

## SUBCHAPTER B—MERCHANT MARINE OFFICERS AND SEAMEN

### PART 10—LICENSING OF MARITIME PERSONNEL

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AUTHORITY: 31 U.S.C. 9701, 46 U.S.C. 2101, 2103, 2110; 46 U.S.C. Chapter 71; 46 U.S.C. 7502, 7505, 7701; Pub. L. 103-206, 107 Stat. 2439; 49 CFR 1.45, 1.46; Sec. 10.107 also issued under the authority of 44 U.S.C. 3507.

SOURCE: CGD 81-059, 52 FR 38623, Oct. 16, 1987 (interim) and CGD 81-059, 54 FR 132, Jan. 4, 1989 (final), unless otherwise noted.

**Subpart A—General**

**§ 10.101 Purpose of regulations.**

(a) The purposes of the regulations in this part are to provide—

(1) A comprehensive means of determining the qualifications an applicant

must possess to be eligible for a license as a deck officer, engineer, pilot, radio officer, or radio operator on merchant vessels, or for a license to operate uninspected towing vessels or uninspected passenger vessels, or for a certificate of registry as a staff officer; 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 in 1995 (STCW), and other laws, and to receive the appropriate certificate or endorsement as required by STCW.

(b) With few exceptions, these regulations do not specify or restrict licenses to particular types of service such as tankships, freight vessels or passenger vessels. However, all licensed personnel shall become familiar with the relevant characteristics of each vessel prior to assuming their duties. As appropriate, these characteristics include but are not limited to: general arrangement of the vessel; maneuvering characteristics; 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 license or license 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]

**§ 10.102 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 paragraph (b) of this section, the Coast Guard must publish notice of change in the FEDERAL REGISTER and must ensure that the material is available to the public. All approved material is available for inspection at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC, and at the U.S. Coast Guard, Office of Operating and Environmental Standards, 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part and the sections affected are as follows:

*International Maritime Organization (IMO)*

4 Albert Embankment, London, SE1 7SR, England.

STCW—International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995 (STCW Convention), and Seafarer's Training, Certification and Watchkeeping Code (STCW Code)—10.103; 10.205; 10.304; 10.603; 10.901; 10.903; 10.1005.

[CGD 95-062, 62 FR 34529, June 26, 1997, as amended by USCG-1999-6216, 64 FR 53223, Oct. 1, 1999]

**§ 10.103 Definitions of terms used in this part.**

*Apprentice mate (steersman) of towing vessels* means a mariner qualified to perform watchkeeping on the bridge, aboard a towing vessel, while in training under the direct supervision of a licensed master or mate (pilot) of towing vessels.

*Approved* means approved by the Coast Guard in accordance with § 10.302.

*Approved training* means training that is approved by the Coast Guard or meets the requirements of § 10.309.

*Assistant engineer* means a qualified officer in the engine department.

*Assistance towing* means towing a disabled vessel for consideration.

*Ballast control operator (BCO)* is a licensed officer restricted to service on MODUs. The duties involve the operation of the complex ballast system found on many MODUs. A ballast control operator, when assigned to a MODU, is the equivalent of a conventionally licensed mate.

*Barge supervisor (BS)* is a licensed officer restricted to service on MODUs. The duties involve support to the OIM in marine related matters including, but not limited to, maintaining watertight integrity, inspecting and maintaining mooring and towing components, and the maintenance of emergency and other marine related equipment. A barge supervisor, when assigned to a MODU is the equivalent of a conventionally licensed mate.

*Boatswain* means the leading seaman and immediate supervisor of unlicensed deck personnel who supervises the maintenance of deck gear.

*Chief engineer* means any person responsible for the mechanical propulsion of a vessel and who is the holder of a valid license as chief engineer.

*Chief mate* means the deck officer next in seniority to the master and upon whom the command of the vessel will fall in the event of the incapacity of the master.

*Coast Guard-accepted* means that the Coast Guard has officially acknowledged in writing that the material or process at issue meets the applicable requirements; that the Coast Guard has issued an official policy statement listing or describing the material or process as meeting the applicable requirements; or that an entity acting on behalf of the Coast Guard under a Memorandum of Agreement has determined that the material or process meets the applicable requirements.

*Conviction* means the applicant for a license or certificate of registry has been found guilty by judgment or plea by a court of record of the United States, the District of Columbia or any State or territory of the United States of a criminal felony or misdemeanor or of an offense described in section 205 of the National Driver Register Act of 1982 (49 U.S.C. 30304). Conviction of more than one offense at a single trial will be considered to be multiple convictions. If an applicant pleads guilty

or no contest, is granted deferred adjudication, or is required by the court to attend classes, make contributions of time or money, receive treatment, submit to any manner of probation or supervision, or forego appeal of a trial court's conviction, then the applicant will be considered to have received a conviction. A later expungement of the conviction will not negate a conviction unless it is proved to the OCMI that the expungement is based upon a showing that the court's earlier conviction was in error.

*Day* means, for the purpose of complying with the service requirements of this part, eight hours of watchstanding or day-working not to include overtime. On vessels where a 12 hour working day is authorized and practiced, such as on a six-on, six-off watch schedule, each work day may be creditable as one and one half days of service. On vessels of less than 100 gross tons, a day is considered as eight hours unless the Officer in Charge, Marine Inspection determines that the vessel's operating schedule makes this criteria inappropriate, in no case will this period be less than four hours.

*Designated duty engineer* means a qualified engineer, who may be the sole engineer on vessels with a periodically unattended engine room.

*Designated examiner* means a person who has been trained or instructed in techniques of training or assessment and is otherwise qualified to evaluate whether a candidate for a license, document, or endorsement has achieved the level of competence required to hold the license, document, or endorsement. This person may be designated by the Coast Guard or by a Coast Guard-approved or accepted program of training or assessment. A faculty member employed or instructing in a navigation or engineering course at the U.S. Merchant Marine Academy or at a State maritime academy operated in accordance with regulations in 46 CFR part 310 is qualified to serve as a designated examiner in his or her area(s) of specialization without individual evaluation by the Coast Guard.

*Disabled vessel* means a vessel that needs assistance, whether docked, moored, anchored, aground, adrift, or under way; but does not mean a barge

or any other vessel not regularly operated under its own power.

*Employment assigned to* is the total period a person is assigned to work on MODUs, including time spent ashore as part of normal crew rotation.

*Endorsement* means a provision added to a license which alters its scope or application. An example of an endorsement is a tonnage limitation increase within a general tonnage category, a pilot license route addition, or a radar observer qualification.

*Evaluation* means processing an application, from the point of receipt to approval or rejection of the application, including review of all documents and records submitted with an application as well as those obtained from public records and databases.

*Fails a chemical test for dangerous drugs* means that the result of a chemical test conducted in accordance with 49 CFR part 40 is reported as "positive" for the presence of dangerous drugs or drug metabolites in an individual's system by a Medical Review Officer in accordance with that part.

*First assistant engineer* means the engineer officer next in seniority to the chief engineer and upon whom the responsibility for the mechanical propulsion of the vessel will fall in the event of the incapacity of the chief engineer.

*Great Lakes* means the Great Lakes and their connecting and tributary waters including the Calumet River as far as the Thomas J. O'Brien Lock and Controlling Works (between mile 326 and 327), the Chicago River as far as the east side of the Ashland Avenue Bridge (between mile 321 and 322), and the Saint Lawrence River as far east as the lower exit of Saint Lambert Lock.

*Harbor assist* means the use of a towing vessel during maneuvers to dock, undock, moor, or unmoor a vessel, or to escort a vessel with limited maneuverability.

*Horsepower* means, for the purpose of this part, the total maximum continuous shaft horsepower of all the vessel's main propulsion machinery.

*Inland Waters* means the navigable waters of the United States shoreward of the Boundary Lines as described in 46 CFR part 7, excluding the Great

Lakes and, for towing vessels, excluding the Western Rivers. For establishing credit for sea service, the waters of the Inside Passage between Puget Sound and Cape Spencer, Alaska, are inland waters.

*Lower level* means a category of deck and engineer licenses established for assessment of fees. Lower level licenses are all licenses, other than those defined as upper level, for which the requirements are listed in subparts D, E, and G of this part.

*Master* means the officer having command of a vessel.

*Mate* means a qualified officer in the deck department other than the master.

*Mobile offshore drilling unit (MODU)* means a vessel capable of engaging in drilling operations for the exploration for or exploitation of subsea resources. MODU designs include:

(a) *Bottom bearing units* which include:

(1) *Self-elevating (or jack-up) units* with moveable, bottom bearing legs capable of raising the hull above the surface of the sea; and,

(2) *Submersible units* of ship shape, barge type or novel hull design, other than a self-elevating unit, intended for operating while bottom bearing.

(b) *Surface units* with a ship shape or barge type displacement hull of single or multiple hull construction intended for operating in a floating condition, including semi-submersibles and drillships.

*Month* means 30 days, for the purpose of complying with the service requirements of this part.

*National Driver Register (NDR)* means the nationwide repository of information on drivers maintained by the National Highway Traffic Safety Administration as provided under 49 U.S.C. Chapter 303.

*NDR listed convictions* means a conviction of any of the following motor vehicle-related offenses or comparable offenses:

(a) Operating a motor vehicle while under the influence of, or impaired by, alcohol or a controlled substance; or

(b) A traffic violation arising in connection with a fatal traffic accident, reckless driving, or racing on the highways.

*Near coastal* means ocean waters not more than 200 miles offshore.

*Oceans* means the waters seaward of the Boundary Lines as described in 46 CFR part 7. For the purposes of establishing sea service credit, the waters of the Inside Passage between Puget Sound and Cape Spencer, Alaska, are not considered oceans.

*Officer in Charge, Marine Inspection (OCMI)* for the purposes of part 10 means the officer or individual so designated at one of the locations of the regional examination centers listed in §10.105.

*Offshore installation manager (OIM)* is a licensed officer restricted to service on MODUs. An assigned offshore installation manager is equivalent to a conventionally licensed master and is the person designated by the owner or operator to be in complete and ultimate command of the unit.

*On location* means that a mobile offshore drilling unit is bottom bearing or moored with anchors placed in the drilling configuration.

*Operator* means an individual licensed to operate certain uninspected vessels.

*Orally assisted examination* means a license examination as described in subpart I of this part verbally administered and documented by an examiner.

*Original license* means the first deck, engineer or radio officer license issued to any person by the Coast Guard.

*Passes a chemical test for dangerous drugs* means the result of a chemical test conducted in accordance with 49 CFR part 40 is reported as "negative" by a Medical Review Officer in accordance with that part.

*Pilot of towing vessels* means a qualified officer of towing vessels operating only on inland routes.

*Practical demonstration* means the performance of an activity under the direct observation of a designated examiner for the purpose of establishing that the performer is sufficiently proficient in a practical skill to meet a specified standard of competence or other objective criterion.

*Qualified instructor* means a person who has been trained or instructed in instructional techniques and is otherwise qualified to provide required

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training to candidates for licenses, documents, and endorsements. A faculty member employed at a State maritime academy or the U.S. Merchant Marine Academy operated in accordance with 46 CFR part 310 and instructing in a navigation or engineering course is qualified to serve as a qualified instructor in his or her area(s) of specialization without individual evaluation by the Coast Guard.

*Raise of grade* means an increase in the level of authority and responsibility associated with a license.

*Rivers* means any river, canal, or other similar body of water designated by the Officer in Charge, Marine Inspection.

*Senior company official* means the president, vice president, vice president for personnel, personnel director, or similarly titled or responsible individual, or a lower level employee designated in writing by one of the aforementioned for the purpose of certifying employment and whose signature is on file at the REC at which application is made.

*Service as* when computing the required service for MODU licenses, is the time period, in days, a person is assigned to work on MODUs, excluding time spent ashore as part of crew rotation. A day, for the purposes of this definition, is a minimum of four hours, and no additional credit is received for periods served over eight hours.

*Standard of competence* means the level of proficiency to be achieved for the proper performance of duties on board vessels in accordance with national and international criteria.

*STCW* means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995.

*STCW Code* means the Seafarer's Training, Certification and Watchkeeping Code.

*STCW endorsement* means a certificate or endorsement issued in accordance with STCW. An STCW endorsement issued by the Officer in Charge, Marine Inspection (OCMI), will be valid only when accompanied by the appropriate U.S. license or document; and, if the license or document is revoked, then the associated STCW endorsement is no longer valid for any purpose. Ref-

## 46 CFR Ch. I (10-1-02 Edition)

erences to STCW placed on a U.S. license or merchant mariner's document will suffice as STCW endorsements for the mariner serving on a vessel operating exclusively on a domestic voyage (i.e., to and from U.S. ports or places subject to U.S. jurisdiction).

*Underway* means that a mobile offshore drilling unit is not in an on location or laid up status. Underway includes that period of time when the MODU is deploying or recovering its mooring system.

*Undocumented vessel* means a vessel not required to have a document issued under the laws of the United States.

*Upper level* means a category of deck and engineer licenses established for assessment of fees. Upper level licenses are those licenses for which the requirements are listed in §§10.404 to 10.407 of subpart D of this part and §§10.510, 10.512, 10.514, and 10.516 of subpart E of this part.

*Western Rivers* means the Mississippi River, its tributaries, South Pass, and Southwest Pass, to the navigational demarcation lines dividing the high seas from harbors, rivers, and other inland waters of the United States, and the Port Allen-Morgan City Alternate Route, and that part of the Atchafalaya River above its junction with the Port Allen-Morgan City Alternate Route including the Old River and the Red River, and those waters specified in 33 CFR 89.25.

*Year* means 360 days, for the purpose of complying with the service requirements of this part.

[CGD 81-059 and CGD 81-059a, 52 FR 38623 and 38666, Oct. 16, 1987, as amended by CGD 87-017, 53 FR 18562, May 24, 1988; CGD 81-059, 54 FR 132, Jan. 4, 1989; CGD 81-059a, 55 FR 14798, Apr. 18, 1990; CGD 91-002, 58 FR 15237, Mar. 19, 1993; CGD 91-223, 60 FR 4524, Jan. 23, 1995; CGD 91-212, 60 FR 65483, Dec. 19, 1995; CGD 95-062, 62 FR 34529, June 26, 1997; USCG-1999-6224, 64 FR 63225, Nov. 19, 1999; USCG 1999-6224, 66 FR 20935, Apr. 26, 2001]

### § 10.105 Regional examination centers.

Licensing and certification functions are performed only by the Officer in Charge, Marine Inspection, at the following locations:

|               |                 |
|---------------|-----------------|
| Boston, MA    | Charleston, SC  |
| New York, NY  | Miami, FL       |
| Baltimore, MD | New Orleans, LA |

**Coast Guard, DOT**

**§ 10.110**

Houston, TX  
 Memphis, TN  
 St. Louis, MO  
 Toledo, OH  
 San Pedro, CA  
 Alameda, CA

Portland, OR  
 Seattle, WA  
 Anchorage, AK  
 Juneau, AK  
 Honolulu, HI

[CGD 81-059, 52 FR 38623, Oct. 16, 1987 and CGD 81-059, 54 FR 132, Jan. 4, 1989, as amended by USCG-2000-7790, 65 FR 58458, Sept. 29, 2000; USCG-2002-13058, 67 FR 61278, Sept. 30, 2002]

**§ 10.107 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 2115-0514—46 CFR 10.201, 10.202, 10.205, 10.207, 10.209, 10.470, 10.472, 10.474, 10.542, and 10.544.

(2) OMB 2115-0111—46 CFR 10.302, 10.303, 10.304, 10.480.

(3) OMB 2115-0624—46 CFR 10.304 and 10.309.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 133, Jan. 4, 1989; CGD 81-059a, 55 FR 14799, Apr. 18, 1990; CGD 95-062, 62 FR 34529, June 26, 1997]

**§ 10.109 Fees.**

Use table 10.109 to determine the fees that you must pay for license and certificate of registry activities in this part.

TABLE 10.109—FEES

| If you apply for—                                    | And you need—                   |                                  |                              |
|--|---------------------------------|----------------------------------|------------------------------|
|  | Evaluation—<br>then the fee is— | Examination—<br>then the fee is— | Issuance—then<br>the fee is— |
| License:   |                                 |                                  |                              |
| Original:  |                                 |                                  |                              |
| Upper level .....                                    | \$100                           | \$110                            | \$45                         |
| Lower level .....                                    | 100                             | 95                               | 45                           |
| Raise of grade .....                                 | 100                             | 45                               | 45                           |
| Modification or removal of limitation or scope ..... | 50                              | 45                               | 45                           |
| Endorsement .....                                    | 50                              | 45                               | 45                           |
| Renewal .....  | 50                              | 45                               | 45                           |
| Renewal for continuity purposes .....                | n/a                             | n/a                              | 45                           |
| Reissue, Replacement, and Duplicate                  | n/a                             | n/a                              | <sup>1</sup> 45              |
| Radio Officer License:                               |                                 |                                  |                              |
| Original .....                                       | 50                              | n/a                              | 45                           |
| Endorsement .....                                    | 50                              | 45                               | 45                           |
| Renewal .....  | 50                              | n/a                              | 45                           |
| Renewal for continuity purposes                      | n/a                             | n/a                              | 45                           |
| Reissue, Replacement, and Duplicate .....            | n/a                             | n/a                              | <sup>1</sup> 45              |
| Certificate of Registry:                             |                                 |                                  |                              |
| Original (MMD holder) .....                          | 90                              | n/a                              | 45                           |
| Original (MMD applicant) .....                       | 105                             | n/a                              | 45                           |
| Renewal .....  | 50                              | n/a                              | 45                           |
| Renewal for continuity purposes .....                | n/a                             | n/a                              | 45                           |
| Endorsement .....                                    | n/a                             | n/a                              | 45                           |
| Reissue, Replacement, and Duplicate .....            | n/a                             | n/a                              | <sup>1</sup> 45              |
| STCW Certification:                                  |                                 |                                  |                              |
| Original .....                                       | No fee                          | No fee                           | No fee.                      |
| Renewal .....  | No fee                          | No fee                           | No fee.                      |

<sup>1</sup> Duplicate for document lost as result of marine casualty—No Fee.

[USCG-1997-2799, 64 FR 42814, Aug. 5, 1999; 64 FR 53230, Oct. 1, 1999]

**§ 10.110 Fee payment procedures.**

(a) You may pay—

(1) All fees required by this section when you submit your application; or

(2) A fee for each phase at the following times:

(i) An evaluation fee when you submit your application.

(ii) An examination fee before you take the first examination section.

(iii) An issuance fee before you receive your license or certificate of registry.



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(b) If you take your examination someplace other than a Regional Examination Center (REC), you must pay the examination fee to the REC at least one week before your scheduled examination date.

(c) Unless the REC provides additional payment options, your fees may be paid as follows:

(1) Your fee payment must be for the exact amount.

(2) Make your check or money order payable to the U.S. Coast Guard, and write your social security number on the front of each check or money order.

(3) If you pay by mail, you must use either a check or money order.

(4) If you pay in person, you may pay with cash, check, or money order at Coast Guard units where Regional Examination Centers are located.

(d) Unless otherwise specified in this part, when two or more documents are processed on the same application—

(1) *Evaluation fees.* If a certificate of registry transaction is processed on the same application as a license transaction, only the license evaluation fee will be charged; and

(2) *Issuance fees.* A separate issuance fee will be charged for each document issued.

[USCG-1997-2799, 64 FR 42815, Aug. 5, 1999]

**§ 10.111 Penalties.**

(a) Anyone who fails to pay a fee or charge established under this subpart is liable to the United States Government for a civil penalty of not more than \$5,000 for each violation.

(b) The Coast Guard may assess additional charges to anyone to recover collection and enforcement costs associated with delinquent payments of, or failure to pay, a fee. Coast Guard licensing services may also be withheld from anyone pending payment of outstanding fees owed to the Coast Guard for services already provided by Regional Examination Centers.

[CGD 91-002, 58 FR 15237, Mar. 19, 1993]

**§ 10.112 No-fee license for certain applicants.**

(a) For the purpose of this section, a no-fee license applicant is a person who is a volunteer, or part-time or full-time employee of an organization which is:

- (1) Charitable in nature;
- (2) Not for profit; and
- (3) Youth oriented.

(b) An organization may submit a written request to Commanding Officer, U.S. Coast Guard National Maritime Center, 4200 Wilson Boulevard, Suite 630, Arlington, VA 22203-1804 in order to be considered an eligible organization under the criteria set forth in paragraph (a) of this section. With the written request, the organization must provide evidence of its status as a youth oriented, not for profit, charitable organization.

NOTE: The following organizations are accepted by the Coast Guard as meeting the requirements of paragraph (a) of this section and need not submit evidence of their status: Boy Scouts of America, Sea Explorer Association, Girl Scouts of the United States of America, and Young Men's Christian Association of the United States of America.

(c) A letter from an organization determined eligible under paragraph (b) of this section must also accompany the person's license application to the Coast Guard. The letter must state that the purpose of the person's application is solely to further the conduct of the organization's maritime activities. The applicant then is eligible under this section to obtain a no-fee license if other requirements for the license are met.

(d) A marine license issued to a person under this section is endorsed restricting its use to vessels owned or operated by the sponsoring organization.

(e) The holder of a no-fee license issued under this section may have the restriction removed by paying the appropriate evaluation, examination, and issuance fees that would have otherwise applied.

[CGD 91-002, 58 FR 15238, Mar. 19, 1993, as amended by CGD 95-072, 60 FR 50460, Sept. 29, 1995; CGD 96-041, 61 FR 50726, Sept. 27, 1996; CGD 97-057, 62 FR 51042, Sept. 30, 1997; USCG-2001-10224, 66 FR 48619, Sept. 21, 2001]

**Subpart B—General Requirements for All Licenses and Certificates of Registry**

**§ 10.201 Eligibility for licenses and certificates of registry, general.**

(a) Each applicant shall establish to the satisfaction of the OCMI that he or

she possesses all of the qualifications necessary (such as age, experience, character references and recommendations, physical health or competence and test for dangerous drugs, citizenship, approved training, passage of a professional examination, as appropriate, and, when required by this part, a practical demonstration of skills) before the OCMI will issue a license or certificate of registry.

(b) No person who has been convicted by a court of record of a violation of the dangerous drug laws of the United States, the District of Columbia, or any State or territory of the United States is eligible for a license or certificate of registry, except as provided by the provisions of paragraph (h) of this section. No person who has ever been the user of, or addicted to the use of, a dangerous drug, or has ever been convicted of an offense described in section 205 of the National Driver Register Act of 1982 (49 U.S.C. 30304) due to the addiction or abuse of alcohol is eligible for a license or certificate of registry unless he or she furnishes satisfactory evidence of suitability for service in the merchant marine as provided in paragraph (j) of this section.

(c) Except as provided in § 10.464(i) of the part, an applicant for a license 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 radiotelephone communications instructions.

(d) An applicant for a license must meet the requirements for recent service specified in § 10.202(e).

(e) No license or certificate of registry may be issued to any person who is not a citizen of the United States with the exception of operator of uninspected passenger vessels limited to vessels not documented under the laws of the United States.

(f) Except as specified in this paragraph, no license or certificate of registry may be issued to a person who has not attained the age of 21 years.

(1) A license as master of near coastal, Great Lakes and inland, inland, or river vessels of 25–200 gross tons, third mate, third assistant engineer, mate of vessels of 200–1600 gross tons, ballast

control operator, assistant engineer (MODU), assistant engineer of fishing industry vessels, mate (pilot) of towing vessels, radio officer, assistant engineer (limited-oceans), or designated duty engineer of vessels of not more than 4000 horsepower may be granted to an applicant who has reached the age of 19 years.

(2) A license as limited master of near coastal vessels of not more than 100 gross tons, limited master of Great Lakes and inland vessels of not more than 100 gross tons, mate of Great Lakes and inland vessels of 25–200 gross tons, mate of near coastal vessels of 25–200 gross tons, operator of uninspected passenger vessels, or designated duty engineer of vessels of not more than 1,000 horsepower, or apprentice mate (steersman) of towing vessels, may be granted to an applicant, otherwise qualified, who has reached the age of 18 years.

(g) Persons serving or intending to serve in the merchant marine service are recommended to take the earliest opportunity of ascertaining, through examination, whether their visual acuity, and color vision 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 of an officer at sea is cause for denial of a license.

(h) *Criminal Record Review.* The OCMI may review the criminal record of an applicant for the issuance of a license or certificate of registry issued as an original or reissued with a new expiration date. An applicant conducting simultaneous merchant mariner's credential transactions shall undergo only one criminal record check. Applicants must provide written disclosure of all prior convictions at the time of application.

(1) If the applicant is advised that a criminal record check is required by the OCMI, applicants shall provide their fingerprints at the time of application. The fingerprints will be used to determine whether the applicant has a record of a criminal conviction. An application may be disapproved if a criminal record review leads the OCMI

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to determine that the applicant's habits of life and character are such that the applicant cannot be entrusted with the duties and responsibilities of the license or certificate of registry for which application is made. If an application is disapproved, the OCMI will notify the applicant in writing of the reason(s) for disapproval and advise the applicant that the reconsideration and appeal procedures in §1.03 of this chapter apply. No examination will be given pending decision on appeal.

(2) The OCMI may use table 10.201(h) to evaluate applicants for licenses and certificates of registry who have criminal convictions. The table lists major categories of criminal activity and is not to be construed as an all-inclusive list. If an applicant is convicted of an offense that does not appear on the list, the OCMI will establish an appropriate assessment period using the list as a guide. The assessment period commences when an applicant is no longer incarcerated. The applicant must establish proof of the time incarcerated and periods of probation and parole to the satisfaction of the OCMI. The assessment period may include supervised or unsupervised probation or parole. A conviction for a drug offense more than 10 years prior to the date of application will not alone be grounds for denial.

(3) When an applicant has convictions for more than one offense, the minimum assessment period will be the longest minimum in table 10.201(h) and table 10.201(i) based upon the applicant's convictions; the maximum assessment period will be the longest shown in table 10.201(h) and table 10.201(i) based upon the applicant's convictions.

(4) If a person with a criminal conviction applies for a license or certificate of registry before the minimum assessment period shown in table 10.201(h), or established by the OCMI under paragraph (h)(2) of this section has elapsed, then the applicant must provide evidence of suitability for service in the merchant marine. Factors which are evidence of suitability for service in the merchant marine are listed in paragraph (j) of this section. The OCMI will

consider the applicant's evidence and may issue the license or certificate of registry in less than the listed minimum assessment period if the OCMI is satisfied that the applicant is suitable to hold the license or certificate of registry for which he or she has applied. If an applicant does not provide evidence of suitability for service in the merchant marine, then the application will be considered incomplete and will not be processed by the OCMI.

(5) If a person with a criminal conviction applies for a license or certificate of registry during the time between the minimum and maximum assessment periods shown in table 10.201(h) or established by the OCMI under paragraph (h)(2) of this section, the OCMI will consider the conviction and, unless there are offsetting factors, may grant the applicant the license or certificate of registry for which he or she has applied. Offsetting factors include multiple convictions, failure to comply with court orders (e.g., child support orders), previous failures at rehabilitation or reform, inability to maintain steady employment, or any connection between the crime and the safe operation of a vessel. If the OCMI considers the applicant unsuitable for service in the merchant marine at the time of application, the OCMI will disapprove the application.

(6) If a person with a criminal conviction applies for a license or certificate of registry after the maximum assessment period shown in table 10.201(h) or established by the OCMI under paragraph (h)(2) of this section has elapsed, then the OCMI will grant the applicant the license or certificate of registry for which he or she has applied unless the OCMI has reason to believe the applicant is still unsuitable for service in the merchant marine. If the OCMI disapproves an application based upon a conviction older than the maximum assessment period, the OCMI will notify the applicant in writing of the reason(s) for the disapproval. The OCMI will also inform the applicant, in writing, that the reconsideration and appeal procedures contained in §1.03 of this chapter apply.

TABLE 10.201(h)—GUIDELINES FOR EVALUATING APPLICANTS FOR LICENSES AND CERTIFICATES OF REGISTRY WHO HAVE CRIMINAL CONVICTIONS

| Crime <sup>1</sup>  | Assessment periods |           |
|---|--------------------|-----------|
|   | Minimum            | Maximum   |
| <b>Crimes Against Persons</b>   |                    |           |
| Homicide (intentional) .....  | 7 years .....      | 20 years. |
| Homicide (unintentional) .....  | 5 years .....      | 10 years. |
| Assault (aggravated) .....  | 5 years .....      | 10 years. |
| Assault (simple) .....  | 1 year .....       | 5 years.  |
| Sexual Assault (rape, child molestation) .....  | 5 years .....      | 10 years. |
| Robbery .....   | 5 years .....      | 10 years. |
| Other crimes against persons <sup>2</sup> .   |                    |           |
| <b>Crimes Against Property</b>  |                    |           |
| Burglary .....  | 3 years .....      | 10 years. |
| Larceny (embezzlement) .....  | 3 years .....      | 5 years.  |
| Other crimes against property <sup>2</sup> .  |                    |           |
| <b>Vehicular Crimes</b>   |                    |           |
| Conviction involving fatality .....   | 1 year .....       | 5 years.  |
| Reckless Driving .....  | 1 year .....       | 2 years.  |
| Racing on the Highways .....  | 1 year .....       | 2 years.  |
| Other vehicular crimes <sup>2</sup> .   |                    |           |
| <b>Crimes Against Public Safety</b>   |                    |           |
| Destruction of Property .....   | 5 years .....      | 10 years. |
| Other crimes against public safety <sup>2</sup> .   |                    |           |
| <b>Crimes Involving National Security</b>   |                    |           |
| Terrorism, Acts of Sabotage, Espionage and related offenses .....   | 7 years .....      | 20 years. |
| <b>Criminal Violations of Environmental Laws</b>  |                    |           |
| Criminal violations of environmental laws involving improper handling of pollutants or hazardous materials. | 1 year .....       | 10 years. |
| <b>Dangerous Drug Offenses<sup>3,4,5</sup></b>  |                    |           |
| Trafficking (sale, distribution, transfer) .....  | 5 years .....      | 10 years. |
| Dangerous drugs (Use or possession) .....   | 1 year .....       | 10 years. |
| Other dangerous drug convictions <sup>6</sup> .   |                    |           |

<sup>1</sup> Conviction of attempt, solicitation, aiding and abetting, accessory after the fact, and conspiracy to commit the criminal conduct listed in this table carry the same minimum and maximum assessment periods provided in the table.

<sup>2</sup> Other crimes are to be reviewed by the OCMI to determine the minimum and maximum assessment periods depending on the nature of the crime.

<sup>3</sup> Applicable only to original applications for licenses or CORs. Any applicant who has ever been the user of, or addicted to the use of, a dangerous drug shall meet the requirements of paragraph (b) of this section. Note: Applicants for reissue of a license or COR with a new expiration date including a renewal or a raise of grade, who have been convicted of a dangerous drug offense while holding a license or COR, may have their applications withheld until appropriate action has been completed by the OCMI under the regulations which appear in 46 CFR part 5 governing administrative actions against merchant mariner credentials.

<sup>4</sup> The OCMI may consider dangerous drug convictions more than 10 years old only if there has been a dangerous drug conviction within the past 10 years.

<sup>5</sup> Applicants must demonstrate rehabilitation under paragraph (j) of this section, including applicants with dangerous drug use convictions more than ten years old.

<sup>6</sup> Other dangerous drug convictions are to be reviewed by the Officer in Charge, Marine Inspection on a case by case basis to determine the appropriate assessment periods depending on the nature of the offense.

(i) *National Driver Register*. A license or certificate of registry will not be issued as an original or reissued with a new expiration date unless the applicant consents to a check of the NDR for offenses described in section

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205(a)(3) (A) or (B) of the NDR Act (i.e., operation of a motor vehicle while under the influence of, or impaired by, alcohol or a controlled substance; and any traffic violations arising in connection with a fatal traffic accident, reckless driving, or racing on the highways). The OCMI will not consider NDR listed civil convictions that are more than 3 years old from the date of request unless that information relates to the current suspension or revocation of the applicant's license to operate a motor vehicle. The OCMI may determine minimum and maximum assessment periods for NDR listed criminal convictions using table 10.201(h). An applicant conducting simultaneous merchant mariner's credential transactions is subject to only one NDR check.

(1) Any application may be disapproved if information from the NDR check leads the OCMI to determine that the applicant cannot be entrusted with the duties and responsibilities of the license or certificate of registry for which the application is made. If an application is disapproved, the OCMI will notify the applicant in writing of the reason(s) for disapproval and advise the application that the appeal procedures in §1.03 of this chapter apply. No examination will be given pending decision on appeal.

(2) Prior to disapproving an application because of information received from the NDR, the OCMI will make the information available to the applicant for review and written comment. The applicant may submit records from the applicable State concerning driving record and convictions to the Coast

Guard Regional Examination Center (REC) processing the application. The REC will hold an application with NDR listed convictions pending the completion of the evaluation and delivery by the individual of the underlying State records.

(3) The guidelines in table 10.201(i) will be used by the OCMI in evaluating applicants for licenses and certificates of registry who have drug or alcohol related NDR listed convictions. Non-drug or alcohol related NDR listed convictions will be evaluated by the OCMI under table 10.201(h) as applicable.

(4) An applicant may request an NDR file check for *personal* use in accordance with the Federal Privacy Act of 1974 (Pub. L. 93–579) by contacting the NDR at the following address: National Driver Register, Nassif Building, 400 7th Street, SW., Washington, DC 20590.

(i) Applicants should request Form NDR-PRV or provide the following information on a notarized letter:

- (A) Full legal name;
- (B) Other names used;
- (C) Complete mailing address;
- (D) Driver license number;
- (E) Eye color;
- (F) Social security number;
- (G) Height;
- (H) Weight; and
- (I) Sex.

(ii) The NDR will respond to every valid inquiry including requests which produce no record(s) on the NDR file. Records can be made available, within a reasonable amount of time after the request, for personal inspection and copying during regular working hours at 7:45 a.m. to 4:15 p.m., each day except Federal holidays.

TABLE 10.201(i)—GUIDELINES FOR EVALUATING APPLICANTS FOR LICENSES AND CERTIFICATES OF REGISTRY WHO HAVE NDR MOTOR VEHICLE CONVICTIONS INVOLVING DANGEROUS DRUGS OR ALCOHOL <sup>1</sup>

| No. of convictions | Date of conviction                 | Assessment period  |
|--------------------|------------------------------------|--|
| 1 .....            | Less than 1 year .....             | 1 year from date of conviction.  |
| 1 .....            | More than 1, less than 3 years ... | Application will be processed, unless suspension or revocation <sup>2</sup> is still in effect. Applicant will be advised that additional conviction(s) may jeopardize merchant mariner credentials. |
| 1 .....            | More than 3 years old .....        | Not necessary unless suspension or revocation is still in effect.  |
| 2 or more .....    | Any less than 3 years old .....    | 1 year since last conviction and at least 3 years from 2nd most recent conviction, unless suspension or revocation is still in effect.   |
| 2 or more .....    | All more than 3 years old .....    | Application will be processed unless suspension or revocation is still in effect.  |

<sup>1</sup> Any applicant who has ever been the user of, or addicted to the use of, a dangerous drug shall meet the requirements of paragraph (b) of this section.

<sup>2</sup> Suspension or revocation, when referred to in table 10.201(i), means a State suspension or revocation of a motor vehicle operator's license.

(j) If an applicant has one or more alcohol or dangerous drug related criminal or NDR listed convictions; if the applicant has ever been the user of, or addicted to the use of, a dangerous drug; or if the applicant applies before the minimum assessment period for his or her conviction has elapsed; the OCMI may consider the following factors, as applicable, in assessing the applicant's suitability to hold a license or certificate of registry. This list is intended as a guide for the OCMI. The OCMI may consider other factors which he or she judges appropriate to a particular applicant, such as:

(1) Proof of completion of an accredited alcohol- or drug-abuse rehabilitation program.

(2) Active membership in a rehabilitation or counseling group, such as Alcoholics Anonymous or Narcotics Anonymous.

(3) Character references from persons who can attest to the applicant's sobriety, reliability, and suitability for employment in the merchant marine including parole or probation officers.

(4) Steady employment.

(5) Successful completion of all conditions of parole or probation.

[CGD 81-059 and CGD 81-059a, 52 FR 38623 and 38666, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 133, Jan. 4, 1989; CGD 81-059a, 55 FR 14799, Apr. 18, 1990; CGD 91-223, 60 FR 4524, Jan. 23, 1995; CGD 91-212, 60 FR 65484, Dec. 19, 1995; CGD 95-062, 62 FR 34529, June 26, 1997; USCG-1999-6224, 64 FR 63225, Nov. 19, 1999]

**§ 10.202 Issuance of licenses, certificates of registry, and STCW certificates or endorsements.**

(a) Applications for original licenses, original certificates of registry, raises of grade, extensions of route, or endorsements must be current and up-to-date with respect to service and the physical examination, as appropriate. Physical examinations and approved applications are valid for 12 months.

(b) Any person who is found qualified under the requirements set forth in this part is issued an appropriate license or certificate of registry valid for a term of 5 years from date of issuance. Any license or certificate of registry which is renewed or upgraded prior to its expiration date automatically becomes void upon issuance of the re-

placement license or certificate of registry.

(c) A license or certificate of registry is not valid until signed by the applicant and the OCMI (or the OCMI's designated representative).

(d) Every person who receives an original license or certificate of registry shall take an oath before a designated Coast Guard official that he or she will faithfully and honestly, according to his or her best skill and judgment, without concealment or reservation, perform all the duties required by law and obey all lawful orders of superior officers. Such an oath remains binding for all subsequent licenses or certificates of registry issued to that person unless specifically renounced in writing.

(e) The applicant for any original license, endorsement, or raise of grade of license must have at least three months' qualifying service on vessels of appropriate tonnage or horsepower within the three years immediately preceding the date of application.

(f) Any applicant whose uncorrected vision exceeds 20/40 in either eye for deck licenses or 20/50 in either eye for engineer, radio officer, offshore installation manager, barge supervisor, or ballast control operator licenses may not serve under the authority of the license unless corrective lenses are worn and spare lenses are carried on board a vessel while serving. (Not applicable to staff officers).

(g) If an Officer in Charge, Marine Inspection, refuses to grant an applicant the license or certificate of registry for which applied, the OCMI will furnish the applicant, if requested, a written statement setting forth the cause of denial.

(h) The Officer in Charge, Marine Inspection, may modify the service and examination requirements in this part to satisfy the unique qualification requirements of an applicant. The Officer in Charge, Marine Inspection, may also lower the age requirement for operator of uninspected passenger vessels license applicants. The authority granted by a license will be restricted on its face to reflect any modifications made under the authority of this paragraph. Such restrictions shall not be removed

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without the approval of the OCMI issuing the license.

(i) To obtain an original issuance or a renewal of a license or a certificate of registry, a raise in grade of a license, or a higher grade of certificate of registry each applicant 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 a license or certificate of registry.

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

(k) Notwithstanding §10.205 (l), (m), (n), (o), and (p), §10.304, and §10.901, each mariner found qualified to hold any of the following licenses will also be entitled to hold an STCW certificate or endorsement corresponding to the service or other limitations on the license, because the vessels concerned are not subject to further obligation under STCW, on account of their special operating conditions as small vessels engaged in domestic voyages:

(1) Master's, mate's, or engineer's license for service on small passenger vessels that are subject to subchapter T or K of title 46, Code of Federal Reg-

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ulations (CFR), and that operate beyond the boundary line.

(2) Master's, mate's, or engineer's license for service on seagoing vessels of less than 200 gross register tons (GRT), other than passenger vessels subject to subchapter H of title 46, CFR.

(1) Neither any person serving on any of the following vessels, nor any owner or operator of any of these vessels, need hold STCW certificates or endorsements, 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 the inland waters of the U.S. in the straits of Juan de Fuca inside passage.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 53 FR 133, Jan. 4, 1989; CGD 91-211, 59 FR 49297, Sept. 27, 1994; CGD 91-223, 60 FR 4524, Jan. 23, 1995; CGD 95-062, 62 FR 34529, June 26, 1997; CGD 95-062, 62 FR 40140, July 25, 1997; CGD 95-062, 62 FR 40281, July 28, 1997; CGD 95-028, 62 FR 51195, Sept. 30, 1997]

### **§ 10.203 Quick reference table for license and certificate of registry requirements.**

Table 10.203 provides a guide to the requirements for various licenses and certificates of registry. Provisions in the reference section are controlling.

TABLE 10.203

| License category   | Minimum age  | Citizenship requirement          | Physical required                       | Experience requirements              | Recommendations and character check | Firefighting certificate          | Professional exam requirements           | Recency of Service                          | First aid and CPR requirements |
|--|--|----------------------------------|---|--------------------------------------|-------------------------------------|-----------------------------------|--|---|--------------------------------|
| Masters/mates and operators of uninspected passenger vessels (original license). | 21; 10.201(f); Note: exceptions.   | Yes, 10.201(e); Note: exception. | Yes, 10.205(d); Note: (d)(2).           | Yes, 10.205(e); subpart D.           | Yes, 10.205(f)                      | Yes, 10.205(g); Note: exceptions. | Yes, 10.205(i), 10.910; Note: 10.903(b). | Yes, 3 months past 36 months, 10.202(e).    | Yes, in 10.205(h).             |
| Engineers (original license) .....   | 21;10.201(f); Note: exceptions.  | Yes .....                        | Yes, 10.205(d); Note: (d)(3).           | 10.205(e); subpart E.                | Yes, 10.205(f);                     | Yes, 10.205(g)                    | Yes, 10.205(i) 10.950.                   | Yes, 3 months in past 36 months, 10.202(e). | Yes, 10.205(h).                |
| All raises of grade .....  | 21; 10.201(f); Note: exceptions.   | Yes .....                        | 10.207(e); Note: (e)(1).                | 10.207(c); subparts D & E.           | N/A .....                           | Yes, Note: 10.207(f).             | 10.207(d), 10.910, 10.920, 10.950.       | Yes, 3 months in past 36 months 10.202(e).  | N/A.                           |
| License renewals .....   | N/A .....  | Yes .....                        | 10.209(d) .....                         | 10.209(c) .....                      | N/A .....                           | N/A .....                         | 10.209(c) .....                          | 10.209(c) .....                             | N/A.                           |
| COR renewals .....   | N/A .....  | Yes .....                        | No .....                                | 10.209(c)(5) ..                      | N/A .....                           | N/A .....                         | N/A .....                                | N/A .....                                   | N/A.                           |
| Pilot .....  | 21 .....   | Yes .....                        | Yes, 10.709 ...                         | 10.703, 10.706(a), 10.715.           | Yes, 10.205(f)                      | N/A .....                         | 10.707, 10.910                           | Yes, 10.703, 10.705(e), 10.713.             | Yes, 10.205(h).                |
| Uninspected fishing industry vessels.  | 21; 10.201(f); Note: exceptions.   | Yes .....                        | Yes, 10.205(d); Note: (d)(2) or (d)(3). | Deck: 10.462, Eng: 10530, 10.205(f). | Yes, 10.205(f)                      | Yes, 10.205(g)                    | Yes, 10.205(i), 10.910, 10.950(oral).    | Yes, 3 months in past 36 months 10.202(e).  | Yes, 10.205(h).                |
| Towing vessels .....   | Master of towing vessels: 21; mate (pilot) of towing vessels: 19; apprentice mate (steersman): 18. | Yes .....                        | Yes, 10.205(d); Note: (d)(2).           | 10.464 .....                         | Yes, 10.205(f)                      | Yes, 10.205(g) oceans.            | Yes, 10.205(i), 10.910.                  | Yes, 3 months in past 36 months, 10.202(e). | Yes, 10.205(h).                |
| Radio officer .....  | 19 .....   | Yes .....                        | Yes, 10.205(d); Note: (d)(3).           | 10.603 .....                         | Yes, 10.205(f)                      | N/A .....                         | N/A .....                                | N/A .....                                   | Yes, 10.205(h).                |
| Staff officer .....  | 21 .....   | Yes .....                        | No .....                                | 10.807 .....                         | Yes, 10.205(f)                      | N/A .....                         | N/A .....                                | N/A .....                                   | N/A.                           |
| Offshore installation manager, barge supervisor, ballast control operator.       | 21; 10201(f); Note: exceptions.  | Yes .....                        | Yes, 10.205(d); Note: (d)(3).           | Deck: 10.468, Eng: 10.540.           | Yes, 10.205(f)                      | Yes, 10.205(g)                    | Yes, 10.205(i), 10.920.                  | Yes, 3 months in past 36 months, 10.202(e). | Yes, 10.205(h).                |



[CGD 91–211, 59 FR 49297, Sept. 27, 1994; CGD 91–211, 59 FR 50964, Oct. 6, 1994, as amended by USCG–1999–6224, 64 FR 63225, Nov. 19, 1999]

#### § 10.204 Right of appeal.

Any person directly affected by a decision or action taken under this part, by or on behalf of the Coast Guard, may appeal therefrom in accordance with subpart 1.03 of this chapter.

[CGD 88–033, 54 FR 50379, Dec. 6, 1989]

#### § 10.205 Requirements for original licenses, certificates of registry, and STCW certificates and endorsements.

(a) *General.* The applicant for an original license or certificate of registry shall present satisfactory documentary evidence of eligibility in respect to the requirements of this section. Each applicant shall make written application on a Coast Guard furnished form and, unless exempted under § 10.112, submit the evaluation fee set out in table 10.109 in § 10.109.

(b) *Minimum age.* The applicant shall present satisfactory proof of age as prescribed in § 10.201(f). This evidence may be any of the items submitted to establish citizenship.

(c) *Citizenship.* (1) The OCMI may reject any evidence of citizenship that is not believed to be authentic. Acceptable evidence of citizenship may be an original or certified copy of the following:

- (i) Birth certificate or birth registration.
- (ii) Certificate of naturalization (original must be presented; photocopies are unlawful).
- (iii) Baptismal certificate or parish record recorded within one year after birth.
- (iv) Statement of a practicing physician certifying attendance at the birth and who possesses a record showing the date and location at which it occurred.
- (v) State Department passport.
- (vi) A merchant mariner's document issued by the Coast Guard which shows the holder as a United States citizen.
- (vii) Delayed certificate of birth issued under a state seal in the absence of any collateral facts indicating fraud in its procurement.

(viii) Certificate of Citizenship issued by the United States Immigration and Naturalization Service.

(2) If none of the requirements set forth in paragraphs (c)(1)(i) through (c)(1)(viii) of this section can be met by the applicant, the individual shall make a statement to that effect, and may submit data of the following character for consideration:

(i) Report of the Census Bureau showing the earliest available record of age or birth. Request for such information should be addressed to the Personal Census Service Branch, Bureau of the Census, Pittsburgh, KS 66762. In making such request, the use of Form BC–600, Application for Search of Census Records, furnished by the Bureau is required.

(ii) Affidavits of parents, relative, or two or more responsible citizens of the United States stating citizenship.

(iii) School records, immigration records, or insurance policies.

(d) *Physical examination.* (1) All applicants for an original license must pass an examination given by a licensed physician or a licensed physician assistant and present to the OCMI a completed Coast Guard physical examination form, or the equivalent, executed by the physician. This form must provide information on the applicant's acuity of vision, color sense, and general physical condition. This examination must have been completed prior to submission of the application and not more than 12 months prior to issuance of the license. (Physical examinations are not required for staff officers.)

(2) For an original license as master, mate, pilot, or operator, the applicant must have vision correctable to at least 20/40 in each eye and uncorrected vision of at least 20/200 in each eye. The color sense must be determined to be satisfactory when tested by any of the following methods, without the use of color sensing lenses:

- (i) Pseudoisochromatic Plates (Dvorine, 2nd Edition; AOC; revised edition or AOC–HRR; Ishihara 16-, 24-, or 38-plate editions).
- (ii) Eldridge—Green Color Perception Lantern.

- (iii) Farnsworth Lantern.
- (iv) Keystone Orthoscope.
- (v) Keystone Telebinocular.
- (vi) SAMCTT (School of Aviation Medicine Color Threshold Tester).
- (vii) Titmus Optical Vision Tester.
- (viii) Williams Lantern.

(3) For an original license as engineer, radio officer, offshore installation manager, barge supervisor or ballast control operator, the applicant must have correctable vision of at least 20/50 in each eye and uncorrected vision of at least 20/200 in each eye. Applicants need only to have the ability to distinguish the colors red, green, blue and yellow.

(4) Where an applicant does not possess the vision, hearing, or general physical condition necessary, the OCMI, after consultation with the examining physician or physician's assistant, may recommend a waiver to the Commandant if extenuating circumstances warrant special consideration. Applicants may submit to the OCMI, additional correspondence, records and reports in support of this request. In this regard, recommendations from agencies of the Federal Government operating government vessels, as well as owners and operators of private vessels, made in behalf of their employees, will be given full consideration. Waivers are not normally granted to an applicant whose corrected vision in the better eye is not at least 20/40 for deck licenses or 20/50 for engineer licenses.

(e) *Experience or training.* (1) All applicants for original licenses and certificates of registry 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, are filed with the application. A license is not considered as satisfactory evidence of any qualifying experience.

(2) No original license or certificate of registry may be issued to any naturalized citizen 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 license, 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 (e)(1) of this section.

(4) No applicant for an original license who is a naturalized citizen, and who has obtained experience on foreign vessels, will be given an original license in a grade higher than that upon which he or she has actually served while acting under the authority of a foreign license.

(f) *Character check and references.* (1) Each applicant for an original license shall submit written recommendations concerning the applicant's suitability for duty from a master and two other licensed officers of vessels on which the applicant has served. For a license as engineer or as pilot, at least one of the recommendations must be from the chief engineer or licensed pilot, respectively, of a vessel on which the applicant has served. For a license as engineer where service was obtained on vessels not carrying a licensed engineer and for a license 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. For a license 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. Where an applicant qualifies for a license through an approved training school,

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one of the character references must be an official of that school. For a license for which no commercial experience may be required, such as: Master or mate 25–200 gross tons, operator of uninspected passenger vessels, 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.

(2) The OCMI may review the criminal record check of each applicant for an original license or certificate of registry according to the procedures set forth in § 10.201(h).

(3) A person may apply for an original license, or license 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 license applied for. A license issued to an applicant on probation will be subject to the same probationary conditions as were imposed against the applicant's other license or mariner's document. An applicant may not take an examination for a license during any period when a suspension without probation or a revocation is effective against the applicant's currently held license or mariner's document, or while an appeal from these actions is pending.

(4) In the event a license or certificate of registry has already 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 or certificate of registry issued, or if such information indicates that the application for the license or certificate of registry was false or incomplete, the OCMI may notify the holder in writing that the license or certificate of registry is considered null and void, direct the holder to return it to the OCMI, and advise the holder that, upon return of the license or certificate of registry, the appeal procedures of § 10.204 of this part apply.

(g) *Firefighting certificate.* Applicants for the licenses 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*. The course must have been completed within five years before the date of application for the license requested.

(1) Master's license for service on vessels of 200 gross tons or less in ocean service.

(2) All master or mate's licenses for over 200 gross tons.

(3) All licenses for master or mate (pilot) of towing vessels, except apprentice mate (steersman) of such vessels, on oceans.

(4) All licenses on mobile offshore drilling units.

(5) All engineer's licenses.

(h) *First aid and cardiopulmonary resuscitation (CPR) course certificates.* All applicants for an original license or certificate of registry, except as provided in §§ 10.429, 10.456, and 10.466 of this part, must present to the OCMI:

(1) A certificate indicating completion of a first aid course within the past 12 months 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:

(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.

(i) *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 license limited to vessels not exceeding 500 gross tons, or a license 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 license 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 licenses 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 license 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 §10.480.

(4) An examination is not required for a license as radio officer or a certificate of registry.

(j) *Chemical testing for dangerous drugs.* To obtain a license or certificate of registry each applicant 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 a license or certificate of registry.

(k) *National Driver Register.* Each applicant for an original license or certificate of registry shall consent to an NDR check under §10.201(i).

(1) *Basic safety training or instruction.* After January 31, 1997, except as provided in §10.202, an STCW certificate or endorsement valid for any period on or after February 1, 2002, 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 4 areas of basic safety within the previous 5 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.

(2) Fire prevention and fire-fighting as set out in table A-VI/1-2 of the STCW Code.

(3) Elementary first aid as set out in table A-VI/1-3 of the STCW Code.

(4) Personal safety and social responsibilities as set out in table A-VI/1-4 of the STCW Code.

(m) *Competence in the use of Automatic Radar-Plotting Aids (ARPA).* (1) Subject to paragraph (m)(2) of this section, and except as otherwise provided in §10.202, each candidate for an STCW certificate or endorsement as master or mate, to be valid on or after February 1, 2002, for service on vessels in ocean or near-coastal service, shall 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 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 of the 1995 Amendments.

(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 certificate or endorsement will be endorsed to indicate this limitation.

(n) *Certificate for operator of radio in the Global Maritime Distress and Safety System (GMDSS).* (1) Subject to paragraph (n)(2) of this section, and except as otherwise provided by §10.202, each candidate for an STCW certificate or endorsement as master or mate, to be valid on or after February 1, 2002, for service in vessels in ocean or near-coastal service, shall present—

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(i) A certificate for operator of radio in the GMDSS issued by the Federal Communication 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.

(2) Paragraph (n)(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).

(3) Each candidate presenting a certificate described in paragraph (n)(1) of this section may have his or her STCW certificate suitably endorsed with his or her GMDSS qualification.

(o) *Procedures for bridge team work.* Except as otherwise provided by §10.202, each candidate for an STCW certificate or endorsement as master or mate, to be valid on or after February 1, 2002, for service on vessels in ocean or near-coastal service, shall 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.

(p) *Practical demonstration of skills.* Each candidate for an original license shall successfully complete any practical demonstrations required under this part and appropriate to the particular license concerned, to prove that he or she is sufficiently proficient in skills required under subpart I of this part. The OCMI must be satisfied as to 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

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OCMI will place in the file of each candidate 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.

[CGD 81-059 and CGD 81-059a, 52 FR 38623 and 38666, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 133, Jan. 4, 1989; CGD 81-059a, 55 FR 14799, Apr. 18, 1990; CGD 91-002, 58 FR 15238, Mar. 19, 1993; CGD 91-223, 60 FR 4524, Jan. 23, 1995; CGD 91-212, 60 FR 65486, Dec. 19, 1995; CGD 94-029, 61 FR 47063, Sept. 6, 1996; CGD 95-062, 62 FR 34530, June 26, 1997; CGD 95-062, 62 FR 40281, July 28, 1997; USCG-1997-2799, 64 FR 42815, Aug. 5, 1999; USCG-1999-6224, 64 FR 63225, Nov. 19, 1999; 66 FR 20935, Apr. 26, 2001]

### § 10.207 Requirements for raises of grades of licenses.

(a) *General.* Before any person is issued a raise of grade of license, the applicant shall present satisfactory documentary evidence of eligibility. Each applicant shall make written application on a Coast Guard furnished form and, unless exempted under §10.112, submit the evaluation fee set out in table 10.109 in §10.109.

(b) *Surrendering old license.* Upon the issuance of a new license for raise of grade, the applicant shall surrender the old license to the OCMI. If requested, the old license is returned to the applicant after cancellation.

(c) *Age, experience, training, and assessment.* (1) Each applicant for a raise of grade of license shall establish that he or she possesses the age, experience, and training necessary, and has been examined and otherwise assessed as may be required by this part to establish competence to hold the particular license requested, before he or she is entitled to a raise in grade of license.

(2) Applicants for raise of grade of license shall present to the OCMI at a Regional Examination Center, letters, discharges, or other official documents certifying to the amount and character of their experience and the names of the vessels on which acquired. Certificates of discharge are returned to the applicant after review by the OCMI. All other documentary evidence of service, or copies thereof, are filed with the application.

(3) Sea service acquired prior to the issuance of the license held is generally

not accepted as any part of the service required for raise of grade of that license. However, service acquired prior to issuance of a license will be accepted for certain crossovers, endorsements or increases in scope of a license, as appropriate. In the limited tonnage categories for deck licenses, total accumulated service is a necessary criterion for most raises in grade; service acquired prior to the issuance of such licenses will, therefore, be accepted.

(4) No raise of grade of license may be issued to any naturalized citizen on less experience in any grade than would have been required of a citizen of the United States by birth.

(5) Experience and service acquired on foreign vessels while holding a valid U. S. license is creditable for establishing eligibility for a raise of grade, 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 the qualifying experience on foreign vessels shall submit satisfactory documentary evidence of such service (including any necessary translations into English) in the forms prescribed by paragraph (c)(2) of this section.

(6) An applicant remains eligible for a raise of grade of license while on probation as a result of action under part 5 of this chapter. A raise of grade of license issued to a person on probation will be subject to the same probationary conditions imposed against the applicant's other certificates or licenses. The offense for which he or she was placed on probation will be considered on the merits of the case in determining fitness to hold the license applied for. No applicant will be examined for a raise of grade of license during any period when a suspension without probation or a revocation imposed under part 5 of this chapter is effective against the applicant's license or certificate or while an appeal from these actions is pending.

(d) *Professional Examination.* (1)(i) When the OCMI finds an applicant's experience and training for raise of grade to be satisfactory and the applicant is eligible in all other respects, the OCMI

will authorize the examination. Oral-assisted examinations may be administered in accordance with §10.205(i)(1). The OCMI will place in the applicant's file a record indicating the subjects covered.

(ii) The general instructions for administration of examinations and the lists of subjects for all licenses appear in Subpart I of this part.

(2) The qualification requirements for *radar observer* are contained in §10.480.

(e) *Physical requirements.* (1) An applicant for raise of grade of a license who has not had a physical examination for an original license or renewal of license within three years must submit a certification by a licensed physician or physician assistant that he or she is in good health and has no physical impairment or medical condition which would render him or her incompetent to perform the ordinary duties of the license applied for.

(2) If the OCMI has reason to believe that an applicant for raise of grade of license suffers from some physical impairment or medical condition which would render the applicant incompetent to perform the ordinary duties of that license, the applicant may be required to submit the results of an examination by a licensed physician or physician assistant that meets the requirements for an original license.

(3) An applicant who has lost the sight of one eye may obtain a raise of grade of license, provided that the applicant is qualified in all other respects and that the visual acuity in the one remaining eye passes the test required under §10.205(d).

(f) *Firefighting certificate.* Applicants for raise of grade of license who have not previously met the requirements in §10.205(g), must do so.

(g) *Chemical testing for dangerous drugs.* To obtain a raise of grade of a license each applicant 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.

(h) *Criminal Record Review.* Each applicant for a raise of grade may be required to submit to a criminal record check under §10.201(h).

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(i) *National Driver Register*. Each applicant for a raise of grade of a license shall consent to an NDR check under §10.201(i) if the license is reissued with a new expiration date.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 134, Jan. 4, 1989; CGD 91-002, 58 FR 15238, Mar. 19, 1993; CGD 91-223, 60 FR 4524, Jan. 23, 1995; CGD 91-212, 60 FR 65486, Dec. 19, 1995; CGD 94-029, 61 FR 47063, Sept. 6, 1996; CDG 95-062, 62 FR 34530, June 26, 1997; USCG-1997-2799, 64 FR 42815, Aug. 5, 1999]

### § 10.209 Requirements for renewal of licenses, certificates of registry, and STCW certificates and endorsements.

(a) *General*. Except as provided in paragraph (g) of this section, an applicant for renewal of a license or certificate of registry shall establish possession of all of the necessary qualifications before the license or certificate of registry is issued.

(1) Each application must be on a Coast Guard furnished form and be accompanied by the evaluation fee set out in table 10.109 in §10.109. An approved application is valid for 12 months.

(2) The applicant may apply in person at any Regional Examination Center listed in §10.105 or may renew the license or certificate of registry by mail under paragraph (e)(3) of this section.

(3) The applicant shall submit the original or a photocopy of the license or certificate of registry to be renewed. A photocopy will include the back and all attachments. If requested, the old license or certificate of registry will be returned to the applicant.

(b) *Fitness*. No license or certificate of registry will be renewed if it has been suspended without probation or revoked as a result of action under part 5 of this chapter, or facts that would render a renewal improper have come to the attention of the Coast Guard.

(c) *Professional requirements*. (1) In order to renew a license as master, mate, engineer, pilot, or operator, the applicant shall:

(i) Present evidence of at least 1 year of sea service during the past 5 years;

(ii) Pass a comprehensive, open-book exercise covering the general subject matter contained in appropriate sections of subpart I of this part;

(iii) Complete an approved refresher training course; or

(iv) Present evidence of employment in a position closely related to the operation, construction or repair of vessels (either deck or engineer as appropriate) for at least 3 years during the past 5 years. An applicant for a deck license with this type of employment must also demonstrate knowledge on an applicable Rules of the Road exercise.

(2) The qualification requirements for renewal of *radar observer* endorsement are in §10.480.

(3) Additional qualification requirements for renewal of a license as pilot are contained in §10.713.

(4) An applicant for renewal of a radio officer's license shall, in addition to meeting the requirements of paragraphs (a) and (b) of this section, present a currently valid license as first- or second-class radiotelegraph operator issued by the Federal Communications Commission. This license will be returned to the applicant.

(5) An applicant for renewal of a medical doctor or professional nurse certificate of registry shall, in addition to meeting the requirements of paragraphs (a) and (b) of this section, present evidence that he or she holds a currently valid appropriate license as physician, surgeon, or registered nurse issued under the authority of a state or territory of the United States, the Commonwealth of Puerto Rico, or the District of Columbia.

(6) An applicant for renewal of a license as master or mate (pilot) of towing vessels shall submit satisfactory evidence of either by—

(i) Completing a practical demonstration of maneuvering and handling a towing vessel before a designated examiner; or

(ii) Submitting documentary proof of ongoing participation in training and drills during the validity of the license being renewed.

(d) *Physical requirements*. (1) An applicant for renewal of a license shall submit a certification by a licensed physician or physician assistant that he or she is in good health and has no physical impairment or medical condition which would render him or her incompetent to perform the ordinary duties

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of that license. This certification must address visual acuity and hearing in addition to general physical condition and must have been completed within 12 months of the date of application.

(2) If the OCMI has reason to believe that an applicant for renewal of a license suffers from some physical impairment or medical condition which would render the applicant incompetent to perform the ordinary duties of that license, the applicant may be required to submit the results of an examination by a licensed physician or physician assistant that meets the requirements for original license.

(3) An applicant who has lost the sight of one eye may obtain a renewal of license, provided that the applicant is qualified in all other respects and that the visual acuity in the one remaining eye passes the test required under § 10.205(d).

(4) Physical examinations are not required for renewal of certificates of registry.

(e) *Special circumstances*—(1) *Period of grace.* Except as provided herein, a license may not be renewed more than 12 months after it has expired. To obtain a reissuance of the license, an applicant must comply with the requirements of paragraph (f) of this section. When an applicant's license expires during a time of service with the Armed Forces and there is no reasonable opportunity for renewal, including by mail, this period may be extended. The period of military service following the date of license expiration which precluded renewal may be added to the 12 month period of grace. The 12 month period of grace, and any extension, do not affect the expiration date of the license. A license is not valid for use after the expiration date.

(2) *Renewal in advance.* A license or certificate of registry may not be renewed more than 12 months before expiration unless it is being renewed in conjunction with a merchant mariner's document which is either due for renewal or being endorsed, or unless the OCMI is satisfied that special circumstances exist to justify renewal.

(3) *Renewal by mail.* (i) Applications for renewal by mail of licenses or certificates of registry may be sent to the Coast Guard office that issued the li-

cence or certificate of registry or holds the applicant's file. The following documents must be submitted:

(A) A properly completed application on a Coast Guard furnished form and the evaluation fee required by table 10.109 in § 10.109.

(B) The expired license or certificate of registry to be renewed; or, if it has not expired, a photocopy of the license or certificate, including the back and all attachments.

(C) A certification from a licensed physician or physician assistant in accordance with paragraph (d) of this section for the renewal of a license.

(D) If the applicant desires to renew a license with a radar observer endorsement, either the radar observer certificate or a certified copy.

(E) Evidence of, or acceptable substitute for, sea service for the renewal of a license.

(F) For a certificate of registry as a medical doctor or professional nurse, evidence that he or she holds a currently valid, appropriate license as physician, surgeon, or registered nurse, issued under the authority of a state or territory of the United States, the Commonwealth of Puerto Rico, or the District of Columbia.

(ii) The open-book exercise, if required, may be administered through the mail.

(iii) Upon receipt of the renewed license or certificate of registry, the applicant shall sign it in order to validate the license or certificate.

(4) *Concurrent renewal of licenses, certificates of registry, and merchant mariner's documents.* An applicant for concurrent renewal of more than one merchant mariner credential shall satisfy the individual renewal requirements and pay the applicable fees required by the tables in §§ 10.109 and 12.02-18 of this chapter for each license, certificate of registry, or merchant mariner's document being renewed.

(f) *Reissuance of expired license or certificate of registry.* (1) Whenever an applicant applies for reissuance of a license more than 12 months after expiration, in lieu of the requirements of paragraph (c) of this section, the applicant shall demonstrate continued professional knowledge by completing a course approved for this purpose, or by



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passing the complete examination for that license. The examination may be oral-assisted if the expired license was awarded on an oral exam. The fees listed in table 10.109 in §10.109 apply to these examinations. In the case of an expired radio officer's license, the license may be issued upon presentation of a valid first- or second-class radiotelegraph operator license issued by the Federal Communications Commission.

(2) A certificate of registry that has been expired for more than 12 months shall be renewed in the same way as a current certificate of registry. There are no additional requirements for re-issuing certificates of registry that have been expired for more than 12 months.

(g) *Inactive license renewal.* (1) Applicants for renewal of licenses who are unwilling or otherwise unable to meet the requirements of paragraphs (c) or (d) of this section may renew their licenses, with the following restrictive endorsement placed on the back of the license: "License renewed for continuity purposes only; service under the authority of this license is prohibited." Holders of licenses with this *continuity endorsement* may have the prohibition rescinded at any time by satisfying the renewal requirements in paragraphs (c), (d), and (h) of this section.

(2) Applications for renewal of a license with the continuity endorsement must include:

(i) The license to be renewed, or, if it is unexpired, a photocopy of the license including the back and all attachments; and,

(ii) A signed statement from the applicant attesting to an awareness of the restriction to be placed on the renewed license, and of the requirements for rescinding the continuity endorsement.

(h) *Chemical testing for dangerous drugs.* Except for applicants requesting an inactive license renewal under paragraph (g) of this section, each applicant for the renewal of a license or of a certificate of registry 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 a license or certificate of registry.

(i) Each applicant for a renewal may be required to consent to a criminal record check under §10.201(h).

(j) Each applicant for renewal of a license or certificate of registry shall consent to an NDR check under §10.201(i).

(k) Except as otherwise provided by §10.202, each candidate for a renewal of an STCW certificate or endorsement as master, mate, operator, or engineer, to be valid on or after February 1, 2002, for service on any vessel in ocean or near-coastal service, shall meet the applicable requirements of paragraphs (l), (m), (n), and (o) in §10.205 and shall meet the requirements of Section A-VI/2, paragraph 1 to 4 of the STCW Code.

[CGD 91-211, 59 FR 49299, Sept. 27, 1994, as amended by CGD 91-223, 60 FR 4525, Jan. 23, 1995; CGD 91-212, 60 FR 65486, Dec. 19, 1995; CGD 95-062, 62 FR 34531, June 26, 1997; CGD 95-062, 62 FR 40281, July 28, 1997; USCG-1997-2799, 64 FR 42815, Aug. 5, 1999; USCG-1999-6224, 64 FR 63225, Nov. 19, 1999; 66 FR 20935, Apr. 26, 2001]

### § 10.210 Eligibility for towing license.

The figure that follows illustrates the conversion of a towing license issued before May 21, 2001. The conversion will take place at the first renewal or upgrade of the license after May 20, 2001.

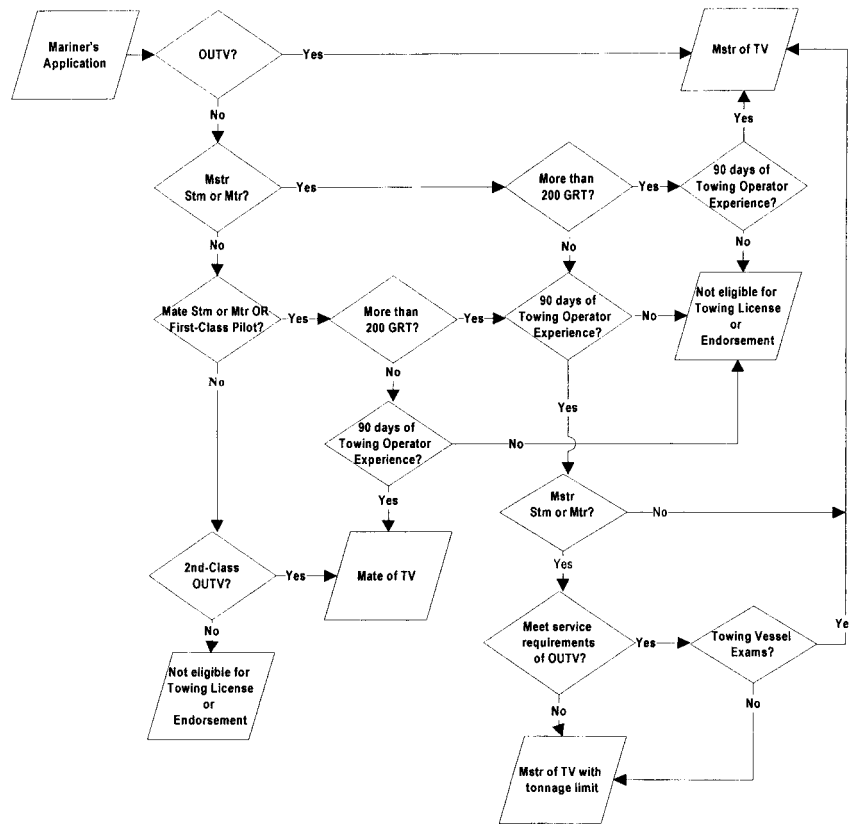


Figure 10.210 ELIGIBILITY FOR TOWING LICENSE

[USCG-1999-6224, 66 FR 20935, Apr. 26, 2001]

**§ 10.211 Creditable service and equivalents for licensing purposes.**

(a) Sea service may be documented for licensing purposes 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 licensed masters. 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 license, 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 license. 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 a 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 licenses 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 licenses. 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 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 license. 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 by CGD 81-059, 54 FR 135, Jan. 4, 1989]

**§ 10.213 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 licenses. 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 license 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 license, the applicant must have acquired military service in the capacity of commanding 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 licensing purposes. 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 licensing purposes. 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 licenses under the provision of paragraph (a) of this section. For application to deck licenses, submarine service may be creditable if at least 25 percent of all service submitted for the license was obtained on surface vessels (e.g. If four years' total service were submitted for an original license, 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 as master, mate, engineer, or pilot was not required at the time of such service, is evaluated by the OCMI and forwarded to the Commandant for a determination of equivalence.

**§ 10.215 Modification or removal of limitations.**

(a) If an Officer in Charge, Marine Inspection, is satisfied by the documentary evidence submitted that an applicant is entitled by experience, training, and knowledge to an endorsement or increase in the scope of any license held, any limitations which were previously placed upon the license by that OCMI may be changed. Such an increase in scope may include horsepower or tonnage limitations, or geographic route restrictions.

(b) An OCMI may not change a limitation on any license which that office did not place thereon before full information regarding the reason for the limitation is obtained from the OCMI responsible for the limitation.

(c) No limitation on any license may be changed before the applicant has made up any deficiency in the experience prescribed for the license or endorsement desired and passed any necessary examination.

**§ 10.217 Examination procedures and denial of licenses.**

(a)(1) The examinations for all deck and engineer unlimited licenses are ad-

ministered at periodic intervals. The examination fee set out in table 10.109 in § 10.109 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 license examinations will be at the discretion of the OCMI. The examination fee set out in table 10.109 in § 10.109 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 license for which applied due to failing to pass a required examination, the applicant is furnished a written statement setting forth the portions of the examination which

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must be retaken and the date by which the examination must be completed.

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

### § 10.219 Issuance of duplicate license or certificate of registry.

(a) Whenever a person to whom a license or certificate of registry has been issued loses the license or certificate, that person shall report the loss to any OCMI. A duplicate license or certificate may be issued by an OCMI listed in the note following § 1.05(b) of this part after receiving an application with an affidavit describing the circumstances of the loss from the applicant and verification of the license or certificate record from the Regional Examination Center where it was issued or from the Commandant. The duplicate will be prepared in the same format and wording as the license or certificate being replaced. A duplicate license is issued for the unexpired term of the lost license. Duplicate licenses and certificates of registry bear the following statement: "This license (or certificate) replaces License (or Certificate) Number \_\_\_ issued at \_\_\_ on the above date."

(b) If a person loses a license or certificate of registry by shipwreck or other casualty, a reissue of that license or certificate or registry will be supplied free of charge. Other casualties include any damage to a ship caused by collision, explosion, tornado, wreck, flooding, beaching, grounding, or fire.

(c) If a person loses a license or certificate of registry otherwise than by shipwreck or other casualty and applies for a reissue, the appropriate fee set out in table 10.109 in § 10.109 is required.

[CGD 81-059, 54 FR 135, Jan. 4, 1989; as amended by CGD 91-002, 58 FR 15238, Mar. 19, 1993; USCG-1997-2799, 64 FR 42815, Aug. 5, 1999]

### § 10.221 Parting with license.

The holder of a license shall not voluntarily part with it or place it beyond his or her personal control by pledging or depositing it with any other person for any purpose. If the holder violates this section, he or she may be pro-

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ceeded against in accordance with the provisions of part 5 of this chapter, looking to a suspension or revocation of the license.

### § 10.223 Suspension and revocation of licenses.

(a) When the license of any individual is revoked, it is no longer valid for any purpose and any license of the same type subsequently requested must be applied for as an original license, except as to number of issue.

(b) No person whose license is suspended without probation or has been revoked may be issued another license without approval of the Commandant.

(c) When a license which is about to expire is suspended, the renewal of such license will be withheld until expiration of the period of suspension.

(d) An applicant for renewal or return of a license as master or mate (pilot) of towing vessels whose most recent license was suspended or revoked by an administrative law judge for incompetence shall complete the practical demonstration under paragraph (c)(6)(i) of § 10.209.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987 (interim) and CGD 81-059, 54 FR 132, Jan. 4, 1989 (final), as amended by USCG-1999-6224, 66 FR 20936, Apr. 26, 2001]

## Subpart C—Training Schools with Approved Courses

### § 10.301 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.

### § 10.302 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-4B, 4200 Wilson Boulevard, Suite 510, Arlington, VA 22203-1804, that contains:

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(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;

(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, 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 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 § 1.03-45 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]

### § 10.303 General standards.

Each school with an approved course must:

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(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-4B).

(f) At any time the Officer in Charge, Marine Inspection shall direct, 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 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-1998-3824, 64 FR 4984, Feb. 2, 1999]

**§ 10.304 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 licenses and for qualified ratings of unlicensed personnel. The list of all currently approved courses of instruction including the equivalent service and applicable licenses and ratings is maintained by Commanding Officer, National Maritime Center, NMC-4B. 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 licenses, respectively, and for qualified ratings.

(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 prior to receiving a license 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 license transaction.

(e) Except as provided in §10.202, when a candidate both applies for an STCW certificate or endorsement as an officer in charge of a navigational watch, on the basis of training or sea service commencing on or after August 1, 1998, and uses completion of approved training to substitute for required service, then not less than 1 year of the remaining service must be part of approved training that meets the appropriate requirements of Chapter II of STCW 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 §10.202, each candidate who applies for an STCW certificate or endorsement as an officer

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in charge of an engineering watch or as a designated duty engineer on the basis of training or sea service commencing on or after August 1, 1998, for service on seagoing vessels, shall complete on-board training as part of approved training that meets the appropriate requirements of Chapter III of STCW 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.

(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.

(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 Coast Guard 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 Coast Guard 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 a license as master or mate (pilot) of towing vessels, and each master or mate of self-

propelled vessels of greater than 200 gross tons 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 licensed 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 licensed officer (with authority to operate a towing vessel) by full name, home address, employer, job title, ship name or business address, number of any Coast Guard 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, number of any Coast Guard 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.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 135, Jan. 4, 1989; CGD 95-072, 60 FR 50460, Sept. 29, 1995; CGD 95-062, 62 FR 34531, June 26, 1997; USCG-1998-4442, 63 FR 52189, Sept. 30, 1998; USCG-1999-6224, 64 FR 63225, Nov. 19, 1999; 66 FR 20936, Apr. 26, 2001]



**§ 10.305 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:

(A) Purpose and adjustment of controls.

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

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(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.

(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.

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

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(iv) Use of radar in maintaining situational awareness.

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

### § 10.306 Radar-Operation course and certificate.

(a) A certificate of training from a Radar-Operation course may, as provided by 46 CFR 15.815(c)(2), suffice instead of a Radar-Observer endorsement. It is valid until the holder's license is renewed or upgraded, or expires, whichever occurs first.

(b) Each Radar-Operation course must contain at least 4 hours of instruction on the following subjects:

(1) Fundamentals of radar:

(i) How radar works.

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

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

(2) Operation and use of radar:

(i) Purpose and adjustment of controls.

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

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

(iv) Limitations of radar resulting from design factors.

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

(vi) Measurement of ranges and bearings.

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

(3) Interpretation and analysis of radar information:

(i) Radar navigation—determining the position and direction of movements of a vessel.

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

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

(c) Each Radar-Operation course must be conducted by a person who possesses the knowledge and skills taught in the course, with at least one year of experience in their practical application, except that—

(1) A marine instructor or company official may substitute a currently valid certificate from an approved Radar-Observer course (Unlimited, or Inland Waters and GIWW) for the one year of experience; and

(2) An instructor of any approved Radar-Observer course may teach a Radar-Operation course without further seagoing experience.

(d) When a holder of the Radar-Operation certificate seeks a Radar-Observer endorsement, he or she is an applicant for an original endorsement rather than for renewal of an endorsement.

[CGD 94-041, 62 FR 11304, Mar. 11, 1997]

**§ 10.307 Training schools with approved radar observer courses.**

The Commanding Officer, National Maritime Center, NMC-4B, 4200 Wilson Boulevard, Suite 510, Arlington, VA 22203-1804 maintains the list of approved schools and specific courses. This information is available upon request by writing the aforementioned address or calling (703) 235-1300.

[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]

**§ 10.309 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 § 10.302, but are used to qualify to hold an STCW certificate or endorsement for service on or after February 1, 2002, 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, 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 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 shall communicate his or her conclusions to the Commanding Officer, National Maritime Center, NMC-4B, 4200 Wilson Boulevard, suite 510, Arlington, VA 22203-1804, 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 licenses 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 (G-MOC) 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 STCW endorsement based in whole or in part on training not on the list, until additional 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]

#### **Subpart D—Professional Requirements for Deck Officers' Licenses**

##### **§ 10.401 Ocean and near coastal licenses.**

(a) Any license issued for service as master or mate on ocean waters qualifies the licensee to serve in the same grade on any waters, subject to the limitations of the license, without additional endorsement.

(b) A license issued for service as master or mate on near coastal waters qualifies the licensee to serve in the same grade on near coastal, Great Lakes, and inland waters, subject to the limitations of the license, without additional endorsement.

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

(d) A licensee having a master or mate near coastal license obtained with ocean service may have the license 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 licenses may be obtained by completing the prescribed examination in subpart I of this part and satisfying

the requirements of paragraph (g) while holding a license as unlimited master or mate, respectively, upon Great Lakes and inland waters. To have a near coastal unlimited license obtained in this manner endorsed for ocean service, the licensee must obtain 12 months of service as a deck watch officer or higher on ocean waters on vessels of 1600 gross tons or over, in addition to completing the examination topics.

(f) Masters and mates licenses for service on vessels of over 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 licenses including at least one year of deck experience on that specific type of vessel. For example, for a license as master of vessels of not more than 1600 gross tons endorsed for auxiliary sail, the applicant must meet the total experience requirements for the conventional license, including time as mate, and the proper tonnage experience, including at least one year of deck service on appropriately sized auxiliary sail vessels. For license endorsement for service on vessels of 200 gross tons or less see individual license requirements.

(g) In order to obtain a master or mate license with a tonnage limit above 200 gross tons, or a license for 200 gross tons or less with an ocean route, whether an original, raise in grade, or increase in the scope of license 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 licenses permitting service on vessels of 1600 gross tons and less).

(h) Each applicant for a deck license which authorizes service on vessels above 1600 gross tons on ocean or near coastal waters, whether original or raise of grade, must pass a practical signaling examination (flashing light).

## § 10.402

A license applicant who fails in practical signaling, but passes every other part of the examination, may be issued a license with a 1600 gross ton limitation. The tonnage limitation can be removed upon successful completion of the signaling examination.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 135, Jan. 4, 1989]

### **§ 10.402 Tonnage requirements for ocean or near coastal licenses for vessels of over 1600 gross tons.**

(a) To qualify for an ocean or near coastal license 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 original or raise of grade of a license 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 paragraph §10.407(c) of this subpart, a tonnage limitation is placed on the license based on the applicant's qualifying experience. The license 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 license.

(c) Tonnage limitations imposed under paragraph (b) of this section may

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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 licensed, 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 licensed capacity other than the highest grade for which licensed, all tonnage limitations for the grade in which the service is performed are removed and the next higher grade license 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 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 as third mate, all tonnage limitations on the third mate's license are removed.

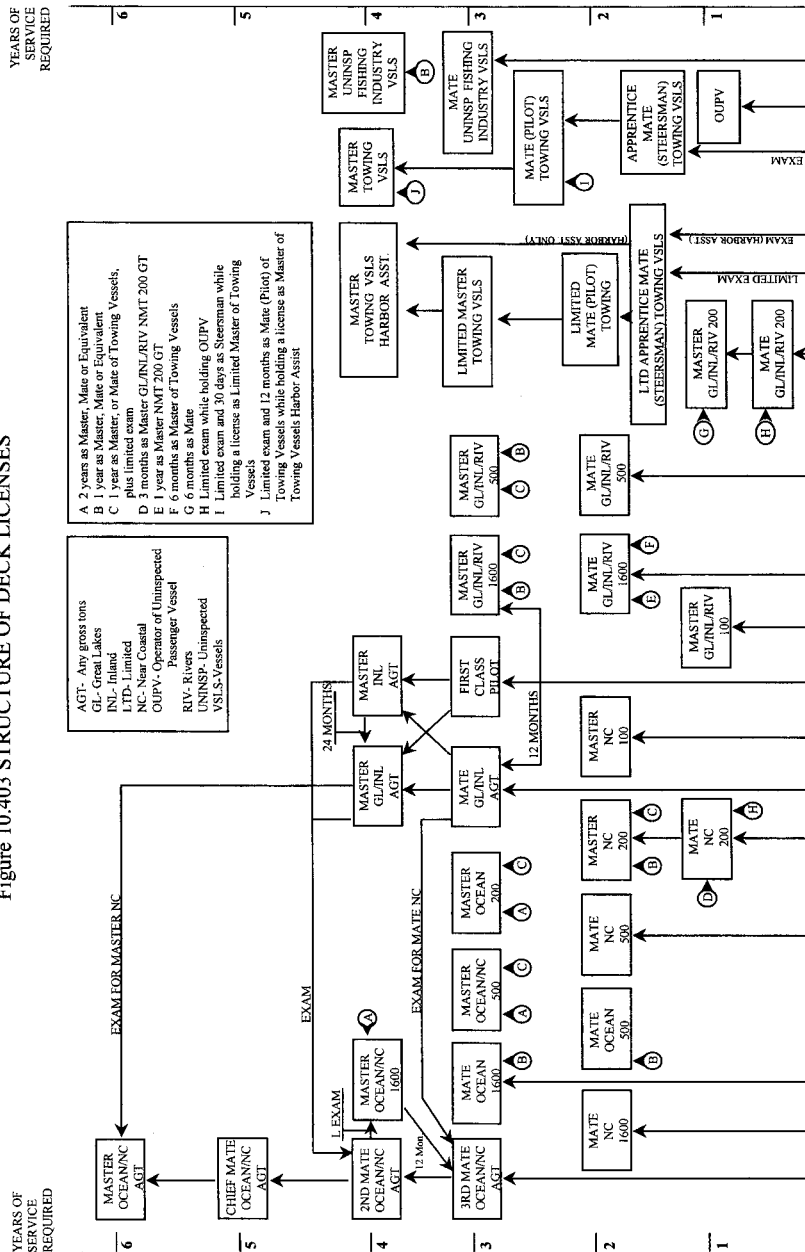
(d) Individuals holding licenses as master or mate of vessels of not more than 1600 gross tons, not more than 500 gross tons, or not more than 25-200 gross tons are prohibited from using the provisions of paragraph (c) of this section to increase the tonnages of their licenses.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 135, Jan. 4, 1989]

### **§ 10.403 Structure of deck licenses.**

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

Figure 10.403 STRUCTURE OF DECK LICENSES



[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 136, Jan. 4, 1989; USCG-1999-6224, 64 FR 63226, Nov. 19, 1999]



## § 10.404

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### § 10.404 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 license 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 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).

### § 10.405 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 license 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 as second mate.

### § 10.406 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 license 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 as third mate; or,

(b) While holding a license 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 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) A licensed 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 a license as second mate of ocean or near coastal steam or motor vessels of any gross tons by completing the prescribed examination in subpart I of this part.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 138, Jan. 4, 1989]

### § 10.407 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 license 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 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 license; 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, except 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 will qualify the graduate to be examined for a license as third mate near coastal steam or motor vessels of any gross tons.

(c) While holding a license 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 a license as third mate of ocean or near coastal steam or motor vessels of any gross tons.

**§ 10.410 Requirements for deck licenses for vessels of not more than 1600 gross tons.**

(a) Licenses 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 license in this category.

(c) A license 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 by CGD 81-059, 54 FR 138, Jan. 4, 1989]

**§ 10.412 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 a license 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 as master, mate master or mate (pilot) of towing vessels. 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 as chief mate or second mate of ocean or near coastal steam or motor vessels of over 1600 gross tons is eligible for this license 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]

**§ 10.414 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 a license 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 as master, mate master or mate (pilot) of towing vessels. Six months of the required 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) 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]

## § 10.416

### § 10.416 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 a license 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 as able seaman.

[CGD 81-059, 54 FR 138, Jan. 4, 1989]

### § 10.418 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 a license 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 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 as master or mate (pilot) of towing vessels authorizing service on oceans or near-coastal routes is eligible for a license 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 near-coastal

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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]

### § 10.420 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 a license 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 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]

### § 10.421 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 a license 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 as able seaman.

[CGD 81-059, 54 FR 138, Jan. 4, 1989]

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

(a) Except as noted in paragraph (e), all licenses 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 license 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 licenses 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 license; 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 license; or,

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

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

(c) When the service is obtained on vessels upon which licensed personnel 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 licensed individuals.

(d) 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.

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

less, the license 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]

**§ 10.424 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 a license 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 as master, as mate, or as operator of uninspected passenger vessels; or,

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

(b) In order to obtain an endorsement on this license 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.

(c) In addition to any required examination, the applicant must comply with the requirements listed in § 10.401(g) of this subpart.

[CGD 81-059, 54 FR 139, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999]

**§ 10.426 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 a license 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 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,

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mate, or equivalent supervisory position while holding a license as master, as mate, or as operator of uninspected passenger vessels; or,

(2) One year of total service as licensed 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 endorsement on this license 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.

[CGD 81-059, 54 FR 139, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999]

## § 10.427 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 license 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 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 as operator of uninspected passenger vessels with a near coastal route endorsement may obtain this license by successfully completing an examination on rules and regulations for small passenger vessels.

(c) In order to obtain an endorsement on this license for sail or auxiliary sail vessels, the applicant must submit evidence of six months of deck service on sail or auxiliary sail vessels.

(d) A license as master of near coastal steam or motor vessels may be endorsed as mate of sail or auxiliary sail vessels upon presentation of three

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months of service on sail or auxiliary sail vessels.

(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. Redesignated and amended by CGD 81-059, 54 FR 139, Jan. 4, 1989]

## § 10.428 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 a license 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 on this license 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.

[CGD 81-059, 54 FR 139, Jan. 4, 1989]

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

(a) Limited masters' licenses 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. A license 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 license, an applicant must:

(1) Have four months of service on any waters in the operation of the type of vessel for which the license 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,

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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 §10.205(h) 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.

(c) In order to obtain an endorsement on this license 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.

[CGD 81-059, 54 FR 139, Jan. 4, 1989, as amended by USCG-2000-7790, 65 FR 58458, Sept. 29, 2000]

### § 10.430 Licenses for the Great Lakes and inland waters.

Any license 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 issued for service on inland waters is valid for the inland waters of the United States, excluding the Great Lakes. Licenses 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 authorize service on waters seaward 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 license must be endorsed with an exclusion from such waters.

[CGD 81-059, 54 FR 139, Jan. 4, 1989]

### § 10.431 Tonnage requirements for Great Lakes and inland licenses for vessels of over 1600 gross tons.

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

quired experience must be obtained on vessels of 1600 gross tons or over.

(b) Tonnage limitations may be imposed on these licenses in accordance with §10.402 (b) and (c).

### § 10.433 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 license 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 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 service equals six months of creditable service).

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

The minimum service required to qualify an applicant for license 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.

### § 10.437 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 license as mate of Great Lakes and inland steam or motor vessels of any gross tons is:

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

**§ 10.442 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 a license 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 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 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]

**§ 10.444 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 license 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 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 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]

**§ 10.446 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 a license 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 as master, as mate, or as operator of uninspected passenger vessels.

(b) An applicant holding a license as master of ocean, near coastal, or Great Lakes and inland towing vessels is eligible for this license 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 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]

**§ 10.448 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 a license 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 as able seaman.

[CGD 81-059, 54 FR 140, Jan. 4, 1989]

**§ 10.450 Tonnage limitations and qualifying requirements for licenses 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 licenses 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 § 10.422. See the tonnage and qualifying service discussion in § 10.422 for further clarification.

(b) 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.

(c) When the service is obtained on vessels upon which licensed personnel 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 licensed individuals.

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

**§ 10.452 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 a license 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 required service must have been as master, mate, or equivalent supervisory position while holding a license 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 license will be limited to the inland waters of the United States (excluding the Great Lakes).

(b) In order to obtain an endorsement on this license 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.

[CGD 81-059, 54 FR 140, Jan. 4, 1989, as amended by USCG-1999-6224, 64 FR 63228, Nov. 19, 1999]

**§ 10.454 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 a license 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 license will be limited to the inland waters of the United States (excluding the Great Lakes).

(b) In order to obtain an endorsement on this license for sail or auxiliary sail



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vessels, the applicant must submit evidence of three months of service on sail or auxiliary sail vessels.

(c) A license 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 as operator of inland uninspected passenger vessels may obtain this license by successfully 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 license 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 by CGD 81-059, 54 FR 140, Jan. 4, 1989]

**§ 10.455 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 a license 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 license will be limited to the inland waters of the United States (excluding the Great Lakes).

(b) In order to obtain an endorsement on this license 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.

[CGD 81-059, 54 FR 140, Jan. 4, 1989]

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

Limited masters' licenses 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. A license 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 license, an applicant must:

(a) Have four months of service in the operation of the type of vessel for which the license 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 §10.205(h) 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]

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

(a) An applicant for a license 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 §10.452(a).

(b) In order to obtain an endorsement on this license 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.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by CGD 81-059, 54 FR 141, Jan. 4, 1989]

**§ 10.459 Service requirements for master or mate of rivers.**

(a) An applicant for a license 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 a license 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 license. Service on the Great Lakes is not, however, required.

[CGD 81-059, 54 FR 141, Jan. 4, 1989]

**§ 10.462 Licenses for master or mate of uninspected fishing industry vessels.**

(a) This section applies to licenses 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) Licenses 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 license, the applicant must satisfy the training and examination requirements of § 10.401(g) of this subpart.

(c) An applicant for a license 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 licensed master, as unlicensed master, or as licensed mate or equivalent supervisory position while holding a license as master, mate, master or mate (pilot) of towing vessels, or operator of uninspected passenger vessels.

(1) To qualify for a license of 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 over 50 gross tons.

(2) To qualify for a license of not more than 1600 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 over 100 gross tons.

(3) To qualify for a license of over 1600 gross tons, but not more than 5000 gross tons, the vessel tonnage upon which the four years of required service was obtained will be used to compute the tonnage. The license 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 1000 gross tons, using the next higher figure when an intermediate tonnage is calculated. A license as master of uninspected fishing industry vessels authorizing service on vessels over 1600 gross tons also requires one year as master, mate or equivalent on vessels over 100 gross tons.

(4) The tonnage limitation on this license may be raised using one of the following methods, but cannot exceed 5000 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 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

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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 service as a deckhand on a vessel while holding a license as master results in a limitation on the master's license equal to 150% of the tonnage of that vessel up to 5000 gross tons; or,

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

(d) An applicant for a license 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 a license of not more than 500 gross tons, at least one year of the required service must have been on vessels of over 50 gross tons.

(2) To qualify for a license of not more than 1600 gross tons, at least one year of the required service must have been on vessels of over 100 gross tons.

(3) To qualify for a license of over 1600 gross tons, but not more than 5000 gross tons, the vessel tonnage upon which the three years of required service was obtained will be used to compute the tonnage. The license 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 1000 gross tons, using the next higher figure when an intermediate tonnage is calculated.

(4) The tonnage limitation on this license may be raised using one of the following methods, but cannot exceed 5000 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 over 1600 gross tons while holding a license as mate, results in raising the limitation on the mate's license to 5000 gross tons;

(v) Two years service as a deckhand on a vessel while holding a license as mate results in a limitation on the mate's license equal to 150% of the tonnage of that vessel up to 5000 gross tons; or,

(vi) One year of service as deckhand on a vessel while holding a license as mate results in a limitation on the mate's license 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 by CGD 81-059, 54 FR 141, Jan. 4, 1989; USCG-1999-6224, 64 FR 63228, Nov. 19, 1999]

**§ 10.463 General requirements for licenses for master, mate (pilot), and apprentice mate (steersman) of towing vessels.**

(a) A license issued to an officer of towing vessels does not authorize service aboard such vessels on a foreign voyage nor aboard such vessels greater than 200 gross register tons on oceans or near-coastal waters.

(b) The Coast Guard issues the following licenses:

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

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(c) A license as master of towing vessels means a license to operate towing vessels not restricted to harbor assist and not restricted to local areas designated by OCMI. This also applies to a mate (pilot) of towing vessels.

(d) For this section, *limited* means a license 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, amended at 66 FR 20936, Apr. 26, 2001]

**§ 10.464 Requirements for licenses as master of towing vessels.**

(a) If you would like to obtain a license as master of towing vessels endorsed with a route listed in column 1 of Table 10.464-1, then you must complete the service indicated in columns 2 through 5. If you hold a license as master of towing vessels (harbor assist), then you must complete the service listed in columns 6 through 9. A license endorsed for a route listed in column 1 authorizes service on the subordinate routes listed in column 10, without further endorsement.

TABLE 10.464-1--REQUIREMENTS FOR LICENSE AS MASTER OF TOWING VESSELS

| 1<br>ROUTE<br>ENDORSED              | 2<br>TOTAL<br>SERVICE <sup>1</sup> | 3<br>TOS <sup>2</sup><br>ON TV<br>AS<br>MATE<br>(PILOT) | 4<br>TOS <sup>2</sup><br>ON TV<br>AS MATE<br>(PILOT)<br>NOT AS<br>HARBOR<br>ASSIST | 5<br>TOS <sup>2</sup><br>ON<br>ON<br>PARTICULAR<br>ROUTE <sup>4</sup> | 6<br>TOS <sup>2</sup><br>AS MATE<br>(PILOT)<br>WHILE<br>HOLDING<br>MASTER<br>(HARBOR<br>ASSIST) | 7<br>TOS <sup>2</sup><br>ON<br>ON<br>PARTICULAR<br>ROUTE | 8<br>TOAR <sup>5</sup><br>OR<br>APPROVED<br>COURSE | 9<br>PASSED<br>APPROPRIATE<br>ROUTE<br>EXAMINATION <sup>3</sup> | 10<br>SUB-<br>ORDINATE<br>ROUTE<br>AUTHORIZED |
|-------------------------------------|------------------------------------|---|--|---|---|--|--|---|---|
| (1) OCEANS (O)                      | 48                                 | 18 of 48  | 12 of 18   | 3 of 18   | 12  | 3 of 12  | YES  | YES   | NC, GL-I,                                     |
| (2) NEAR-<br>COASTAL<br>(NC)        | 48                                 | 18 of 48  | 12 of 18   | 3 of 18   | 12  | 3 of 12  | YES  | YES   | GL-I,   |
| (3) GREAT<br>LAKES<br>INLAND (GL-I) | 48                                 | 18 of 48  | 12 of 18   | 3 of 18   | 12  | 3 of 12  | YES  | YES   |   |
| (4) WESTERN<br>RIVERS (WR)          | 48                                 | 18 of 48  | 12 of 18   | 3 of 18   | 12  | 3 of 12  | YES  | YES   |   |

1 Service is in months.  
 2 TOS means time of service.  
 3 The OCMI determines the appropriate route examination for the desired endorsement.  
 4 If you hold a license as master of towing vessels, you may have a restricted endorsement--as mate (pilot) for a route superior to your current route, or routes, for a route on which you have no operating experience--placed on your license after passing an examination for that route. After completing 90 days of experience on that route, you may have the endorsement removed. This replaces the requirement listed in this column.  
 5 TOAR means Towing Officer's Assessment Record.

(b) If you would like to obtain a license as master of towing vessels (harbor assist), then you must complete the service indicated in columns 2 through 6 of Table 10.464-2. If you would like to upgrade your license as master of towing vessels (limited),

then you must complete the service listed in columns 7 through 9.

TABLE 10.464-2--REQUIREMENTS FOR LICENSE AS MASTER OF TOWING VESSELS (HARBOR ASSIST)

| 1<br>ROUTE<br>ENDORSED                         | 2<br>TOTAL<br>SERVICE <sup>1</sup> | 3<br>TOS <sup>2</sup><br>ON TV<br>AS<br>APPREN-<br>TICE<br>MATE | 4<br>TOS <sup>2</sup><br>ON TV<br>AS APPRE-<br>TICE MATE<br>CONDUCT-<br>ING<br>HARBOR<br>ASSIST | 5<br>TOS <sup>2</sup><br>ON<br>PARTICULAR<br>ROUTE | 6<br>TOAR <sup>3</sup><br>OR AN<br>APPROVED<br>COURSE | 7<br>TOS <sup>2</sup><br>ON TV<br>CONDUCTING<br>HARBOR<br>ASSIST<br>WHILE<br>LICENSED AS<br>MASTER<br>(LIMITED) | 8<br>TOS <sup>2</sup><br>ON<br>PARTICULAR<br>ROUTE | 9<br>30 DAYS OF<br>OBSERVATION<br>AND TRAINING<br>AND PASSED A<br>LIMITED<br>EXAMINATION AS<br>NECESSARY |
|--|------------------------------------|---|---|--|---|---|--|--|
| Master of Towing<br>Vessels (Harbor<br>Assist) | 48                                 | 30 of 48  | 18 of 30  | 18 of 30   | YES   | 12  | 3 of 12  | YES  |

1 Service is in months.

2 TOS means time of service.

3 TOAR means Towing Officer's Assessment Record.

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(c) If you would like to obtain a license as master of towing vessels (limited), then you must complete the service requirements listed in Table 10.464–3.

TABLE 10.464–3.—REQUIREMENTS FOR LICENSE AS MASTER OF TOWING VESSELS (LIMITED)

| 1<br>Route<br>endorsement      | 2<br>Total<br>service <sup>1</sup> | 3<br>TOS <sup>2</sup> on T/V<br>as limited<br>mate (pilot) | 4<br>TOS <sup>2</sup> on<br>particular route |
|--------------------------------|------------------------------------|--|--|
| LIMITED LOCAL AREA (LLA) ..... | 36                                 | 12 of 36 .....   | 3 of 12.                                     |

<sup>1</sup> Service is in months.  
<sup>2</sup> TOS is time of service.

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

(e) Before you serve as master of towing vessels on the Western rivers, you must possess 90 days of observation and training and have your license endorsed for Western Rivers.

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

(g) If you hold a license as a master of inspected, self-propelled vessels of greater than 200 gross register tons, you may operate towing vessels within any restrictions on your license if you—

(1) Have 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 §10.304(h) that shows evidence of assessment of practical demonstration of skills; or

(ii) Complete an approved training course. Your license does not need a towing endorsement if you hold a TOAR.

(h) 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]

**§ 10.465 Requirements for licenses as mate (pilot) of towing vessels.**

(a) If you would like to obtain a license as mate (pilot) of towing vessels endorsed with a route listed in column 1 of Table 10.465–1, then you must complete the service in columns 2 through 5. If you hold a license as master of towing vessels (harbor assist or limited) and would like to upgrade it to mate (pilot) of towing vessels, then you must complete the service in columns 5 and 6. If you hold a license as mate (pilot) of towing vessels (limited) and would like to upgrade it to mate (pilot) of towing vessels, then you must complete the service in columns 2 through 5 and pass a limited examination. A license with a route endorsed in column 1 authorizes service on the subordinate

routes listed in column 7, without further endorsement.

TABLE 10.465-1--REQUIREMENTS FOR LICENSE AS MATE (PILOT) OF TOWING VESSELS

| 1<br>ROUTE<br>ENDORSED           | 2<br>TOTAL<br>SERVICE <sup>1</sup> | 3<br>TOS <sup>2</sup><br>ON TV<br>AS<br>APPRENTICE<br>MATE<br>(STEERSMAN) | 4<br>TOS <sup>2</sup> ON<br>PARTICULAR<br>ROUTE | 5<br>TOAR <sup>3</sup><br>OR AN<br>APPROVED<br>COURSE | 6<br>30 DAYS OF<br>OBSERVATION AND<br>TRAINING WHILE<br>HOLDING MASTER OR<br>(HARBOR ASSISTANT OR<br>LIMITED),<br>COMPLETE A TOAR<br>OR APPROVED<br>COURSE, AND PASS<br>A LIMITED<br>EXAMINATION | 7<br>SUBORDINATE<br>ROUTE<br>AUTHORIZED |
|----------------------------------|------------------------------------|---|---|---|--|---|
| (1) OCEANS (O)                   | 30                                 | 12 of 30  | 3 of 12   | YES   | YES  | NC, GL-I                                |
| (2) NEAR-<br>COASTAL (NC)        | 30                                 | 12 of 30  | 3 of 12   | YES   | YES  | GL-I,                                   |
| (3) GREAT LAKES<br>INLAND (GL-I) | 30                                 | 12 of 30  | 3 of 12   | YES   | YES  |   |
| (5) WESTERN<br>RIVERS (WR)       | 30                                 | 12 of 30  | 3 of 12   | YES   | NO (90 days' service<br>required)  |   |

1 Service is in months unless otherwise indicated.

2 TOS means time of service.

3 TOAR means Towing Officer's Assessment Record.



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(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 license endorsed for Western Rivers.

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

(d) If you would like to obtain a license as mate (pilot) of towing vessels (limited), then you must complete the service requirements listed in Table 10.465-2.

TABLE 10.465-2—REQUIREMENTS FOR LICENSE AS MATE (PILOT) OF TOWING VESSELS (LIMITED)

| 1<br>Route<br>endorsement      | 2<br>Total<br>service <sup>1</sup> | 3<br>TOS <sup>2</sup> on T/V<br>as apprentice<br>mate (steerman) | 4<br>Certificate of course<br>completion—training<br>officers' assessment<br>record |
|--------------------------------|------------------------------------|--|---|
| LIMITED LOCAL AREA (LLA) ..... | 24                                 | 6 of 24 .....  | Either.   |

<sup>1</sup> Service is in months.  
<sup>2</sup> TOS is time of service.

(e) If you hold a license as a mate of inspected, self-propelled vessels of greater than 200 gross register tons or one as first-class pilot, then you may operate towing vessels within any restrictions on your license if you—

- (1) Have 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 §10.304(h) that shows evidence of assessment of practical demonstration of skills.

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

(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—

- (1) Shipboard management and training;
- (2) Seamanship;
- (3) Navigation;
- (4) Watchkeeping;
- (5) Radar;
- (6) Meteorology;
- (7) Maneuvering and handling of towing vessels;
- (8) Engine-room basics; and
- (9) Emergency procedures.

[USCG-1999-6224, 64 FR 63232, Nov. 19, 1999, as amended at 66 FR 20940, Apr. 26, 2001]

**§10.466 Requirements for licenses as apprentice mate (steersman) of towing vessels.**

(a) As Table 10.466-1 shows, if you would like to obtain a license 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 10.466-1—REQUIREMENTS FOR LICENSE AS APPRENTICE MATE (STEERSMAN<sup>4</sup>) OF TOWING VESSELS

| 1<br>License type                                      | 2<br>Route endorsed             | 3<br>Total service <sup>1</sup> | 4<br>TOS <sup>2</sup> on T/V | 5<br>TOS <sup>2</sup> on particular route | 6<br>Pass examination <sup>3</sup> |
|--|---------------------------------|---------------------------------|------------------------------|---|------------------------------------|
| (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-INLAND (GL-I) ..... | 18                              | 12 of 18 .....               | 3 of 18 .....                             | Yes.                               |
|  | RIVERS (R) .....                | 18                              | 12 of 18 .....               | 3 of 18 .....                             | Yes.                               |
|  | WESTERN RIVERS (WR) .....       | 18                              | 12 of 18 .....               | 3 of 18 .....                             | Yes.                               |
| (2) APPRENTICE MATE (STEERSMAN) (HARBOR ASSIST).       | NOT APPLICABLE .....            | 18                              | 12 of 18 .....               | 3 of 18 .....                             | Yes.                               |
| (3) APPRENTICE MATE (STEERSMAN) (LIMITED) <sup>4</sup> | NOT APPLICABLE .....            | 18                              | 12 of 18 .....               | 3 of 18 .....                             | Yes.                               |

<sup>1</sup> Service is in months.

<sup>2</sup> TOS is time of service.

<sup>3</sup> The examination for apprentice mate is specified in subpart I of this part. The examination for apprentice mate (limited) is a limited examination.

<sup>4</sup> For all inland routes, as well as Western Rivers, the license as steersman is equivalent to that as apprentice mate. All qualifications and equivalencies are the same.

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(b) If you hold a license as apprentice mate (steersman) of towing vessels you may obtain a restricted endorsement as limited apprentice mate (steersman). This endorsement will go on your license 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 restricted endorsement removed.

[USCG–1999–6224, 64 FR 63234, Nov. 19, 1999, as amended at 66 FR 20942, Apr. 26, 2001]

### **§ 10.467 Licenses for operators of uninspected passenger vessels of less than 100 gross tons.**

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

(b) Operator of uninspected passenger vessels licenses issued for ocean waters will be limited to near coastal waters not more than 100 miles offshore. Licenses issued for inland waters will include all inland waters, except Great Lakes. Licenses may be issued for a particular local area under paragraph (f) of this section.

(c) For a license as operator of an uninspected passenger vessel with a near coastal endorsement, 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 a license as operator of an uninspected passenger vessel with a Great Lakes and inland waters endorsement, 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 a license as operator of an uninspected passenger vessel with an inland endorsement, an applicant must have a minimum of 12 months experience in the operation of vessels.

(f) An operator of uninspected passenger vessels license, limited on its face to undocumented vessels, may be

issued to a person who is not a citizen of the United States.

(g) Limited operator of uninspected passenger vessel licenses may be issued to applicants to be employed by organizations such as formal camps, yacht clubs, educational institutions, and marinas. A license 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 license, an applicant must:

(1) Have three months service in the operation of the type of vessel for which the license is requested; and,

(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; and,

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

(4) The first aid and cardiopulmonary resuscitation (CPR) course certificates required by § 10.205(h) 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.

(h) An applicant for a license as operator of uninspected passenger vessels who intends to serve only in the vicinity of Puerto Rico, and who speaks Spanish only, may be issued a license restricted to the navigable waters of the United States in the vicinity of Puerto Rico.

[CGD 81–059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81–059, 54 FR 142, Jan. 4, 1989. Redesignated by USCG–1999–6224, 64 FR 63234, Nov. 19, 1999, as amended by USCG–2000–7790, 65 FR 58458, Sept. 29, 2000. Redesignated by USCG–1999–6224, 64 FR 63234, Nov. 19, 1999, as amended by USCG–1999–6224, Oct. 27, 2000; USCG–1999–6224, 66 FR 20940, Apr. 26, 2001]

### **§ 10.468 Licenses for mobile offshore drilling units.**

Licenses for service on mobile offshore drilling units (MODUs) authorize service on units of any gross tons upon ocean waters while on location or while

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underway, as restricted on the license, except when moving independently under their own power.

[CGD 81-059a, 55 FR 14799, Apr. 18, 1990]

### § 10.470 Licenses for offshore installation manager.

(a) Licenses as offshore installation manager (OIM) are endorsed as:

- (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 a license or 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, 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 an OIM Unrestricted license or endorsement;

(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 § 10.205(g) 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 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 a license or endorsement as OIM Surface Units on Location, and 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

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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 an OIM Surface Units license or endorsement;

(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 §10.205(g) of this part.

(e) An applicant for an endorsement as OIM Surface Units on Location who holds an unlimited license 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.

(f) To qualify for a license 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 license or 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 §10.205(g) of this part.

(g) An applicant for endorsement as OIM Surface Units Underway who holds an unlimited license 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 a license or 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

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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 §10.205(g) of this part.

(i) An applicant for an endorsement as OIM Bottom Bearing Units on Location who holds an unlimited license 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 a license or 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 OIM Bottom Bearing Units license or 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 §10.205(g) of this part;

(k) An applicant for endorsement as OIM Bottom Bearing Units Underway who holds an unlimited license 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]

### § 10.472 License for barge supervisor.

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

(1) Present evidence of the following experience:

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(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

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

(i) A certificate from a Coast Guard approved stability course approved for a barge supervisor license or 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 §10.205(g) of this part.

(b) An applicant for an endorsement as BS who holds an unlimited license 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]

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**§ 10.474 License for ballast control operator.**

(a) To qualify for a license or 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 a licensed 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 a licensed 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 barge supervisor or ballast control operator license or 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 §10.205(g) of this part.

(b) An applicant for an endorsement as BCO who holds an unlimited license 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 a licensed 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]

**§ 10.476 Acknowledgments of service and temporary licenses for mobile offshore drilling units.**

(a) Prior to January 1, 1991, unlicensed individuals who served in positions on MODUs equivalent to OIM,

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BS, or BCO may make application for a Coast Guard acknowledgment of service or a temporary license, both of which authorize a continuation of service in that position. To be eligible, these individuals must have served in that position between July 1, 1987 and June 30, 1990, and meet the following requirements:

(1) Coast Guard acknowledgment of service.

(i) To obtain a Coast Guard acknowledgment of service, the applicant must provide a letter from a senior company official of the company worked for. This letter must provide:

(A) Name of vessel(s) served on;

(B) MODU license which the individual's position is equivalent to; and

(C) Period of service.

(ii) The Coast Guard acknowledgment of service is valid for one year and is not renewable.

(2) Temporary license.

(i) To obtain a temporary license, the applicant must:

(A) Provide a letter from a senior company official of the company worked for. This letter must provide:

(1) Name of vessel(s) served on;

(2) MODU license which the individual's position is equivalent to; and

(3) Period of service; and

(B) Provide evidence of 120 days of service in a position equivalent to the license endorsement sought.

(ii) a temporary license is valid for five years and is not renewable.

(b) Acknowledgments or temporary licenses obtained using the provisions of this section will restrict service authority to vessels operated by the company which has certified service.

[CGD 81-059a, 55 FR 14802, Apr. 18, 1990]

### § 10.480 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 deck officer's license:

(1) Radar Observer (Unlimited).

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

(3) Radar Observer (Rivers).

(c) Endorsement as Radar Observer (Unlimited) is valid on all waters. Endorsement as Radar Observer (Inland Waters and GIWW) is valid only for those waters other than the Great Lakes covered by the Inland Navigational Rules. Endorsement as 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.

(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) Except as provided by paragraph (k) of this section, 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. It is not terminated by the issuance of a new license during these 5 years.

(g) The month and year of the expiration of the Radar-Observer endorsement are printed on the license.

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

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

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



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(k) The renewal date of a Radar-Observer endorsement may be extended beyond the normal 5-year duration to coincide with the renewal date of the license to which it pertains. This extension may not exceed 2 years and will be necessary only once, to synchronize the two renewal dates.

[CGD 94-041, 62 FR 11305, Mar. 11, 1997]

### § 10.482 Assistance towing.

(a) This section contains the requirements to qualify for an endorsement authorizing an applicant to engage in assistance towing. The endorsement applies to all licenses except those for master and mate (pilot) of towing vessels and those for master or mate authorizing service on inspected vessels over 200 gross tons. Holders of any of these licenses may engage in assistance towing within the scope of the licenses and without the endorsement.

(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) An assistance towing endorsement on a license as master, mate, or operator authorizes the holder to engage in assistance towing on any vessel within the scope of the license.

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

[CGD 87-017, 53 FR 18562, May 24, 1988, as amended by USCG-1999-6224, 64 FR 63235, Nov. 19, 1999]

### § 10.491 Licenses for service on offshore supply vessels.

Each license 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.

[CGD 95-062, 62 FR 34532, June 26, 1997]

### § 10.493 Master (OSV).

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

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(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]

### § 10.495 Chief Mate (OSV).

(a) Except as provided by paragraph (b) of this section, to qualify for a license 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]

### § 10.497 Mate (OSV).

(a) Except as provided by paragraph (b) of this section, to qualify for a license 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]

## Subpart E—Professional Requirements for Engineer Officers' Licenses

### § 10.501 Grade and type of engineer licenses issued.

(a) Licenses 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 licenses 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 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) Engineer licenses are endorsed to authorize service on either steam or motor vessels or may be endorsed for both modes of propulsion.

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

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 142, Jan. 4, 1989]

#### § 10.502 Additional requirements for engineer licenses.

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

(b) If a licensed applicant desires to obtain an endorsement on an engineer license in the other propulsion mode (steam or motor), the following alternative methods, while holding a license in that grade, are acceptable:

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

(2) Four months of service as a licensed officer at a lower license 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.

(c) Applicants for an original, raise in grade, or increase in the scope, of an engineer license, other than an increase in horsepower limitation, who have not previously done so must meet the requirements of § 10.205(g) of this part.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 142, Jan. 4, 1989]

#### § 10.503 Horsepower limitations.

(a) Engineer licenses of all grades and types may be subject to horsepower limitations. Other than as provided in § 10.524 for the designated duty engineer license, the horsepower limitation placed on a license 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, other than a designated duty engineer license, 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 license based on the applicant's qualifying experience. The license 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 1000 horsepower, using the

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next higher figure when an intermediate horsepower is calculated. When the limitation as calculated equals or exceeds 10,000 horsepower, an unlimited horsepower license 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 engineer licenses:

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

(2) Six months of service in any licensed capacity other than the highest grade for which licensed: Removal of all horsepower limitations for the grade in which service is performed and raise the next higher grade license to the horsepower of the vessel on which service was performed. The total cumulative service before and after issuance of the limited license may be considered in removing all horsepower limitations.

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

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

(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 Officer in Charge, Marine Inspection who issued the applicant's license, considers further examination unnecessary.

**§ 10.504 Application of deck service for limited engineer licenses.**

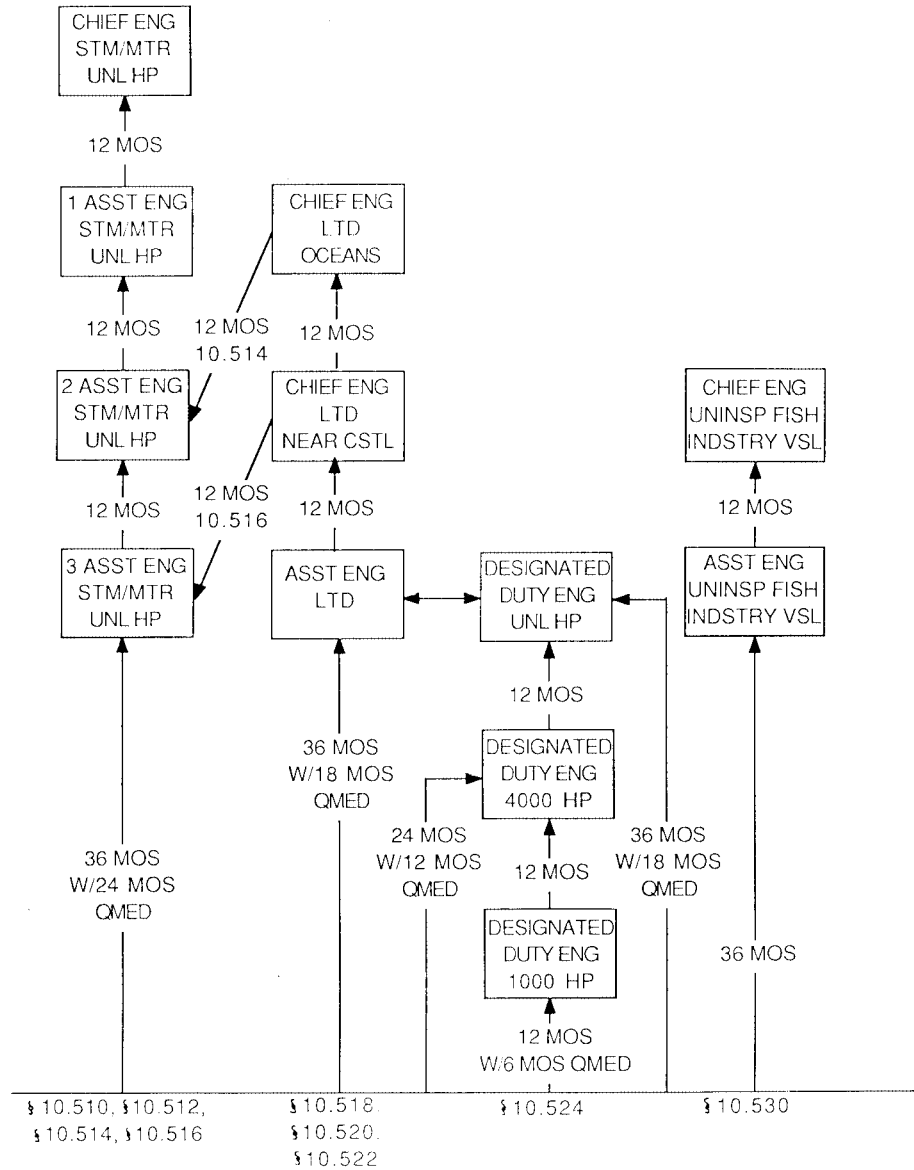
Service gained in the deck department on vessels of appropriate tonnage may substitute for up to 25 percent or 6 months, whichever is less, of the service requirement for a license as chief engineer (limited), assistant engineer (limited), or designated duty engineer.

[CGD 81-059, 54 FR 142, Jan. 4, 1989]

**§ 10.505 Engineer license structure.**

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

FIGURE 10.505 ENGINEER LICENSE STRUCTURE



[CGD 81-059, 52 FR 38623, Oct. 16, 1987. Redesignated and amended by CGD 81-059, 54 FR 142, Jan. 4, 1989]

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

The minimum service required to qualify an applicant for license 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 as first assistant engineer. A minimum of six months of this service must have been as first assistant engineer. Service as 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).

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

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

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

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

- (a) One year of service as an assistant engineer, while holding a license as third assistant engineer; or,
- (b) One year of service while holding a license 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.

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

- (a) The minimum service required to qualify an applicant for license as third

assistant engineer of steam and/or motor vessels is:

- (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

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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 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]

### **§ 10.518 Service requirements for chief engineer (limited-oceans) of steam and/or motor vessels.**

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

### **§ 10.520 Service requirements for chief engineer (limited-near coastal) of steam and/or motor vessels.**

The minimum service required to qualify an applicant for license as chief engineer (limited-near coastal) of steam and/or motor vessels is four years total service in the engine room of vessels. One year of this service must have been as a licensed engineer. Two years of the service must have been as a qualified member of the engine department or equivalent supervisory position.

### **§ 10.522 Service requirements for assistant engineer (limited-oceans) of steam and/or motor vessels.**

The minimum service required to qualify an applicant for license as assistant engineer (limited-oceans) of steam and/or motor vessels is three years of service in the engine room of vessels. Eighteen months of this service must have been as a qualified member of the engine department or equivalent supervisory position.

### **§ 10.524 Service requirements for designated duty engineer of steam and/or motor vessels.**

(a) Designated duty engineer licenses are issued in three levels of horsepower limitations dependent upon the total service of the applicant and completion of appropriate examination. These licenses are limited to vessels of not

more than 500 gross tons on certain waters as specified in § 10.501.

(b) The service requirements for licenses as designated duty engineer 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 engine room. 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 engine room. 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 engine room. Six months of this service must have been as a qualified member of the engine department or equivalent supervisory position.

### **§ 10.530 Licenses for engineers of uninspected fishing industry vessels.**

(a) This section applies to licenses 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) Licenses 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 § 10.503.

(c) For a license as chief engineer, the applicant must have served four years in the engine room of vessels. One year of this service must have been as a licensed assistant engineer or equivalent supervisory position.

(d) For a license as assistant engineer, an applicant must have served three years in the engine room of vessels.

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(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.

### § 10.540 Licenses for engineers of mobile offshore drilling units.

Licenses 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.

[CGD 81-059a, 55 FR 14802, Apr. 18, 1990]

### § 10.542 License for chief engineer (MODU).

To qualify for a license 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 § 10.205(g) of this part.

(c) If an applicant successfully completes a modified examination and possesses the total required sea service for a license 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 a license limited to non-self-propelled units. The OCMI may remove the limitation 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]

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### § 10.544 License for assistant engineer (MODU).

To qualify for a license 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). 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 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 § 10.205(g) of this part.

(c) If an applicant successfully completes a modified examination and possesses the total required sea service for a license as an assistant engineer (MODU), but does not possess the required sea service on board self-propelled or propulsion assisted units, the OCMI may issue the applicant a license 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]

**§ 10.551 Licenses for service on offshore supply vessels.**

Each license 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 license.

[CGD 95-062, 62 FR 34532, June 26, 1997; CGD 95-062, 62 FR 40140, July 25, 1997]

**§ 10.553 Chief Engineer (OSV).**

(a) Except as provided by paragraph (b) of this section, to qualify for a license 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]

**§ 10.555 Engineer (OSV).**

(a) Except as provided by paragraph (b) of this section, to qualify for a license 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]

**Subpart F—Licensing of Radio Officers**

**§ 10.601 Applicability.**

This subpart provides for the licensing of radio officers for employment on vessels, and for the issue of STCW certificates or 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.

[CGD 95-062, 62 FR 34533, June 26, 1997]

**§ 10.603 Requirements for radio officers' licenses, and STCW certificates or endorsements for GMDSS radio operators.**

(a) Each applicant for an original license 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 license application form the number, class, and date of issuance of his or her Federal Communications Commission license.

(b) An applicant for license as radio officer shall apply for a merchant mariner's document under part 12. This document will be endorsed *See License as Radio Officer*.

(c) Each applicant who furnishes evidence that he or she meets the standard of competence set out in STCW Regulation IV/2, 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 certificate suitably endorsed for performing duties associated with GMDSS.

(d) Evidence required by paragraph (c) of this section must include a certificate—

(1) For operator of radio in the GMDSS issued by the Federal Communications Commission (FCC); and

(2) Of completion from a Coast Guard-approved course for operator of radio in the GMDSS, or other approved



programs of training and assessment covering the same areas of competence.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 95-062, 62 FR 34533, June 26, 1997; USCG-1999-6216, 64 FR 53223, Oct. 1, 1999]

### Subpart G—Professional Requirements for Pilot Licenses

SOURCE: CGD 81-059b, 52 FR 38659, Oct. 16, 1987 unless otherwise noted.

#### § 10.701 Scope of pilot licenses and endorsements.

(a) An applicant for a license as first class pilot need not hold any other license issued under this part. An individual holding a license as master, mate, or master or mate (pilot) of towing vessels may apply for an endorsement as first class pilot for a specific route or routes in lieu of applying for a first class pilot's license.

(b) The issuance of a license or endorsement as first class pilot to an individual qualifies that individual to serve as pilot over the route(s) specified on the license, subject to any limitations imposed under paragraph (c) of this section.

(c) The Officer in Charge, Marine Inspection, issuing a license or 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 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 1600 gross tons or less.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 144, Jan. 4, 1989; USCG-1999-6224, 64 FR 63235, Nov. 19, 1999]

#### § 10.703 Service requirements.

(a) The minimum service required to qualify an applicant for a license as first class pilot, or for an endorsement as first class pilot on a license as master, mate, or master or mate (pilot) of towing vessels, 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 vessels 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 Commanding Officer, 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 § 10.304. Additionally, round trips made during this training may apply toward the route familiarization requirements of § 10.705. An individual using substituted service must have at least nine months of shipboard service.

(d) An individual holding a license 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 by CGD 81-059, 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]

**§ 10.705 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;
- (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 for an original license 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 initial license 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 license by meeting the requirements for obtaining an endorsement.

(c) An applicant for 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 Officer In Charge, Marine Inspection, within the range limitations of this para-

graph, for the particular grade of existing license held. The range of round trips for an endorsement is a minimum of 8 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 by CGD 81-059, 54 FR 144, Jan. 4, 1989]

**§ 10.707 Examination requirements.**

(a) An applicant for a license as first class pilot is required to pass the examination described in subpart I of this part.

(b) An applicant for an extension of route, or a licensed 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.

**§ 10.709 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 endorsement as first class pilot shall have a thorough physical examination each year while holding the license or endorsement.

(c) Each annual physical examination must meet the requirements specified in §10.205(d) except that the record of examination need not be submitted to the Coast Guard except as provided for in paragraph (e) of this section.

(d) An individual's first class pilot license or endorsement 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 license or endorsement until a

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physical examination has been satisfactorily completed.

(e) Upon request, a first class pilot shall provide the Coast Guard with a copy of his or her most recent physical examination.

### § 10.711 Tonnage requirements.

(a) In order to obtain a first class pilot license or endorsement authorizing service on vessels of *any gross tons* over a particular route, the applicant must have 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 license or 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 § 10.705 (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 license or endorsement that is not restricted to tug and barge combinations.

### § 10.713 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

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60 months, that person's license or 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 endorsement. Round trips made within the 90 day period preceding renewal will be valid for the duration of the renewed license or 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 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 license or endorsement.

## Subpart H—Registration of Staff Officers

### § 10.801 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.

### § 10.803 Grades of certificates issued.

Staff officers are registered in the following grades:

- (a) Chief purser.
- (b) Purser.
- (c) Senior assistant purser.
- (d) Junior assistant purser.
- (e) Medical doctor.
- (f) Professional nurse.

### § 10.805 General requirements.

(a) The applicant for a certificate of registry as staff officer is not required to take any examination; however, the applicant shall present to the Officer in

Charge, Marine Inspection a letter justifying the need for the certificate of registry.

(b) The applicant must hold or apply for a merchant mariner's document.

(c) Endorsements for a higher grade are not made on certificates of registry. An applicant for a higher grade in the staff department shall apply in the same manner as for an original certificate of registry and shall surrender the certificate upon issuance of the new certificate of registry. A person holding a certificate of registry as staff officer may serve in a lower grade of a 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 certificate of registry may be issued by the Officer in Charge, Marine Inspection. (See §10.219.)

(f) A certificate of registry is valid for a term of 5 years from the date of issuance. Procedures for renewing certificates of registry are found in §10.209. The expiration date of a certificate of registry issued without an expiration date shall be determined in accordance with §10.811.

(g) Each applicant for an original certificate of registry or a higher grade of certificate of registry, 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 a certificate of registry.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 144, Jan. 4, 1989; CGD 91-211, 59 FR 49300, Sept. 27, 1994; CGD 91-223, 60 FR 4525, Jan. 23, 1995]

#### §10.807 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.

(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 a certificate of registry, service of one season on vessels on the Great Lakes is counted as service of one year.

(d) In the event an applicant for a certificate of registry, 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 certificate of registry.

#### §10.809 Experience requirements for ratings endorsed on certificate of registry.

An applicant for rating to be endorsed on a certificate of registry shall submit evidence of experience as follows:

(a) *Marine physician assistant*. Successful completion of an accredited course of instruction for a physician's assistant or nurse practitioner program.

(b) *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

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U.S. Army (not less than staff sergeant, 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.

**§ 10.811 Expiration of existing certificates of registry.**

The expiration year of a certificate of registry issued without an expiration date is calculated by adding 5-year increments to the issuance date of the certificate of registry, up to first applicable year falling between 1995 and 1999, inclusive. The day and month of expiration are the same as that of issuance. Table 10.811 is provided as an aid for calculating the expiration date of a certificate of registry issued without an expiration date. A certificate of registry is not valid for use after the expiration date calculated under this section, but may be renewed in accordance with the requirements of § 10.209.

TABLE 10.811.—EXPIRATION OF CERTIFICATES OF REGISTRY ISSUED WITH NO EXPIRATION DATE <sup>1</sup>

| Expiration year |      |            |       |       |
|-----------------|------|------------|-------|-------|
| 1999            | 1998 | 1997       | 1996  | 1995  |
|                 |      | Issue Year |       |       |
| 1994            | 1993 | 1992       | 1991  | 1990  |
| 1989            | 1988 | 1987       | 1986  | 1985  |
| 1984            | 1983 | 1982       | 1981  | 1980  |
| 1979            | 1978 | 1977       | 1976  | 1975  |
| 1974            | 1973 | 1972       | 1971  | 1970  |
| 1969            | 1968 | 1967       | 1966  | 1965  |
| 1964            | 1963 | 1962       | 1961  | 1960  |
| 1959            | 1958 | 1957       | 1956  | 1955  |
| 1954            | 1953 | 1952       | 1951  | 1950  |
| 1949            | 1948 | 1947       | 1946  | 1945  |
| 1944            | 1943 | 1942       | 1941  | 1940  |
| 1939            | 1938 | 1937       | ..... | ..... |

<sup>1</sup> Find the year in which the certificate of registry was issued (Issue Year), then move up the column to find the Expiration Year. Month and day of expiration correspond to the month and day of issue.

[CGD 91-211, 59 FR 49300, Sept. 27, 1994; CGD 91-211, 59 FR 50964, Oct. 6, 1994]

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**Subpart I—Subjects of License Examinations and Practical Demonstrations of Competence**

**§ 10.901 General provisions.**

(a) Each applicant for any license listed in this part shall pass examinations on the appropriate subjects listed in this subpart, except as noted in § 10.903(b).

(b) If the license 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 Officer in Charge, Marine Inspection. Limitations which may affect the examination content are:

(1) Restricted routes for reduced service licenses (master or mate of vessels of not more than 200 gross tons, operator of uninspected passenger vessels or master or mate (pilot) of towing vessels); or,

(2) Engineer licenses with horsepower restrictions.

(c) Except as provided in §§ 10.202 and 10.209, each applicant for an STCW certificate or endorsement, to be valid for service on or after February 1, 2002, 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:

(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.

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(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-1/12 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 by CGD 81-059, 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]

### § 10.903 Licenses requiring examinations.

(a) The following licenses require examinations for issuance:

(1) Master ocean/near coastal any gross tons;<sup>1</sup>

(2) Chief mate ocean/near coastal any gross tons;<sup>1</sup>

(3) Second mate ocean/near coastal any gross tons;<sup>1</sup>

(4) Third mate ocean/near coastal any gross tons;<sup>1</sup>

(5) Master ocean/near coastal not more than 500 or 1600 gross tons;<sup>1</sup>

(6) Mate ocean/near coastal not more than 500 or 1600 gross tons;<sup>1</sup>

(7) Mate near coastal not more than 200 gross tons;

(8) Master near coastal not more than 100 gross tons;

(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;<sup>1</sup>

(14) Mate Great Lakes and inland/river not more than 500 or 1600 gross tons;<sup>1</sup>

(15) Mate Great Lakes and inland/inland/river not more than 200 gross tons;<sup>1</sup>

(16) Master Great Lakes and inland/inland/river not more than 100 gross tons;<sup>1</sup>

(17) First class pilot;

(18)(i) Apprentice mate (steersman) of towing vessels;

(ii) Apprentice mate (steersman) of towing vessels, harbor assist;

(iii) 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;

<sup>1</sup>Examination will vary depending upon route desired.

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(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 licenses 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 license 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 license 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 licenses, who commences Coast Guard approved or accepted training or approved seagoing service on or after August 1, 1998, or who applies for the license on or after February 1, 2002, shall

meet the requirements of the appropriate regulations and standards of competence in STCW and in part A of the STCW Code, as indicated in table 903-1:

(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 (OSV).

(8) Chief mate (OSV).

(9) Mate (OSV).

(10) Chief engineer, unlimited.

(11) 1st Assistant engineer, unlimited.

(12) 2nd Assistant engineer, unlimited.

(13) 3rd Assistant engineer, unlimited.

(14) Chief engineer, limited—oceans.

(15) Assistant engineer, limited-oceans.

(16) Chief engineer, limited-near coastal.

(17) Chief engineer (OSV).

(18) Engineer (OSV).

TABLE 10.903-1

| 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    | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| 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) After July 31, 1998, any candidate for a license 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 as indi-

cated in table 10.903-1, need not comply with § 10.910, or, 10.950, of this part.

[CGD 81-059, 52 FR 38623, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 144, Jan. 4, 1989; CGD 81-059a, 59 FR 10756, Mar. 8, 1994; 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; 66 FR 20944, Apr. 26, 2001]

§ 10.910 Subjects for deck licenses.

Table 10.910-1 gives the codes used in table 10.910-2 for all deck licenses. Table 10.910-2 indicates the examination subjects for each license, by code number. Figures in the body of the table, in place of the letter "x", refer to notes.

TABLE 10.910-1 CODES FOR DECK LICENSES

Deck Licenses:

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 10.910-2—LICENSE 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 |   |
| Bearing Problems .....                      |   | 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 |   |
| Chart Navigation .....                      |   | X | X | X | X | X | X | X | X | X  | X  | 2  | X  | X  | X  | X  | X  |    | 2  | 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 |   |
| 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) .....         |   |   |   |   |   | X | 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            | 1 |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |
| Zone Time Sun Rise/Set/Twilight .....       | X | X | 1 | 1 | 1 | 1 | 1 | 1 |   | 1  |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 1 | 1 |



TABLE 10.910–2—LICENSE 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 |   |
|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| Zone Time Moon Rise/Set .....   | X | X |   | 1 |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| Speed by RPM .....  | X | X |   | X |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| 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  |   |
| 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  |   |
| 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  |   |
| Charts, Navigation Publications,<br>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  |   |
| Naut. Astronomy & Nav. Defini-<br>tions .....                             | X | X |   | 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 |
| Purchases, Blocks and Tackle .....  |   |   |   | X | X | X | X |   |   | X  | X  | X  |    |    |    |    |    |    |    |    |    |    |    |    | X |
| Small Boat Handling Under Oars or<br>Sail .....                           |   |   |   | X | X |   |   |   |   |    |    |    | X  | X  |    |    |    |    |    |    |    |    |    |    | X |
| Watchkeeping:   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| COLREGS .....   | X | X | X | X | X | X | X | X | 5 | X  | 5  |    | 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 |
| 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  | X |
| Navigation Safety Regs. (33 CFR 164)                                      | 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  | X |
| Principles of Magnetic Compass .....                                      | 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  | X  | X |
| Gyro Compass Error/Correction .....                                       | X | X | X | X | X | 7 |   |   |   | X  | X  | X  | X  | X  | X  | X  |    |    |    |    |    |    | X  | X  | X |
| Magnetic Compass Error/Correction ...<br>Determination of Compass Error:  | X | X |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| 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 | 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  | X  | X  | X  | X  | X  | X |
| Gyro Controlled Systems .....   | X | X | X | X |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| Operation & Care of Main Gyro<br>Systems .....                            | 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 |
| Ocean Current Systems .....   | X | X | X | X |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| Weather Charts and Reports .....  | 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 |
| Shiphandling in Rivers, Estuaries .....                                   | X | X | X |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | X |
| Maneuvering in Shallow Water .....  | X | X | X |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | X |
| Interaction with Bank/Passing Ship .....                                  | X | X | X |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | X |
| Berthing and Unberthing .....   | 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  | X |
| Dragging, Clearing Fouled Anchors ....                                    | X | X | X | X | X | X |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | X |
| Drydocking, with & without Prior Dam-<br>age .....                        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| Heavy Weather Operations .....  | X | X |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | X |
| Maneuvering for Launching of Life-<br>boats and Liferfts in Heavy Weather | X | X |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | X |
| Receiving Survivors From Lfbts/Lfrfts ...                                 | X | X |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | X |
| General: Turn Circle, Pivot Point, Ad-<br>vance and Transfer .....        |   |   |   | X | X | X | X | X | X | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X |
| Determine Maneuvering Characteristics<br>of Major Vessel Types .....      | X | X | X | X |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| Wake Reduction .....  | X | X | X |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | X |
| Ice Operations/Ice Navigation .....                                       | X | X | X |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| Towing Operations .....   | X | X | X | X | X |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| Ship Stability, Construction, and Damage<br>Control:                      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| Principles of Ship Construction .....                                     | X | X | X | X |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |

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| 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 |
|--|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 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 | 7 |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Stability, Trim, and Stress Calculation ..                           | X | X | X | X |   |   |   | 7 |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Vessel Structural Members .....                                      | X | 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  |    |    |    | X  | X  |    |    |    |    |    |
| Marine Engineering Terms .....                                       |   | X | X |   |   |   | 7 |   |   |    |    | X  |    | X  |    |    |    | 7  | X  | X  |    |    |    |    |
| Small Engine Operations and Maintenance .....                        |   |   |   |   |   |   |   | X | 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 ...                               |   | X | X | X | X | X |   |   |   |    |    | X  | X  | X  | X  |    |    | X  | X  | X  |    |    |    |    |
| 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  | X  |    |    |    |    |
| Tank Vessel Safety .....   |   | X | 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  | X  |    |    |    |    |
| Cargo Oil Terms and Definitions .....                                |   | X | 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  | X  |    |    |    |    |    |
| Load on Top Procedures .....   |   | X | 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 | 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  |    |    |    |    |    |    |    |    |    |    |
| Refloating a Grounded Ship .....                                     |   | X | X |   |   |   |   |   |   |    |    |    | X  | X  |    |    |    |    |    |    |    |    |    |    |
| Collision .....  |   | 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  | 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  | 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 |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 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  |
| 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 |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 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  | X  | X  | X  | X  | X  |
| Rules & Regs. for Inspected Vessels .....                            | X | X | X | X | X | X | 7 |   |   |    |    |    | X  | X  | X  | X  | 7  | X  | X  | X  | 7  |    |    |    |

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| 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 |   |
|--|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| 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  | 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 |
| Pilotage .....   | X | X | X |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | X |
| Licensing & Certification of 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 |
| Shipment and Discharge, Manning Title 46 U.S. Code .....                                       | 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 |
| 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 |
| 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 |
| 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 |
| 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 licenses over 1600 gross tons.  
 7—For licenses 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 licenses are also tested in the subjects contained in this addendum.

[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]

jects for each license by the code number.

Table 10.920–1 Codes for MODU Licenses

**§ 10.920 Subjects for MODU licenses.**  
 Table 10.920–1 gives the codes used in Table 10.920–2 for MODU licenses. Table 10.920–2 indicates the examination sub-

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

Coast Guard, DOT

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- 6. Barge Supervisor
- 7. Ballast Control Operator

TABLE 10.920-2.—SUBJECTS FOR MODU LICENSES—Continued

TABLE 10.920-2.—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     |
| 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     | ..... |

| Examination topics                                    | 1     | 2     | 3     | 4     | 5     | 6     | 7     |
|---|-------|-------|-------|-------|-------|-------|-------|
| 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 <sub>2</sub> 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     | ..... |
| 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     | ..... |
| Mooring 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     | ..... | ..... |

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TABLE 10.920-2.—SUBJECTS FOR MODU LICENSES—Continued

| Examination topics                      | 1     | 2     | 3     | 4     | 5     | 6     | 7     |
|---|-------|-------|-------|-------|-------|-------|-------|
| Pollution prevention regulations        | X     | X     | X     | X     | X     | X     | X     |
| Licensing and certification 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 | X |
| Radiotelephone procedures  | X | 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]

§ 10.950 Subjects for engineer licenses.

TABLE 10.950.—SUBJECTS FOR ENGINEER LICENSES

|  | 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. A/E | DDE Ltd HP |     | MODU ch. eng. | MODU asst. eng. |
|--|--------------------------|-----|------------------------------|-----|------------------------------|-----|------------------------------|-----|------------------------|-----|----------------------|-----|----------------|----------------|------------|-----|---------------|-----------------|
|  | STM                      | MTR | STM                          | MTR | STM                          | MTR | STM                          | MTR | STM                    | MTR | STM                  | MTR |                |                | STM        | MTR |               |                 |
| <b>General Subjects:</b>                   |                          |     |                              |     |                              |     |                              |     |                        |     |                      |     |                |                |            |     |               |                 |
| 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             |
| 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              | P          | P   | P-T           | P               |
| 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              | P          | P   | P-T           | P-T             |
| Bilge 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              | P          | P   | P-T           | P               |
| 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              | P          | P   | P             | P               |
| Freshwater Systems .....                   | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P                      | P   | P                    | P   | P-T            | P              | P          | P   | 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          | P   | P             | P               |
| 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          | P   | P             | P               |
| 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              | P              | P          | P   | P-T           | P               |
| 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              | P              | P          | P   | 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              | P              | P          | P   | P             | P               |
| 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              | P              | P          | P   | P             | P               |
| 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              | P              | P          | P   | P             | P               |
| 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          | P   | P             | P               |
| 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          | P   | P             | P               |
| Administration .....                       | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P                            | P   | P                      | P   | P                    | P   | P              | P              | P          | P   | P             | P               |
| Governors .....                            | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P                      | P   | P                    | P   | P              | P              | P          | P   | 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              | P          | P   | P             | P               |
| 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              | P          | P   | P             | P               |
| 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              | P          | P   | P             | P               |
| 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          | P   | P             | P               |
| Theory .....                               | 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          | P   | P             | P               |
| 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              | P              | P          | P   | P             | P               |
| Ventilation Systems .....                  | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P                      | P   | P                    | P   | P              | P              | P          | P   | P             | P               |
| Thermodynamics .....                       | 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              | P          | P   | P-T           | P-T             |
| <b>Refrigeration and Air Conditioning:</b> |                          |     |                              |     |                              |     |                              |     |                        |     |                      |     |                |                |            |     |               |                 |
| Theory .....                               | 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              | P              | P          | P   | P             | P               |
| 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              | P              | P          | P   | P             | P               |
| 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              | P              | P          | P   | P             | P               |
| 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              | P              | P          | P   | P             | P               |
| 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              | P              | P          | P   | P             | P               |
| <b>Electricity:</b>                        |                          |     |                              |     |                              |     |                              |     |                        |     |                      |     |                |                |            |     |               |                 |
| Theory .....                               | 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          | P   | 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          | P   | 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          | P   | P-T           | P-T             |

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TABLE 10.950.—SUBJECTS FOR ENGINEER LICENSES—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. A/E | DDE Ltd HP |     | MODU ch. eng. | MODU asst. eng. |
|------------------------------|--------------------------|-----|------------------------------|-----|------------------------------|-----|------------------------------|-----|------------------------|-----|----------------------|-----|----------------|----------------|------------|-----|---------------|-----------------|
|                              | STM                      | MTR | STM                          | MTR | STM                          | MTR | STM                          | MTR | STM                    | MTR | STM                  | MTR |                |                | MTR        | MTR |               |                 |
| Motor Controllers .....      | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P-T                    | P-T | P-T                  | P-T | P-T            | P-T            | P          | P   | P-T           | P-T             |
| Propulsion Systems .....     | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P-T                    | P-T | P                    | P   | P-T            | P-T            | P          | P   | P             | P               |
| Distribution 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          | P   | P             | P               |
| Electronic Systems .....     | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P-T                    | P-T | P                    | P   | P              | P              | P          | P   | P-T           | P-T             |
| Batteries .....              | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P-T                    | P-T | P-T                  | P-T | P-T            | P-T            | P          | P   | P             | P               |
| Communications .....         | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P-T                    | P-T | P                    | P   | P              | P-T            | P          | P   | P             | P               |
| 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          | P   | 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          | P   | P-T           | P-T             |
| Steam Generators:            |                          |     |                              |     |                              |     |                              |     |                        |     |                      |     |                |                |            |     |               |                 |
| Steam .....                  | P-T                      | P   | P-T                          | P   | P-T                          | P   | P-T                          | P   | P-T                    |     | P-T                  |     | P              | P              | P          | P   | P-T           |                 |
| Main Boilers .....           | P-T                      |     | P-T                          |     | P-T                          |     | P-T                          |     | P-T                    |     | P-T                  |     | P-T            |                | P-T        |     | P-T           |                 |
| Auxiliary Boilers .....      |                          | P-T |                              | P-T |                              | P-T |                              | P-T | P-T                    |     |                      | P-T | P              | P              |            | P   | P-T           | P-T             |
| Feedwater Systems .....      | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P-T                    |     | P-T                  |     | P              | P              | P-T        |     | P-T           | P               |
| Condensate Systems .....     | P-T                      | P-T | P-T                          | P   | P-T                          | P   | P-T                          | P   | P-T                    |     | P-T                  |     |                |                | P-T        |     | P-T           | P               |
| Recovery Systems .....       | P-T                      | P-T | P-T                          | P   | P-T                          | P   | P-T                          | P   | P-T                    |     | P-T                  |     | P              | P              | P-T        |     | P-T           | P               |
| Fuel .....                   | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P-T                    | P-T | P-T                  | P-T | P-T            | P-T            | P          | P   | P-T           | P-T             |
| Fuel 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          | P   | P-T           | P-T             |
| Boiler Water .....           | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P-T                    | P   | P-T                  | P   | P              | P              | P-T        |     | P-T           | P               |
| 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              | P              | P          | 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              | P              | P          | 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              | P              | P          | P   | P-T           | P               |
| 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              | P              | P          | P   | P-T           | P               |
| Steam Engines:               |                          |     |                              |     |                              |     |                              |     |                        |     |                      |     |                |                |            |     |               |                 |
| Main Turbine .....           | P-T                      |     | P-T                          |     | P-T                          |     | P-T                          |     | P-T                    |     | P-T                  |     |                |                |            |     | P-T           |                 |
| Auxiliary Turbine .....      | P-T                      | P   | P-T                          | P   | P-T                          | P   | P-T                          | P   | P-T                    |     | P-T                  |     |                |                |            |     | P-T           |                 |
| Reciprocating Machines ..... | P-T                      |     | P-T                          |     | P-T                          |     | P-T                          |     | P-T                    |     | P-T                  |     |                |                |            |     | P-T           |                 |
| Governor Systems .....       | P-T                      | P   | P-T                          | P   | P-T                          | P   | P-T                          | P   | P-T                    |     | P-T                  |     |                |                |            |     | P-T           |                 |
| Control Systems .....        | P-T                      | P   | P-T                          | P   | P-T                          | P   | P-T                          | P   | P-T                    |     | P-T                  |     |                |                |            |     | P-T           |                 |
| Automation Systems .....     | P-T                      |     | P-T                          |     | P-T                          |     | P-T                          |     | P-T                    |     | P-T                  |     |                |                |            |     | P-T           |                 |
| Lubrication Systems .....    | P-T                      | P   | P-T                          | P   | P-T                          | P   | P-T                          | P   | P-T                    |     | P-T                  |     |                |                |            |     | P-T           |                 |
| Drive Systems .....          | P-T                      |     | P-T                          |     | P-T                          |     | P-T                          |     | P-T                    |     | P-T                  |     |                |                |            |     | P-T           |                 |
| Safety .....                 | P-T                      | P   | P-T                          | P   | P-T                          | P   | P-T                          | P   | P-T                    |     | P-T                  |     |                |                |            |     | P-T           |                 |
| Casualty Control .....       | P-T                      | P   | P-T                          | P   | P-T                          | P   | P-T                          | P   | P-T                    |     | P-T                  |     |                |                |            |     | P-T           |                 |
| Motor:                       |                          |     |                              |     |                              |     |                              |     |                        |     |                      |     |                |                |            |     |               |                 |
| Main Engines .....           |                          | P-T |                              | P-T |                              | P-T |                              | P-T |                        | P-T |                      | P-T | P-T            | P-T            |            |     | P-T           |                 |
| Auxiliary Engines .....      | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P-T                    | P-T | P-T                  | P-T | P-T            | P-T            | P          | P   | P-T           | P               |
| Starting Systems .....       | P                        | P-T | P                            | P-T | P                            | P-T | P                            | P-T | P                      | P-T | P                    | P-T | P-T            | P-T            |            |     | P-T           | P               |
| 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               |
| Fuel .....                   | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P-T                    | P-T | P-T                  | P-T | P-T            | P-T            | P-T        | P-T | P             | P               |
| Fuel 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             | P               |
| Combustion Systems .....     | P-T                      | P-T | P-T                          | P-T | P-T                          | P-T | P-T                          | P-T | P                      | P-T | P                    | P-T | P-T            | P-T            | P-T        | P-T | P             | P               |
| Intake Systems .....         | P                        | P-T | P                            | P-T | P                            | P-T | P                            | P-T | P                      | P-T | P                    | P-T | P-T            | P-T            | P-T        | P-T | P             | P               |
| Exhaust Systems .....        | P                        | P-T | P                            | P-T | P                            | P-T | P                            | P-T | P                      | P-T | P                    | P-T | P-T            | P-T            | P-T        | P-T | P             | P               |

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|   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Cooling Systems .....                           | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P   |
| Supercharging Systems .....                     | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P   |
| Drive Systems .....                             | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P   |
| Control Systems .....                           | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P   |
| Automation Systems .....                        | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P   |
| Governors .....                                 | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P   |
| Turbines .....                                  | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P-T | P   | P   |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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   | P   | 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   | P   | 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   | P   | 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   | P   | 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   | P   | 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   | P   | 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   | P   | 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   | P   | 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   | P   | 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   | P   | 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   | P   | 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   | P   | 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]



## § 10.1001

### Subpart J—Ro-Ro Passenger Ships

SOURCE: CGD 95-062, 62 FR 34534, June 26, 1997, unless otherwise noted.

#### § 10.1001 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.

#### § 10.1003 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.

#### § 10.1005 General requirement for license-holders.

To serve on a Ro-Ro passenger ship after January 31, 1997, a person licensed as master, chief mate, licensed mate, chief engineer, or licensed engineer shall meet the appropriate requirements of STCW Regulation V/2 and Section A-V/2 of the STCW Code and shall hold documentary evidence to show his or her meeting these requirements.

## PART 12—CERTIFICATION OF SEAMEN

### Subpart 12.01—General

Sec.

- 12.01-1 Purposes of regulations.
- 12.01-3 Incorporation by reference.
- 12.01-6 Definitions of terms used in this part.
- 12.01-7 Regional Examination Centers.
- 12.01-9 Paperwork approval.

### Subpart 12.02—General Requirements for Certification

- 12.02-3 Where documents are issued.
- 12.02-4 Basis for denial of documents.
- 12.02-5 Form in which documents are issued.
- 12.02-7 When documents are required.
- 12.02-9 Application for documents.
- 12.02-10 Applications for documents from aliens.
- 12.02-11 General provisions respecting merchant mariners' documents.
- 12.02-13 Citizenship requirements.
- 12.02-14 Nationality of aliens.
- 12.02-15 Oath requirement.

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- 12.02-17 Rules for the preparation and issuance of documents.
- 12.02-18 Fees.
- 12.02-19 Suspension or revocation of documents.
- 12.02-21 Issuance of documents after revocation.
- 12.02-23 Issuance of duplicate documents.
- 12.02-24 Reporting loss or recovery of continuous discharge book, merchant mariners document, or certificate of discharge.
- 12.02-25 Right of appeal.
- 12.02-27 Requirements for renewal of a merchant mariner's document.
- 12.02-29 Expiration of existing merchant mariner's documents.

### 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 Physical requirements.
- 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 Certification required.
- 12.10-3 General requirements.
- 12.10-5 Examination and demonstration of ability.
- 12.10-7 General provisions respecting merchant mariner's document endorsed as lifeboatman.
- 12.10-9 Certificates of proficiency in fast rescue boats.

### Subpart 12.13—Persons Designated To Provide Medical Care on Board Ship

- 12.13-1 Documentary evidence required.
- 12.13-3 Basis of documentary evidence.

### Subpart 12.15—Qualified Member of the Engine Department

- 12.15-1 Certification required.
- 12.15-3 General requirements.
- 12.15-5 Physical requirements.
- 12.15-7 Service or training requirements.
- 12.15-9 Examination requirements.
- 12.15-11 General provisions respecting merchant mariner's documents endorsed as qualified member of the engine department.