate (pilot) of towing vessels (endorsed for the same route).
- (c) Each candidate for any of the following endorsements shall meet the requirements of the appropriate STCW regulations and standards of competence and those in part A of the STCW Code (incorporated by reference, see §11.102), as indicated in table 11.903(c) of this section:
 - (1) Master, oceans and near coastal, any gross tons.
 - (2) Chief mate, oceans and near coastal, any gross tons.
 - (3) Master, oceans and near coastal, 500 to 1600 gross tons.
 - (4) Second mate, oceans and near coastal, any gross tons.
 - (5) Third mate, oceans and near coastal, any gross tons.
 - (6) Mate, oceans and near coastal, 500 to 1600 gross tons.
 - (7) Master or mate of towing vessels of over 200 gross tons, oceans and near-coastal.
 - (8) Master (OSV).
 - (9) Chief mate (OSV).
 - (10) Mate (OSV).
 - (11) Chief engineer, unlimited.
 - (12) 1st Assistant engineer, unlimited.
 - (13) 2nd Assistant engineer, unlimited.
 - (14) 3rd Assistant engineer, unlimited.
 - (15) Chief engineer, limited—oceans.
 - (16) Assistant engineer, limited-oceans.
 - (17) Chief engineer, limited-near coastal.
 - (18) Chief engineer (OSV).
 - (19) Engineer (OSV).

TABLE 11.903(c)

STCW CODE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
II/1 .....	...	...	...	X	X	X	...	...	...	X	...	...	...	...	...	...	...	...	...
II/2, p. 1 & 2	X	X	...	...	...	...	...	X	X	...	...	...	...	...	...	...	...	...	...

TABLE 11.903(c)—Continued

STCW CODE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
II/2, p. 3 & 4	X	....	....	....	X	....	....	....	....	....	....	....	....	....	....	....	....
II/3
III/1	X	X	....	X	....	....	X
III/2	X	X	....	....	....	....	....	X	....
III/3	X	....	X	....	....

(d) Any candidate for an endorsement listed in paragraph (c) of this section, who meets the requirements of the appropriate regulations and standards of competence in STCW and part A of the STCW code (incorporated by reference, see §11.102) as indicated in table 11.903(c) of this section, need not comply with §§11.910 or 11.950, of this part.

[CGD 81–059, 52 FR 38623, Oct. 16, 1987]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting §11.903, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

§ 11.910 Subjects for deck officer endorsements.

Table 11.910–1 gives the codes used in table 11.910–2 for all deck officers. Table 11.910–2 indicates the examination subjects for each endorsement, by code number. Figures in the body of the table, in place of the letter “x”, refer to notes.

TABLE 11.910–1 CODES FOR DECK OFFICER ENDORSEMENTS

Deck Officer Endorsements:

1. Master, Oceans/near coastal, any gross tons.
2. Chief mate, oceans/near coastal, any gross tons.
3. Master, oceans/near coastal, 500/1,600 gross tons.

4. Second mate, oceans/near coastal, any gross tons.
5. Third mate, oceans/near coastal, any gross tons.
6. Mate, oceans/near coastal, 500/1,600 gross tons.
7. Master, oceans/near coastal, and mate, near coastal, 200 gross tons (includes master, near coastal, 100 gross tons).
8. Operator, uninspected passenger vessels, near coastal.
9. Operator, uninspected passenger vessels, Great Lakes/inland.
10. Apprentice mate, towing vessels, ocean (domestic trade) and near-coastal routes.
11. Apprentice mate (steersman), towing vessels, Great Lakes and inland routes.
12. Steersman, towing vessels, Western Rivers.
13. Master, Great Lakes/inland, or master, inland, any gross tons.
14. Mate, Great Lakes/inland, any gross tons.
15. Master, Great Lakes/inland, 500/1,600 gross tons.
16. Mate, Great Lakes/inland, 500/1,600 gross tons.
17. Master or mate, Great Lakes/inland, 200 gross tons (includes master, Great Lakes/inland, 100 gross tons).
18. Master, rivers, any gross tons.
19. Master, rivers, 500/1,600 gross tons.
20. Mate, rivers, 500/1,600 gross tons.
21. Master or mate, rivers, 200 gross tons (includes master, rivers, 100 gross tons).
22. Master, uninspected fishing industry vessels, oceans/near coastal.
23. Mate, uninspected fishing industry vessels, oceans/near coastal.
24. First class pilot.

TABLE 11.910–2—ENDORSEMENT CODES

Examination topics	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Navigation and position determination:																								
Ocean Track Plotting:																								
Middle Latitude Sailing	1	1		1	1																			
Mercator Sailing	X	X		1	1																			
Great Circle Sailing	1	1		1																				
Parallel Sailing	1	1		1	1																			
ETA	X	X	1	X	X																			
Piloting:																								
Distance Off		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					X	X	X
Bearing Problems		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					X	X	X
Fix or Running Fix		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					X	X	X
Chart Navigation		X	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X		2	2	2	X	X	X
Dead Reckoning		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					X	X	X

TABLE 11.910-2—ENDORSEMENT CODES—Continued

Examination topics	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
Celestial Observations:																										
Special Cases (hi/lo Alt., Backsight)	1																									
Latitude by Polaris	1	1	1	1																						
Latitude by Meridian Transit	1																									
Lat. by Meridian Transit (Sun Only)	X	X	1	X	X	1	1			1												1	1			
Fix or Running Fix (Any Body)	X	X	1	X																		1				
Fix or Running Fix (Sun Only)	1	1	1	1						1													1			
Star Identification	1	1	1	1																						
Star Selection	1	X	1	X																				1		
Times of Celestial Phenomena:																										
Time of Meridian Transit	1																									
Time of Meridian Transit (Sun Only)	X	X	1	X	X	1	1			1													1	1		
Second Estimate Meridian Transit Zone Time Sun Rise/Set/Twilight	X	X	1	1	1	1	1			1														1	1	
Zone Time Moon Rise/Set	X	X																								
Speed by RPM	X	X												3												
Fuel Conservation	X	X												3												
Electronic Navigation	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Instruments and Accessories	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Aids to Navigation	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Charts, Navigation Publications, and Notices to Mariners	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Naut. Astronomy & Nav. Definitions	X	X																								
Chart Sketch																									4	
Seamanship:																										
Marlinspike Seamanship				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Purchases, Blocks and Tackle				X	X	X					X	X	X													
Small Boat Handling Under Oars or Sail				X	X									X	X											
Watchkeeping:																										
COLREGS	X	X	X	X	X	X	X	X	5	X	5		5	5	5	5							X	X	5	
Inland Navigational Rules	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Basic Principles, Watchkeeping	X	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Navigation Safety Regs. (33 CFR 164)	X	X		X	X									X	X								6	6	6	
Radar Equipment:																										
Radar Observer Certificate	X	X	X	X	X	X	1			1			X	X				X					X	X	X	
Compass-Magnetic and Gyro:																										
Principles of Gyro Compass	X	X	X	X	X								X	X	X	X							X	X	X	
Principles of Magnetic Compass	X	X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Magnetic Compass Adjustment	X	X										X	X	X	X	X										
Gyro Compass Error/Correction	X	X	X	X	X	7				X	X	X	X	X	X	7							X	X	X	
Magnetic Compass Error/Correction	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	
Determination of Compass Error:																										
Azimuth (Any Body)	X	X		1																						
Azimuth (Sun Only)				1	X	1	1			1			3										1	1		
Amplitude (Any Body)	X																									
Amplitude (Sun Only)	X	1	X	X	1	1				1			3										1	1		
Deviation Table Construction	X	X	1	X	X								3													
Terrestrial Observation	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	
Gyro Controlled Systems	X	X	X	X	X																					
Operation & Care of Main Gyro Systems	X	X	X	X	X																					
Meteorology and Oceanography:																										
Characteristics of Weather Systems	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Ocean Current Systems	X	X	X	X																						
Weather Charts and Reports	X	X	X	X			X			X																
Tides and Tidal Currents:																										
Extensive Tidal Effects	X	X	X																							
Terms and Definitions	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Publications	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Calculations	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Ship Maneuvering and Handling:																										
Approaching Pilot Vessel or Station	X	X	X		X																				X	
Shiphandling in Rivers, Estuaries	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Maneuvering in Shallow Water	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Interaction with Bank/Passing Ship	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Berthing and Unberthing	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Anchoring and Mooring	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

TABLE 11.910–2—ENDORSEMENT CODES—Continued

Examination topics	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Dragging, Clearing Fouled Anchors		X	X	X	X	X	X							X	X	X	X						X		
Drydocking, with & without Prior Damage		X	X																						
Heavy Weather Operations		X	X				X	X	X								X						X	X	
Maneuvering for Launching of Lifeboats and Liferfts in Heavy Weather		X	X				X		X				X		X								X	X	
Receiving Survivors From Lfbs/Lfrfts ... General: Turn Circle, Pivot Point, Advance and Transfer		X	X				X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Determine Maneuvering Characteristics of Major Vessel Types		X	X	X	X																				
Wake Reduction		X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Ice Operations/Ice Navigation	X	X	X				X		X	X	X	X	X	3	X	3									
Towing Operations		X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Ship Stability, Construction, and Damage Control:																									
Principles of Ship Construction		X	X	X	X	X	X			X	3	X	3	X	X	X	X						X	X	
Trim and Stability	X	X	X	X	X	X	X			X	X	X	X	3	X	3	X	X	X			X	X	X	
Damage Trim and Stability	X	X	X				X																		
Stability, Trim, and Stress Calculation ..	X	X	X	X			7																		
Vessel Structural Members		X	X	X	X	X	7							X	X	3	7								
IMO Ship Stability Recommendations ..	X	X																							
Damage Control	X	X	X			X		7								7									
Change in Draft Due to Density	X	X																							
Ship Power Plants:																									
Marine Power Plant Operating Principles		X	X				7						X		X		7	X	X						
Ships' Auxiliary Machinery		X	X									X			X										
Marine Engineering Terms		X	X				7					X		X			7	X	X						
Small Engine Operations and Maintenance								X	X	X												X			
Cargo Handling and Stowage:																									
Cargo Stowage and Security, Including Cargo Gear		X	X	X	X	X	7						X	X	X	X	7	X	X	X					
Loading and Discharging Operations ... International Regulations for Cargoes, Especially IMDG	X	X	X																						
Dangerous/Hazardous Cargo Regulations	X	X	X	X	X								X	X	X	X		X	X	X					
Tank Vessel Safety		X	X	X	X								X	X	X	X		X	X	X					
Cargo Piping and Pumping Systems		X	X	X	X								X	X	X	X		X	X	X					
Cargo Oil Terms and Definitions		X	X	X	X								X	X	X	X		X	X	X					
Ballasting, Tank Clean., & Gas Free Ops		X	X	X	X							X	X	X	X		X	X	X						
Load on Top Procedures		X	X	X	X							X	X	X	X		X	X	X						
Barge Regulations (Operations)										X	X	X													
Fire Prevention and Firefighting Appliances:																									
Organization of Fire Drills		X	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Classes and Chemistry of Fire		X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Firefighting Systems		X	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Firefighting Equip. and Regulations		X	X	X	X	7				X	X	X	X	X	X	X	7	X	X	X	7	X	X	X	
Firefighting Equip. & Regs. for T-Boats							X															X			
Basic Firefighting and Prevention		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Emergency Procedures:																									
Ship Beaching Precautions		X	X										X		X										
Actions Prior To/After Grounding		X	X										X		X			X	X						
Refloating a Grounded Ship		X	X										X		X			X	X						
Collision		X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Temporary Repairs		X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Passenger/Crew Safety in Emergency		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Fire or Explosion		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Abandon Ship Procedures		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Emergency Steering		X	X	X																					
Rescuing Surv. From Ship/Airc. in Dist		X	X	X	X	X				X			X	X	X	X	X	X	X	X	X	X	X	X	
Man Overboard Procedures		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Emergency Towing	X	X	X				X			X															
Medical Care:																									
Knowledge and use of:																									
Int'l. Medical Guide for Ships		X	X																						
Ship Med. Chest and Med. Aid at Sea		X	X																						
Medical Sec., Inter. Code of Signals		X	X	X	X																				

TABLE 11.910-2—ENDORSEMENT CODES—Continued

Examination topics	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
1st Aid Guide: Accidents with Dangerous Goods		X	X																							
First Aid		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Maritime Law:																										
International Maritime Law:																										
Int'l. Convention on Load Lines	X	X	X																							
SOLAS	X	X	X				7																			
MARPOL 73/78	X	X	X	X	X																					
International Health Regulations	X	X	X																							
Other International Instruments for Ship/Pass./Crew/Cargo Safety	X	X	X																							
National Maritime Law:																										
Load Lines	X	X	X			X	X			X	X		3	3	3	3	7									
Cert. and Documentation of Vessels	X	X	X				X	X	X	X	X	X	X		X		X	X	X			X	X			
Rules & Regs. for Inspected Vessels	X	X	X	X	X		X	X	7				X	X	X	X	7	X	X	X		7				
Rules & Regs. for Inspected T-Boats							X										X				X					
Rules and Regs for Uninsp. Vessels							X	X	X	X	X	X					X				X	X	X			
Pollution Prevention Regulations	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Pilotage	X	X	X																							
Credentiaing Seamen	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Shipment and Discharge, Manning	X	X	X				X			X			X	X	X		X	X	X	X	X	X	X	X	X	
Title 46 U.S. Code	X	X	X										X	X			X	X	X	X	X	X	X	X	X	
Captain of the Port Regulations, Vessel Traffic Service Procedures for the Route Desired																									X	
Shipboard Management and Training:																										
Personnel Management	X	X	X										X	X			X	X								
Shipboard Organization	X	X	X										X	X			X	X								
Required Crew Training	X	X	X										X	X			X	X								
Ship Sanitation	X	X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Vessel Alteration/Repair—Hot Work	X	X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Safety	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Ship's Business:																										
Charters	X	X	X																							
Liens, Salvage	X	X	X																							
Insurance	X	X	X																							
Entry, Clearance	X	X	X																							
Certificates and Documents Required	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Communications:																										
Flashing Light	X	X		X	X																					
Radiotelephone Communications	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Radiotelegraphy Emerg. Dist. Signals	X	X	X																							
Signals: Storm/Wreck/Dist./Special	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
International Code of Signals	X	X	X	X																						
Lifesaving:																										
Survival at Sea	X	X	X	X	X	X	X			X													X	X		
Lifesaving Appliance Regulations	X	X	X	X	X	7							X	X	X		7	X	X	X	7					
Lifesaving Appliance Regs. for T-Boats							X										X				X					
Lifesaving Appliance Operation	X	X	X	X	X	7	X	X	X	X			X	X	X	X	7	X	X	X	7	X	X			
Lifesaving Appliance Ops. for T-Boats							X										X				X					
Search and Rescue:																										
Search and Rescue Procedures	X	X	X																							
Amver	X	X	X																							
SAIL/AUXILIARY SAIL VESSELS ADDENDUM (8):																										
Any other subject considered necessary to establish the applicant's proficiency	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

1—For ocean routes only.
 2—River chart navigation only.
 3—Topic covered only on Great Lakes specific module(s) taken for "Great Lakes and inland" routes.
 4—Including recommended courses, distances, prominent aids to navigation, depths of waters in channels and over hazardous shoals, other important features of the route, such as character of the bottom. The OCMI may accept chart sketching of only a portion or portions of the route for long or extended routes.
 5—Take COLREGS if license not limited to non-COLREG waters.
 6—For officer endorsements over 1600 gross tons.
 7—For officer endorsements over 100 gross tons.
 8—Sail vessel safety precautions, rules of the road, operations, heavy weather procedures, navigation, maneuvering, and sailing terminology. Applicants for sail/auxiliary sail endorsements to master, mate or operator of uninspected passenger vessels are also tested in the subjects contained in this addendum.

§ 11.920

46 CFR Ch. I (10–1–10 Edition)

[CGD 81–059a, 55 FR 14802, Apr. 18, 1990, as amended by USCG–1999–6224, 64 FR 63235, Nov. 19, 1999; USCG–2001–10224, 66 FR 48619, Sept. 21, 2001; USCG–2006–24371, 74 FR 11254, Mar. 16, 2009]

§ 11.920 Subjects for MODU endorsements.

Table 11.920–1 gives the codes used in table 11.920–2 for MODU endorsements. Table 11.920–2 indicates the examination subjects for each endorsement by the code number.

Table 11.920–1 Codes for MODU Endorsements

1. OIM/Unrestricted
2. OIM/Surface Units Underway
3. OIM/Surface Units on Location
4. OIM/Bottom Bearing Units Underway
5. OIM/Bottom Bearing Units on Location
6. Barge Supervisor
7. Ballast Control Operator

TABLE 11.920–2—SUBJECTS FOR MODU LICENSES

Examination topics	1	2	3	4	5	6	7
Watchkeeping							
COLREGS	X	X		X		X	
“Basic Principles for Navigational Watch”	X	X	X	X	X	X	
MODU obstruction lights	X		X		X	X	
Meteorology and oceanography:							
Synoptic chart weather forecasting	X	X	X	X	X	X	
Characteristics of weather systems	X	X	X	X	X	X	X
Ocean current systems	X	X	X	X	X	X	
Tide and tidal current publications	X	X	X	X	X	X	
Stability, ballasting, construction and damage control:							
Principles of ship construction, structural members	X	X	X	X	X	X	X
Trim and stability	X	X	X	X	X	X	X
Damaged trim and stability countermeasures	X	X	X	X		X	X
Stability and trim calculations	X	X	X	X	X	X	X
Load line requirements	X	X	X	X	X	X	X
Operating manual:							
Rig characteristics and limitations	X	X	X	X	X	X	X
Hydrostatics data	X	X	X	X		X	X
Tank tables	X	X	X	X	X	X	X
KG limitations	X	X	X	X		X	X
Severe storm instructions	X	X	X	X	X	X	X
Transit instructions	X	X		X		X	X
On-station instructions	X		X		X	X	X
Unexpected list or trim	X	X	X	X		X	X
Ballasting procedures	X	X	X			X	X
Operation of bilge system	X	X	X	X		X	X
Leg loading calculations	X			X	X		
Completion of variable load form	X	X	X	X	X	X	X
Evaluation of variable load form	X	X	X	X	X	X	X
Emergency procedures	X	X	X	X	X	X	X
Maneuvering and handling:							
Anchoring and anchor handling	X	X	X			X	
Heavy weather operations	X	X	X	X	X	X	X
Mooring, positioning	X	X	X	X		X	X
Moving, positioning	X	X		X		X	
Fire prevention and firefighting appliances:							
Organization of fire drills	X	X	X	X	X	X	X
Classes and chemistry of fire	X	X	X	X	X	X	X
Firefighting systems	X	X	X	X	X	X	X
Firefighting equipment and regulations	X	X	X	X	X	X	X
Basic firefighting and prevention of fires	X	X	X	X	X	X	X
Emergency procedures and contingency plans:							
Temporary repairs	X	X	X	X		X	
Fire or explosion	X	X	X	X	X	X	X
Abandon unit	X	X	X	X	X	X	X
Man overboard	X	X	X	X	X	X	X
Heavy weather	X	X	X	X	X	X	X
Collision	X	X	X	X	X	X	X
Failure of ballast control system	X	X	X			X	X
Mooring emergencies	X		X			X	X
Blowouts	X		X		X	X	X
H ₂ S safety	X		X		X	X	X
General Engineering—Power plants and auxiliary systems:							
Marine engineering terminology	X	X	X	X	X	X	X
Engineering equipment, operations and failures	X	X	X	X	X	X	
Offshore drilling operations							X
Deck seamanship—general:							
Transfer of personnel	X	X	X	X	X	X	

TABLE 11.920-2—SUBJECTS FOR MODU LICENSES—Continued

Examination topics	1	2	3	4	5	6	7
Support boats/helicopters	X	X	X	X	X	X	.....
Cargo stowage and securing	X	X	X	X	X	X	.....
Hazardous materials/dangerous goods precautions	X	X	X	X	X	X	.....
Moorings equipment	X	X	X	X	X	X	.....
Crane use procedures and inspections	X	X	X	X	X	X	.....
Medical care:							
Knowledge and use of:							
First aid	X	X	X	X	X	X	X
First response medical action	X	X	X	X	X	X	X
Maritime law and regulation:							
National maritime law:							
Certification and documentation of vessels	X	X	X	X	X	.....	.....
Ship sanitation	X	X	X	X	X	.....	.....
Regulations for vessel inspection	X	X	X	X	X	.....	.....
Pollution prevention regulations	X	X	X	X	X	X	X
Credentialing regulations	X	X	X	X	X	.....	.....
Rules and regulations for MODUs	X	X	X	X	X	X	.....
International Maritime law:							
International Maritime Organization	X	X	X	X	X	.....	.....
International Convention on Load Lines	X	X	X	X	.....	.....	X
MARPOL 73/78	X	X	X	X	X	.....	.....
Personnel Management and Training:							
Ship's business including:							
Required logs and record keeping	X	X	X	X	X	X	.....
Casualty reports and records	X	X	X	X	X	.....	.....
Communications:							
Radio communications and FCC permit	X	X	X	X	X	X	.....
Radiotelephone procedures	X	X	X	X	X	X	.....
Lifesaving/Survival:							
Lifesaving appliance operation (launching, boat handling)	X	X	X	X	X	X	X
Procedures/rules for lifeboats, survival suits, PFDs, life rafts and emergency signals	X	X	X	X	X	X	X
Emergency radio transmissions	X	X	X	X	X	X	X
Survival at sea	X	X	X	X	X	X	X

[CGD 81-059a, 55 FR 14802, Apr. 18, 1990, as amended by USCG-2006-24371, 74 FR 11254, Mar. 16, 2009]

§ 11.950 Subjects for engineer endorsements.

	TABLE 11.950—SUBJECTS FOR ENGINEER ENDORSEMENTS														MODU asst. eng.					
	Unlimited chief engineer		Unlimited 1st asst. engineer		Unlimited 2nd asst. engineer		Unlimited 3rd asst. engineer		Chief engi- neer limited		A/E Ltd & DDE unlim.		Unin. Incl. C/E			Fish. vsl. A/E		DDE Ltd HP		MODU ch. eng.
	STM	MTR	STM	MTR	STM	MTR	STM	MTR	STM	MTR	STM	MTR	STM	MTR		STM	MTR	STM	MTR	
General Subjects:	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	
Prints and Tables	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Pipes, Fittings, Valves	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Hydraulics	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Biige Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Sanitary/Sewerage Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Freshwater Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Lubricants	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Lubrication Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Automation Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Control Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Propellers/Shafting Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Machine Shop	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Distilling Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Pumps	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Compressors	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Administration	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Governors	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Cooling Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Bearings	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Instruments	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Ship Construction and Repair	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Theory	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T
Steering Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Deck Machinery	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Ventilation Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Thermodynamics	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T
Watch Duties	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Refrigeration and Air Conditioning:																				
Theory	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T
Air Conditioning Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Refrigeration Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Control Systems	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Safety	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Casualty Control	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Electricity:																				
Theory	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T
General Maintenance	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Generators	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Motors	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T

TABLE 11.950—SUBJECTS FOR ENGINEER ENDORSEMENTS—Continued

	Unlimited chief engineer		Unlimited 1st asst. engineer		Unlimited 2nd asst. engineer		Unlimited 3rd asst. engineer		Chief engineer limited		A/E Ltd & DDE unlim.		Unin. ind. C/E		Fish. vsl. AVE		DDE Ltd HP		MODU ch. eng.		MODU asst. eng.	
	STM	MTR	STM	MTR	STM	MTR	STM	MTR	STM	MTR	STM	MTR	STM	MTR	STM	MTR	STM	MTR	STM	MTR	STM	MTR
Safety	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Casualty Control	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Safety:																						
Fire	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Fire Prevention	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Fire Fighting	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Flooding	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Dewatering	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Stability and Trim	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Damage Control	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Emergency Equipment and Life-saving Appliances.	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
General Safety	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
First Aid	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Dangerous Materials	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Pollution	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
Inspections and Surveys	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
U.S. Rules and Regulations	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T
International Rules and Regulations.	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T	P-T

Notes:
P=Practical Knowledge
T=Theoretical Knowledge.

[CGD 81-059, 52 FR 38623 and 38669, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 147, Jan. 4, 1989; CGD 81-059a, 55 FR 14804, Apr. 18, 1990; USCG-2006-24371, 74 FR 11254, Mar. 16, 2009]

Subpart J—Ro-Ro Passenger Ships

SOURCE: CGD 95-062, 62 FR 34534, June 26, 1997, unless otherwise noted.

§ 11.1001 Purpose of regulations.

The purpose of the regulations in this subpart is to establish requirements for officers serving on roll-on/roll-off (Ro-Ro) passenger ships.

§ 11.1003 Definition.

Roll-on/roll-off (Ro-Ro) passenger ship means a passenger ship with Ro-Ro cargo spaces or special-category spaces as defined in the Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), to which a SOLAS certificate is issued.

§ 11.1005 General requirements for officers.

To serve on a Ro-Ro passenger ship, a person endorsed as master, chief mate, mate, chief engineer, or engineer shall meet the appropriate requirements of STCW Regulation V/2 and Section A-V/2 of the STCW Code (incorporated by reference, see § 11.102) and shall hold documentary evidence to show his or her meeting these requirements.

[USCG-2006-24371, 74 FR 11254, Mar. 16, 2009]

Subpart K—Officers on a Passenger Ship, Other Than a Ro-Ro Passenger Ship, When on an International Voyage

SOURCE: USCG-1999-5610, 67 FR 66068, Oct. 30, 2002, unless otherwise noted.

§ 11.1101 Purpose of rules.

The rules in this subpart establish requirements for officers serving on passenger ships as defined in § 10.1103.

§ 11.1103 Definitions.

Passenger ship in this subpart means a ship, other than a Ro-Ro passenger ship, carrying more than 12 passengers when on an international voyage.

§ 11.1105 General requirements for officer's endorsements.

If you are a master, mate, chief mate, engineer, or chief engineer, then,

before you may serve on a passenger ship, you must—

(a) Meet the appropriate requirements of the STCW Regulation V/3 and of section A-V/3 of the STCW Code (incorporated by reference, see § 11.102); and

(b) Hold documentary evidence to show that you meet these requirements through approved or accepted training.

[USCG-1999-5610, 67 FR 66068, Oct. 30, 2002, as amended by USCG-2006-24371, 74 FR 11254, Mar. 16, 2009]

PART 12—REQUIREMENTS FOR RATING ENDORSEMENTS**Subpart 12.01—General**

Sec.

12.01-1 Purpose of rules in this part.

12.01-3 Incorporation by reference.

12.01-6-12.01-7 [Reserved]

12.01-9 Paperwork approval.

12.01-11 [Reserved]

Subpart 12.02—General Requirements for Certification

12.02-3-12.02-5 [Reserved]

12.02-7 When documents are required.

12.02-9-12.02-10 [Reserved]

12.02-11 General provisions respecting rating endorsements.

12.02-12-12.02-15 [Reserved]

12.02-17 Examination procedures and denial of rating endorsements.

12.02-18-12.02-29 [Reserved]

Subpart 12.03—Approved and Accepted Training

12.03-1 Coast Guard-accepted training other than approved courses.

Subpart 12.05—Able Seamen

12.05-1 Certification required.

12.05-3 General requirements.

12.05-5 [Reserved]

12.05-7 Service or training requirements.

12.05-9 Examination and demonstration of ability.

12.05-11 General provisions respecting merchant mariner's document endorsed for service as able seamen.

Subpart 12.07 [Reserved]**Subpart 12.10—Lifeboatman**

12.10-1 Credentials required.

12.10-3 General requirements.

12.10-5 Examination and demonstration of ability.