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DECK STUDY RECOMMENDATIONS

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[Comment: All previous deck study recommendations are cancelled.]

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OUR STUDY MATERIAL RECOMMENDATIONS

Our recommendations are based upon:

A knowledge of what is (and is not) contained in the chapters we have assembled in our textbooks.

Locating information in other books that we distribute.

Questions and answers from the Coast Guard question bank first made public under the Freedom of Information Act (FOIA) at our request beginning in 1988. These questions outline the depth of knowledge that the Coast Guard uses in their examinations. Unfortunately, the Coast Guard removed all 25,000+ questions and answers from their database on July 12, 2010 ó an action that we formally appealed because it violates the appeal granted us in 1988.

Reports from instructors and other credential applicants candidates.

Discussions with Coast Guard Regional Exam Centers (REC) and information derived from Federal Advisory Committee meetings.

These recommendations and guidance represent our opinion and are subject to change based on new information. We appreciate any help our readers can provide based on

their experience to improve the quality of this information by reporting any discrepancies.

We understand that many of our recommendations involve considerable expense. We encourage you to ask your public library to acquire the basic books required by all persons in the commercial marine industry. Learn how to use all the reference books that are used on your vessel. Share your information with other mariners, but **beware of outdated information** while preparing for an exam! Obsolete material can mislead you in a number of ways.

Individual Chapters Fill Knowledge Gaps

Marine Education Textbooks (MET) has been in business for over 40 years catering to the needs of "limited tonnage" merchant mariners. We developed textbooks made up of many "stand alone" chapters. Many "limited-tonnage" mariners who decide to take an exam-prep course (regardless of whether it was Coast Guard-approved or not) may come out of that course with only a sketchy or incomplete knowledge of the subject matter. If there is a subject area you are weak in, we believe that our chapter dealing with that **exam topic** would be useful to you in either passing an exam or in your career afloat. Individual chapters fill in gaps in your knowledge that you may need to function properly even if you already possess the credential that allows you to serve aboard a vessel. Many mariners discover only too late that many "exam modules" are composed of a number of topics or subjects and that they had not studied some of those subjects in depth.

Disclaimer

Marine Education Textbooks (MET) publishes and distributes study material to assist qualified candidates obtain certain Coast Guard merchant mariner credentials (MMC). MET acknowledges the use of information derived from various government publications. However, MET specifically refuses to accept responsibility for errors, omissions, or actions resulting from the use of our publications other than making necessary editorial corrections.

We cover many exam topics in the individual chapters of our Limited Master, Mate and Operator, the Towing Vessel Officers Guide, Workboat Engineer, Able Seaman and Lifeboatman and other textbooks. **Individual chapters are available on request to fit your individual needs as outlined below.** You will see that we often recommend books of other publishers wherever we believe is necessary.

We present material that pertains to questions that appear or can be expected to appear on Coast Guard credentialing exams and accomplish this goal by presenting complete, timely, adequate, and accurate background information.

THE NEW TERMINOLOGY

The old Merchant Mariner's Document (MMD) or z-card served as proof of identification and provided evidence of a mariner's qualifications to serve in various (unlicensed) shipboard positions. These unlicensed positions are now known as ratings.

Each mariner serving on a vessel of at least 100 gross tons, except those vessels specifically exempted by statute such as many vessels on rivers and inland waters, has to hold a Merchant Marine Credential (MMC) endorsed for service in the position for which he or she has been hired. Officers on these vessels now must hold an Able Seaman rating endorsement as well as an officer's endorsement. To obtain any Able Seaman rating endorsement, use our Able Seaman and Lifeboatman textbooks or comparable chapters⁽¹⁾ from our Limited Master, Mate and Operator course to prepare for the endorsement. ⁽¹⁾*When buying individual chapters, read this paper carefully and avoid buying the same chapter twice*

The Coast Guard loves to make changes. They advertise every change as an improvement so that after controlling licenses and merchant mariner documents for over 65 years, by this time you might be led to believe they developed a perfect system. If you believe that, could we interest you in buying a truly historic bridge in Brooklyn?

On April 15, 2009, the old terms license⁽¹⁾ and Merchant Mariner Document (MMD) or Z-card⁽¹⁾ were replaced by new terms. Instead of obtaining these licenses and merchant mariner documents, you will obtain a **Merchant Mariner Credential** (MMC) that we hereafter will call a credential. The actual credential looks like a passport booklet and contains one or more endorsements that detail your personal qualifications and explains your operational limitations. ⁽¹⁾*We will use both the old and new terminology in this paper.*

Like it or not, over the next five years the old engraved paper licenses and the plastic credit-card size merchant mariner documents (MMD) will give way to the new booklet-style credential. When you renew, you will receive a new credential that contains all the endorsements you earned because you met all of the qualifications.

Endorsements on credentials may sound like double-talk, but every mariner has **no choice** but to face these changes together as presented in the Coast Guard's rulemaking docket #USCG-2006-24371 in their usual take it or leave it style.

Obtaining a TWIC Card Comes First

In addition, starting on April 15, 2009, the Coast Guard will not issue any credential unless a mariner has applied for and received a Transportation Workers Identity Credential commonly known as a TWIC. This is an expensive, state-of-the-art biometric identity card. If the Transportation Security Agency (TSA) denies you a TWIC, you can appeal their decision. However, the Coast Guard will not review

the TSA decision and will not process your application until you first satisfy TSA! Consequently, every mariner now must deal with two government agencies within the Department of Homeland Security and not just with the Coast Guard as in the past.

SELECT THE "CREDENTIAL" YOU WANT

On the new Merchant Mariner Credential (MMC), a mariner's qualifications will be categorized as Domestic Endorsements and/or International Endorsements.

We adapted the list that follows from 46 CFR §10.109. This list shows the great variety of endorsements available to qualified applicants. In this list, we added certain symbols to guide you to our textbook chapters that cover some of the principal endorsements for both officers and ratings. We hope this may help you to select the correct exam study material. Here are the abbreviations [] and symbols we use in this report:

- ★ The information in this chapter appears in both Master, Mate and Operator and Able Seaman.
 - [LL] refers to a lower-level officer's endorsement. [Note: Our Limited Master, Mate & Operator course prepares lower-level deck officers for various endorsements.]
 - [UL] refers to upper-level officer endorsements. [Note: Certain chapters in our textbooks may be helpful in preparing for those endorsements.]
 - [AB] refers to the deck ratings endorsements covered in our Able Seaman and Lifeboatman textbooks. [Note: Many Able Seaman chapters also appear in the Limited Master, Mate & Operator textbooks!]
 - [T] refers to Towing. [Note: Our Towing Vessel Officers' Guide used with chapters from Limited Master, Mate & Operator helps obtain various towing endorsements].
 - [QMED] stands for Qualified Member of the Engine Department ratings. [Note: These engineering subjects are covered by one or more of our QMED textbooks.]
 - [WE] stands for Workboat Engineer. [Note: These textbooks prepare mariners for a number of lower-level engineering officer endorsements and are useful to QMED applicants.]
 - [TMAN] stands for Tankerman ratings. [Note: While these endorsements are covered in our Tankerman textbook, tankerman candidates must attend school to obtain their endorsements].
 - [STCW] means that demonstrations of proficiency are required.
- [TOAR] indicates that demonstrations of proficiency by completing a Towing Officer Assessment Record is required.
- [Entry]. An entry-level (new) mariner with very limited basic requirements.]
- [COR] = Certificate of Registry endorsements.

Domestic endorsements coincide with the old License and Certificate of Registry categories. There are currently 43 Officer endorsements.

(a) The following officer endorsements are established in [46 CFR Part 11]. The endorsements indicate that an individual holding a valid [Merchant Mariner Credential] MMC with this endorsement is qualified to serve in that

capacity and the endorsement has been issued under the requirements contained in [46 CFR Part 11].

- (1) Master [UL] [STCW]
- (2) Chief mate [UL] [STCW]
- (3) Second mate [UL] [STCW]
- (4) Third mate [UL] [STCW]
- (5) Mate [LL] / [UL] [STCW]
- (6) Master of towing vessel [LL] [T]
- (7) Mate /Pilot of towing vessel [LL] [T]
- (8) Apprentice mate/Steersman [LL] [T] [TOAR]
- (9) Offshore installation manager (OIM);
- (10) Barge supervisor (BS);
- (11) Ballast control operator (BCO);
- (12) Operator of uninspected passenger vessels (OUPV) [LL]
- (13) Master of uninspected fishing industry vessels [LL]
- (14) Mate of uninspected fishing industry vessels [LL]
- (15) Master of offshore supply vessels [LL] [STCW]
- (16) Chief mate of offshore supply vessels [LL] [STCW]
- (17) Mate of offshore supply vessels [LL] [STCW]
- (18) Chief engineer [UL] [STCW]
- (19) Chief engineer (limited) [LL] [WE] [STCW]
- (20) Chief engineer (limited-ocean) [LL] [WE] [STCW]
- (21) Chief engineer (limited-near-coastal) [LL] [WE] [STCW]
- (22) First assistant engineer [UL] [STCW]
- (23) Second assistant engineer [UL] [STCW]
- (24) Third assistant engineer [UL] [STCW]
- (25) Assistant engineer (limited) [LL] [STCW]
- (26) Designated duty engineer (DDE) [LL] [STCW]
- (27) Chief engineer offshore supply vessel [LL] [STCW]
- (28) Engineer offshore supply vessel [LL] [STCW]
- (29) Chief engineer MODU
- (30) Assistant engineer MODU
- (31) Chief Engr., uninspected fishing industry vessels [LL]
- (32) Assøt Engr. uninspected fishing industry vessels [LL]
- (33) Radio officer [COR]
- (34) First Class Pilot
- (35) Chief Purser [COR]
- (36) Purser [COR]
- (37) Senior Assistant Purser [COR]
- (38) Junior Assistant Purser [COR]
- (39) Medical Doctor [COR]
- (40) Professional nurse [COR]
- (41) Marine Physician Assistant [COR]
- (42) Hospital Corpsman [COR]
- (43) Radar Observer.

These Deck (and Engine) “Rating” endorsements are available:

- (1) Able seaman [AB]
 - (i) Able seaman, any waters, unlimited [AB]
 - (ii) Able seaman, Limited [AB]
 - (iii) Able seaman, Special [AB]
 - (iv) Able seaman, Special (OSV) [AB]
- (2) Ordinary Seaman. [Entry]
- (3) Qualified Member of the Engine Department [QMED].
 - (i) Refrigerating Engineer [QMED].
 - (ii) Oiler [QMED]
 - (iii) Deck Engineer
 - (iv) Fireman/Watertender
 - (v) Junior Engineer;
 - (vi) Electrician [QMED].
 - (vii) Machinist [QMED]
 - (viii) Pumpman;

- (ix) Deck Engine Mechanic; and
- (x) Engineman.
- (4) Lifeboatman [AB]
- (5) Wiper. [Entry]
- (6) Steward's Department
- (7) Steward's Department (Food Handler.). [Entry]
- (8) Cadet.
- (9) Student Observer.
- (10) Apprentice Engineer.
- (11) Apprentice Mate. [LL] [T]

The following **rating endorsements** are established in [46 CFR Part 13]. The endorsements indicate that an individual holding a valid [Merchant Mariner Credential] MMC with this endorsement is qualified to serve in that capacity and the endorsement has been issued under the requirements contained in [46 CFR Part 13].

- (1) Tankerman PIC [TMAN]
- (2) Tankerman PIC (Barge). [TMAN]
- (3) Restricted Tankerman PIC [TMAN]
- (4) Restricted Tankerman PIC (Barge) [TMAN]
- (5) Tankerman Assistant. [TMAN]
- (6) Tankerman Engineer [TMAN]

There are also these International (STCW) Deck (and Engine) Endorsements available:

- (1) Master [STCW]
- (2) Chief Mate [STCW]
- (3) Officer in charge of a navigational watch (OICNW). [STCW]
- (4) Chief Engineer [STCW]
- (5) Second Engineer Officer [STCW]
- (6) Officer in charge of an engineering watch in a manned engine room or designated duty engineer in a periodically unmanned engine room (OICEW) [STCW]
- (7) Rating forming part of a navigational watch (RFPNW) [STCW].
- (8) Rating forming part of a watch in a manned engine room or designated to perform duties in a periodically unmanned engine room (RFPEW). [STCW]
- (9) Proficiency in survival craft and rescue boats other than fast rescue boats (PSC).
- (10) Proficiency in fast rescue boats [STCW]
- (11) Person in charge of medical care [STCW].
- (12) Medical first aid provider [STCW]
- (13) GMDSS at-sea maintainer [STCW]
- (14) GMDSS Operator [STCW]

Groups of Deck Officer Endorsements

In Title 46 Part 11 of the Code of Federal Regulations (CFR), the Coast Guard lists 24 different **groups** of **deck endorsements**. This grouping is necessary to understand which topics to study to prepare for your ðprofessional exam,ö In this paper, we limit our recommendations to the material you will need to study to meet the Coast Guard requirements in the **List of Exam Topics** in 46 CFR Table 11.910-2 as published in the Code of Federal Regulations. The principal ðofficerö endorsement (i.e., license) or group of officer endorsements appear in the 24 numbered columns in this table that appears below.

| |
|--------------------------------------|
| TYPES OF OFFICER ENDORSEMENTS |
|--------------------------------------|

| COLUMN NUMBER | TYPE OF OFFICER ENDORSEMENT |
|---------------|---|
| 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 (steersman), towing vessels, oceans (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. |
| 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. |

[Note: For purposes of simplicity this basic document uses the terms "Gross Tons" (GT) and "Gross Register Tons" (GRT) interchangeably.]

Most titles in the list should be easy to recognize. The term "any gross tons" (AGT) refers to an endorsement on a credential that allows you to serve on vessels greater than 1,600 gross register tons. The Coast Guard refers to these as "upper-level" [UL] officer endorsements.

Endorsements that limit your service to vessels of less than 1,600 gross tons are designated as "lower-level" [LL] officer endorsements. The endorsements listed under columns 7 and 17 encompass most of the Masters and Mates who can serve Coast Guard inspected small passenger vessels up to 200 gross register tons.

Many applicants will choose to add "radar observer", "sail," or "assistance towing" endorsements to their credential. Towing vessel officers are required to have radar observer endorsements and to keep them current.

The endorsements in columns 8 and 9 are often called "Six-Pack" endorsements and only may be used on

uninspected passenger vessels (UPV) carrying six or less passengers for hire.

The endorsements in columns 10, 11, and 12 are the towing endorsements effective May 21, 2006. No licenses using the old terminology "Operator of Uninspected Towing Vessels" were issued after May 21, 2001. It was replaced by the towing endorsements that specify the route where the endorsement is valid – Ocean or Near Coastal (10), Great Lakes and Inland (11) or Western Rivers (12).

The "Deck Guide" & The "Engine Guide"

The latest editions of the Coast Guard's Guide for Administration of Merchant Marine Deck Examinations, (Deck Guide) and a comparable publication for Engine Department exams are internal Coast Guard documents that give a brief description of the "modules" in each existing exam listing the module #, number of questions, and passing grades required. The Coast Guard groups the exam topics discussed into groups called "modules" for their ease and convenience in administering their exam program. Feel free to ask either the REC or the National Maritime Center for a copy of the page from that publication that describes the exam and lists each "module" in the exam and the number of questions it contains.

THE DIFFERENCE BETWEEN EXAM "TOPICS" AND "MODULES"

The Coast Guard Still Gives Exams

While many Coast Guard "Approved Courses" provide their own examinations as part of a "package" that includes formal classroom instruction, Coast Guard Regional Examination Centers still provide and proctor exams prepared by the National Maritime Center. This paper provides additional information about these exams.

Exam "Subjects." The "Subjects" (also referred to as "topics") that each exam must cover are listed at 46 CFR Table 11.910-2 in the Code of Federal Regulations in Figure 10 (above). This Table is one of the few things in Coast Guard credentialing that remained relatively unchanged from 1989 to the present. The regulations require testing on each "subject" shown by an "X" in the 24 vertical columns that represent major license "groups."

In some cases the "X" is modified by numbers within the columns whose meaning is explained in the "Endnotes" at the end of the table. Consequently, we advise you to prepare for questions dealing with each subject marked either by an "X" or by a number. In many cases, you will be tested by questions drawn from many subject areas listed in the left hand column of the table.

Exam "Modules." The Coast Guard administers your exam in a number of sections called "modules." Each "module" may contain one or more "subjects" arranged for the convenience of the Coast Guard in administering the exam. These "modules" are given generic names like Deck General [G], Navigation Problems [P], Deck Safety [S], Rules of the Road [R], and Navigation General [N] – terms that appear deceptively simple. However, remember that most "modules" contains a collection of different subjects.

When you prepare for an exam, be sure that you prepare for each "subject" listed in the "Examination Topics" in the appropriately numbered column in Table 11.910-2 (above).

For example, for a 100-ton near-coastal Master's endorsement, look only at the subjects listed in column 7. Highlight column 7 from the top to the bottom of each page so you do not wander into another column. When an "X" appears in column 7, it means that you must prepare to answer questions or work problems on the "subject" listed on the left-hand side of the page. When a number appears in column 7, you must consult the endnotes at the end of the table to see if it applies to you.

If you are upgrading (i.e., adding endorsements to) your credential from one level to another, be sure to ask the Coast Guard to specify both the "subjects" and the "modules" you must prepare for. This information also is available in the Coast Guard's "Deck Exam Guide" that provides the identification of each module in the exam you will be taking. If you cannot or do not obtain this information and are unable to limit the scope of your study accordingly, prepare to take the full exam to be on the safe side.

Are all "subjects" treated equally on the exam? No! Some subjects are covered in much greater depth or detail than others. There are more questions on some subjects than on others within any given test module. Modules change from exam to exam and from time to time since the Coast Guard constantly generates new exams and pulls and refines questions from their data bank at random. In our individual textbook chapters, we intend to treat each topic as comprehensively as possible, although we caution you that all topics are *not* treated equally on your exam.

There are a variety of approaches to prepare for a Coast Guard exam. Most of these approaches can work when presented by qualified schools or knowledgeable and experienced individual instructors. Many have had recent experience with Coast Guard exams and can offer meaningful advice and training. Some schools offer "Coast Guard Approved" courses that grant course-completion certificates the Coast Guard recognizes in lieu of Coast Guard exams. The National Maritime Center (NMC) in Martinsburg, West Virginia, maintains an updated list of Coast Guard-approved courses. You can contact them by phone at (304) 433-3400 or by FAX at (304) 433-3413 or by e-mail at iasknmc@uscg.mil.

We believe that if you learn as much as you can through home study before you go to school and/or before you sit for a Coast Guard exam, you will find that you took positive steps in the right direction. However, only you can decide how many steps to take and how hard to study. Prepare as much as you can to assure your best progress in school, on the exam, and on the job.

Although MET does not operate a "school," we believe that exam preparation is an essential part of today's credentialing picture. We work hard to prepare our materials to reflect the latest information to guide both students and their instructors.

Do not expect much in the way of "guidance" from your local REC on which school they "recommend" or even which books (other than government publications) to consult. In fact, we found many of their recommendations regarding study materials are outdated and misleading since their job is testing and not training mariners. In fact, the only Coast Guard subject matter specialists in the system are at the National Maritime Center in Martinsburg, West Virginia. This is why very few examiners at the Regional Exam Centers would be able to answer specific exam

questions even if they were allowed to do so. The RECs were "dumbed down" over 30 years ago when multiple choice questions replaced essay type questions that had to be graded by knowledgeable Coast Guard personnel.

APPLYING FOR A CREDENTIAL OR AN ENDORSEMENT

To apply for ANY Coast Guard credential, you should **FIRST** contact the nearest Regional Exam Center (REC).

While the Coast Guard has many offices throughout the country, RECs are the only Coast Guard offices that handle merchant mariner credentials, endorsements, and renewals. This is a very specialized area within the Coast Guard. Under considerable pressure from the public, RECs now offer a better quality of information to the public in the form of written instructions. However, many RECs are still very hard to reach by phone. You can also call the "helpdesk" at the National Maritime Center in Martinsburg, WV.

ASK the Coast Guard to send you all the instructions and information they have on the credential and/or endorsements you seek. The information is also available on the internet. It is free, and it is important because it describes the exact procedures you must follow. Use only the most recent information and application forms. Last year's information passed on from a friend may no longer be correct and may misdirect you. This information should include:

- An application blank on a Coast Guard-furnished form. This form, which previously was 2 pages long, is now 9 pages!
- The physical standards you must meet and the appropriate physical exam blank form for your doctor to complete. These standards change from time to time. For example, in 2008, the Coast Guard issued Navigation and Vessel Inspection Circular (NVIC) #04-08 that details 202 potentially disqualifying medical conditions. If you plan a career in the merchant marine, it is important that you know that some medical conditions can limit or shorten that career or preclude it entirely while other conditions can be waived provided that you follow the instructions from the review panel at the National Maritime Center.
- **Physical exam.** The Coast Guard may reject your physical exam results if the doctor does not fill out the form correctly. Be certain the doctor (or his nurse or receptionist) fills out the form completely and carefully. It is in your best interest to check the completed form carefully before you leave the doctor's office. A simple screw-up can lead to weeks of bureaucratic frustration and delay.
- **Drug Testing.** Information about Coast Guard drug testing requirements. If you have questions about drug testing that are not answered in the Coast Guard hand-outs, **we recommend** NMA Report #R-315 (series). Reports in this series cover the subject of drug testing and present drug testing regulations rarely provided to mariners. These reports are available on line and free of charge at www.nationalmariners.org under their "Research Reports" page. (*Note: I also edit the material in these reports. RB.*)
- **Sea Service.** The qualifying "sea service" experience must meet requirements for the endorsement you seek. You must "document" these requirements with a letter from your employer(s) or with Coast Guard "discharge" forms.

- **Schedule your exam.** Information about taking your "professional exam" such as whether "walk-in" exams or exams by appointment only are given at the REC.
- **User Fees.** Information about user fees you must pay to obtain a credential or its endorsements.

Unfortunately, we found that information and guidance given by phone from the RECs was often hard to get or incomplete. However, the Coast Guard devoted greater effort into simplifying and clarifying their handouts and their internet presentations. Read and study their material because it is the most up-to-date material available. Do not be turned off by the new terminology that replaced the terms "license" and "merchant mariner document" that were used for over 70 years. Be sure to resolve any conflicts to your satisfaction before making an appointment to take your exam.

Always keep in mind that the exam is only part of the credentialing process – the final part! The subjects we describe (below) are the same as those on the list of exam topics (above). Our recommendations are limited, for the most part, to where to find the study material necessary to prepare for your exam.

Price. If you order study materials from us, we will give you a firm "price quotation" when you place your order. Please note that prices often fluctuate. This is why we do not show any prices here. Shipping charges also apply and are quoted separately.

Availability. Unfortunately, some books by other publishers that we recommend may be "out of print" or "out of stock" and unavailable when you need them. It is also true of books the Coast Guard recommends or uses as source material on certain exam questions. However, we can provide you with the latest information on price, availability, and substitutes. If we do not have an item in stock, we have connections with independent vendors we can call upon to help you.

IS THIS YOUR FIRST COAST GUARD CREDENTIAL?

The formal application process allows the Coast Guard to weigh your past experience and evaluate the skills you have mastered to determine if they provide "...satisfactory evidence to the undersigned that (you) can safely be entrusted with the duties and responsibilities of..." the endorsement you are applying for.

Preparing for a Coast Guard credential and endorsement is a unique experience. The Coast Guard evaluates all of your past "sea service," that you have sworn to on your application that must be listed accurately and correctly. They determine whether that sea service is applicable and credible. It is then filed away when your application is finally "approved." That is probably the last time you will see it – unless you have a major accident or some other unique experience that warrants future scrutiny.

When the Coast Guard "evaluates" your application and approves you to sit for a "professional exam," you are half-way through the process. You have proven your "experience" and "fitness" to the Coast Guard's satisfaction and your "identity" to the Transportation Security Administration – in that your application cannot move forward until you have received clearance from the TSA.). Now you will be examined on your nautical book

knowledge and how well you know "the rules" and, for some endorsements, on a further assessment of how well you can apply certain skills and factual knowledge (i.e., a practical demonstration before an Assessor or Designated Examiner).

The written portion of the exam represents the minimum knowledge the Coast Guard expects of any person who holds the endorsement you applied for. Depending on the endorsement you seek, you may also have to demonstrate that you can perform a number of tasks to the satisfaction of an "Assessor" or "Designated Examiner" accepted by the Coast Guard. Any such "demonstrations of proficiency" are in addition to the "book knowledge" covered in the topics in Table 11.91062.

As you glance through the list of exam subjects in Table 11.910-2 (above), you will see that your past "sea service," however rigorous, probably did not teach you all the "book knowledge" you need to know to pass the exam. In all probability, you will have to:

Learn something new. Coast Guard rules and regulations in the Code of Federal Regulations are the rules that both you and the Coast Guard must abide by. There is no way around it – you will have to learn them!

- Learn something you will "never use." You may never need some of the information you are preparing to test on, but the endorsement you seek requires it.

Learn something accurately and in great detail. One example for deck officers is the Navigation Rules.

Learn or relearn correct study habits...as your school experiences should have taught you. Preparing for an endorsement may involve more reading than you are accustomed to...either from books or from hours spent in front of a computer screen studying questions and answers.⁽¹⁾ [⁽¹⁾**Comment:** *Most computer programs contain the same multiple choice questions found in our books – minus any explanation, comment, or organization that we added in our books and chapters.*]

Replace incorrect information you learned in the past with correct information. Some information learned by "word of mouth" is notoriously inaccurate. Much information learned "years ago" has not improved with age and may be out of date!

[Note: Any new "Endorsement(s)" added to an existing credential will be in the form of a label that you will paste in your new credential booklet with instructions furnished by the National Maritime Center.]

COAST GUARD CREDENTIALING REGULATIONS

Coast Guard credentialing regulations appear in the Code of Federal Regulations (CFR) at 46 CFR Parts 10 through 15. Many changes are fairly recent and have swept away previous editions. Among other things, these regulations describe in detail the different requirements for each of the endorsements listed in Table 11.910-2 (above). Chances are good that the information the Coast Guard provides you free of charge contains the information you need. However, if it does not or if you need it for reference, this information is contained in book form as 46 CFR Parts 1-40 available from us as MET Stock #46-1. Unfortunately, the printed version lags behind the electronic version of the regulations

available on the internet at:

<http://ecfr/gpoaccess.gov/>

This is the e-mail address for the electronic version of Title 46, Code of Federal Regulations, Parts 10-15 from the Government Printing Office(GPO) access page to all of the Code of Federal Regulations.

Information on how to use the CFR and the Federal Register is available free on line from the National Mariners Association.⁽¹⁾ [⁽¹⁾ Refer to NMA Report #R-223, Rev.3, titled Understanding and Using Federal Regulations. The Federal Register/CFR System.]

HOW DO I FIND THE STUDY MATERIAL I NEED?

Here is where MET can help!

MET publishes a five volume set of books titled Limited Master, Mate and Operator that contains most of the study material required for most lower-level endorsements from Operator of Uninspected Passenger Vessels through Master

and Mate 500/1,600 tons, Near Coastal. We listed the titles of the individual chapters in these five books below.

While we prefer to sell entire books, we sell individual chapters to meet individual needs. The stock number for Book 1 is BK-001; for Chapter 1 in Book 1 is BK-001C01 (i.e., volume # followed by chapter #) throughout all five books. In addition, Rules of the Road (i.e., ðNavigation Rulesð) is tested on every deck exam and with every raise in grade if you have not been tested on that subject within the past 12 months.

We also sell the Towing Vessel Officers Guide, MET Stock #BK-007 for the new towing vessel Apprentice Mate/Steersman endorsements. Individual chapters from that book are available on the same basis.

If and when certain topics are not included in a MET textbook, or if you seek an alternate source, we will suggest other textbooks or sources of information by other publishers that we distribute so you can obtain complete coverage with the study material you order.

Figure 1

LIST OF EXAM TOPICS

[Sources: CGD 81-059a, 55 FR 14802, Apr. 18, 1990 as amended by USCG-1999-6224, 64 FR 63235, Nov. 19, 1999; USCG-2001-10224, 66 FR 48619, Sept. 21, 2001; USCG-2006-24371, 74 FR 11254, Mar. 16, 2009]

Table 11.910-2 — 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 |
| Zone Time Moon Rise/Set | X | X | | 1 | | | | | | | | | | | | | | | | | | | | |
| Speed by RPM | X | X | | X | | | | | | | | | 3 | | | | | | | | | | | |
| Fuel Conservation | X | X | | | | | | | | | | | 3 | | | | | | | | | | | |
| Electronic Navigation | X | X | X | X | X | X | X | X | X | X | X | | X | X | X | X | X | | | | | X | X | X |
| 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, 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. Definitions | 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 |
| Purchases, Blocks and Tackle | | | | X | X | X | X | | | X | X | X | | X | | X | X | X | X | X | X | X | X | X |
| Small Boat Handling Under Oars or | | | | X | X | | | | | | | | X | X | | | | | | | | | | |

| 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 | |
|--|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| Sail | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | |
| Navigation Safety Regs. (33 CFR 164) | X | X | | X | X | | | | | | | | X | X | | | | X | | | | 6 | 6 | 6 | |
| Radar Equipment: | | | | | | | | | | | | | | | | | | | | | | | | | |
| Radar Observer Certificate | X | X | X | X | X | X | 1 | | | 1 | | | X | X | | | | X | | | | | X | X | X |
| Compass-Magnetic and Gyro: | | | | | | | | | | | | | | | | | | | | | | | | | |
| Principles of Gyro Compass | X | X | X | X | X | X | | | | | | | X | X | X | X | | | | | | | X | X | |
| Principles of Magnetic Compass | X | X | X | X | X | X | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | |
| Magnetic Compass Adjustment | X | X | | | | | | | | | | | X | X | | | | | | | | | | | |
| Gyro Compass Error/Correction | X | X | X | X | X | X | 7 | | | | X | X | X | X | X | X | 7 | | | | | | X | X | X |
| Magnetic Compass Error/Correction | X | X | X | X | X | X | X | X | X | X | X | | X | X | X | X | X | | | | | | X | X | X |
| Determination of Compass Error: | | | | | | | | | | | | | | | | | | | | | | | | | |
| Azimuth (Any Body) | X | X | | 1 | | | | | | | | | | | | | | | | | | | | | |
| Azimuth (Sun Only) | | | 1 | | X | 1 | 1 | | | 1 | | | 3 | | | | | | | | | | 1 | 1 | |
| Amplitude (Any Body) | X | | | | | | | | | | | | | | | | | | | | | | | | |
| Amplitude (Sun Only) | | X | 1 | X | X | 1 | 1 | | | 1 | | | 3 | | | | | | | | | | 1 | 1 | |
| Deviation Table Construction | X | X | 1 | X | X | | | | | | | | 3 | | | | | | | | | | | | |
| Terrestrial Observation | | X | X | X | X | X | X | X | X | X | X | | X | X | X | X | X | | | | | | X | X | X |
| Gyro Controlled Systems | X | X | X | X | | X | | | | | | | | | | | | | | | | | | | |
| Operation & Care of Main Gyro Sys. | X | X | X | X | | X | | | | | | | | | | | | | | | | | | | |
| Meteorology and Oceanography: | | | | | | | | | | | | | | | | | | | | | | | | | |
| Characteristics of Weather Systems | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Ocean Current Systems | | X | X | X | X | | | | | | | | | | | | | | | | | | X | X | |
| Weather Charts and Reports | | X | X | X | X | | X | | | X | | | | | | | | | | | | | X | | |
| Tides and Tidal Currents: | | | | | | | | | | | | | | | | | | | | | | | | | |
| Extensive Tidal Effects | X | X | X | | | | | | | | | | | | | | | | | | | | | | |
| Terms and Definitions | | X | X | X | X | X | X | X | X | X | X | | X | X | X | X | X | | | | | | X | X | X |
| Publications | | 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 |
| Ship Maneuvering and Handling: | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approaching Pilot Vessel or Station | X | X | X | | | X | | | | | | | | | | | | | | | | | | X | |
| Shiphandling in Rivers, Estuaries | X | X | X | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Maneuvering in Shallow Water. | X | X | X | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Interaction with Bank/Passing Ship | X | X | X | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Berthing and Unberthing | X | X | X | | | X | X | X | X | X | | | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Anchoring and Mooring | | X | X | X | X | X | X | X | X | X | | | X | X | X | X | X | | | | | | X | X | X |
| Dragging, Clearing Fouled Anchors | | X | X | X | X | X | X | | | | | | X | X | X | X | X | | | | | | X | | |
| Drydocking, with & without Prior Damage | | X | X | | | | | | | | | | | | | | | | | | | | | | |
| Heavy Weather Operations | | X | X | | | | X | X | X | | | | | | | | X | | | | | | X | X | |
| Maneuvering for Launching of Lifeboats & Liferrafts in Heavy Weather | | X | X | | | | X | | | X | | | X | | X | | | | | | | | X | X | |
| Receiving Survivors From Lfbts/Lfrfts | | X | X | | | | X | | | X | X | | | | | | | | | | | | | | |
| General: Turn Circle, Pivot Point, Advance and Transfer | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Determine Maneuvering Characteristics of Major Vessel Types | | X | | X | X | | | | | | | | | | | | | | | | | | | | |
| Wake Reduction | | X | X | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |
| Ice Operations/Ice Navigation | X | X | X | | | X | | | | X | X | X | X | 3 | X | 3 | | | | | | | | | |
| Towing Operations | | X | X | X | X | X | X | | | | | | X | | X | X | X | X | X | X | X | | | | |
| Ship Stability, Construction, and Damage Control: | | | | | | | | | | | | | | | | | | | | | | | | | |
| Principles of Ship Construction | | X | X | X | X | | X | | | X | | | X | 3 | X | 3 | X | X | X | | | | | | |
| 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 | 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 Operation & Principles | | X | X | | | | 7 | | | | | | X | | | X | | | | X | X | | | | |
| Ships' Auxiliary Machinery | | X | X | | | | | | | | | X | | | X | | | | | X | X | | | | |
| Marine Engineering Terms | | X | X | | | 7 | | | | | | X | | X | | 7 | X | X | | | | | | | |

| 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 |
|--|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 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 | 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 | | | | X | | | |
| Basic Firefighting and Prevention | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Emergency Procedures: | | | | | | | | | | | | | | | | | | | | | | | | |
| Ship Beaching Precautions | | X | X | | | | | | | | | | X | X | | | | | | | | | | |
| Actions Prior To/After Grounding | | X | X | | | | | | | | | | X | X | | | X | X | | | | | | |
| Refloating a Grounded Ship | | X | X | | | | | | | | | | X | X | | | X | X | | | | | | |
| Collision | | X | X | | | X | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Temporary Repairs | | X | X | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 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 | X | | | X | X | | | | X | X | |
| Rescuing Surv. From Ship/Airc. in Dist | | 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 | 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 | X |
| Rules & Regs. for Inspected Vessels | X | X | X | X | X | X | 7 | | | | | | X | X | X | X | 7 | X | X | X | 7 | | | |
| Rules & Regs. for Inspected T-Boats | | | | | | X | | | | | | | | | | | X | | | | X | | | |
| Rules & Regs for Uninsp. Vessels | | | | | | X | X | X | X | X | X | | | | | | X | | | | X | X | X | |
| Pollution Prevention Regulations | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Pilotage | X | X | X | | | | | | | | | | | | | | | | | | | | | X |
| Credentialing | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Shipment and Discharge, Manning | X | | X | | | X | | | X | | | | X | X | | | X | X | | | | | | |
| Title 46 U.S. Code | 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: | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 |
|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Personnel Management | X | 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 |
| Vessel Alteration/Repair--Hot Work | 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 |
| 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 |
| 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 |
| Radiotelegraphy Emerg. Distress. 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 |
| International Code of Signals | | X | X | X | X | | | | | | | | | | | | | | | | | | | |
| Lifesaving: | | | | | | | | | | | | | | | | | | | | | | | | |
| Survival at Sea | | 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 |

ENDNOTES: When a number appears in a column (above), this is what it means:

16For ocean routes only.

26River chart navigation only.

36Topic covered only on Great Lakes specific module(s) taken for "Great Lakes and inland" routes.

46Including recommended courses, distances, prominent aids to navigation, depths of waters in channels and over hazardous shoals, and 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.

56Take COLREGS if license not limited to non-COLREGS waters.

66For officer endorsement over 1,600 gross tons.

76For officer endorsement over 100 gross tons.

86Sail 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.

"SPECIAL ORDER" OF INDIVIDUAL DECK CHAPTERS

General Statement:

- Most of our publications were prepared for Limited Tonnage mariners although some are useful for all levels.
- We do **not** publish chapters on Celestial Navigation topics. We recommend attending a Coast Guard-approved Celestial course to fulfill any requirements.
- Because of the large number of individual endorsements now available, **individual chapters** from all our textbooks are available to fill your requirements for information. The chapter titles roughly correspond to the List of Exam Topics in Figure 1ö above. If this connection is unclear, please ask us to explain.
- We will spiral bind all special order material.
- Every original exam for a Coast Guard deck endorsement calls for a knowledge of the Navigation Rules (NR).
- Towing vessel officer endorsement candidates begin with the Navigation Rules. Then move to chapters in the Towing Vessel Officer's Guide. Then move on to those additional exam subjects marked [T] in the Master, Mate and Operator books.
- Towing endorsements limited to the Western Rivers do **not** study subjects marked [T] listed in MM&O Book 3 (above)..
- Pages are numbered within each chapter using these chapter prefix letters shown in parentheses in the right hand column. Note that some chapters appear in more than one MET publication. Do not duplicate purchases!.

Explanation of Symbols

Ä= Additional publications, training charts or plotting tools are recommended to complete this subject.

★ = This chapter in the Able Seaman books is the same as the chapter in the Master, Mate and Operator books.

[T] = Towing. This subject is tested on towing vessel officer exams.

[R] = This subject is tested by itself in the Navigation Rules (i.e., Rules of the Road) exam module (Passing Grade 90%).

[D] = This subject is tested as part of a ðDeck Generalö exam module.

[S] = This subject is tested as part of a ðDeck Safetyö exam module.

[N] = This subject is tested as part of a ðNavigation Generalö exam module.

[P] = This subject is tested as part of a ðNavigation Problemsö exam module.

[AB] = Study each chapter marked [AB] for an Able Seaman endorsement,

NAVIGATION RULES

RBö169: Navigation Rules for International and Inland Waters [T] [R] [AB](NR)

LIMITED MASTER, MATE, AND OPERATOR – BOOK 1

[Study Guide: Bound volumes of Limited Master, Mate, and Operator Books 1, 2, 3 along with RB-169 Navigation Rules, International & Inland, will prepare you for Master, Mate, and Operator endorsements to 100 gross tons. In addition, you will need Books 4 and 5 for officer endorsements between 100 and 1600-tons. You will need additional study material to prepare for any "Oceans" endorsement. Pages are numbered within each chapter using these chapter prefix letters shown in parentheses in the right hand column. Please note that we use some chapters in more than one MET publication.

Foreword.....

Chapter 1 ö Coast Guard Credentialing Information [T] (18 pages) (CRED)★

Chapter 2 ö Drug and Alcohol Testing [T] (21pages) (DAT)

Chapter 3 ö Manning [T] (29 pages) (MAN)

Chapter 4 ö Pollution Control [T] [S] [AB] (123 pages) (PC)★

Chapter 5 ö Weather Systems and Forecasting [T] [N] (83 pages) (W)

Chapter 6 ö First Aid and Medical Care [T] [S] [AB] (39 pages) (FA)★

Chapter 7 ö Nautical Terms and Ship Construction [T]

Chapter 8 ö Marlinspike Seamanship, Purchases, and Safe Practices [T] [D] [AB](67 pages)..... (SEA)★

Chapter 9 ö Anchoring, Mooring, and Line Handling [T] [D] [AB] (46 pages) (A&M)★

Chapter 10 ö Maneuvering and Handling [T] [D] [AB](58 pages)..... (M&H)★

Chapter 11 ö Sail and Auxiliary Sail Addendum [S] (16 pages) (SAIL)

LIMITED MASTER, MATE, AND OPERATOR – BOOK 2

Chapter 12 ö Basic Principles of Watchkeeping [T] [D] [AB] (26 pages).....(WAT)★

Chapter 13 ö Radiotelephone Communications [T] [S] (58 pages)..... (C)

Chapter 14 ö Emergency Procedures [T] [D] [S] [AB] (52 pages)..... (EMER)★

Chapter 15 ö Survival at Sea [T] [S] [AB] (29 pages)..... (SAS)★

Chapter 16 ö Rules and Regulations for Uninspected Vessels [T] [S] (40 pages)..... (RRC)

Chapter 17 ö Rules and Regulations for Small Passenger Vessels [S](116 pages).....(RRT)Ä

Chapter 18 ö Lifesaving Appliances for Small Passenger Vessels (35 pages) (LST)

Chapter 19 ö Fires, Firefighting and Fire Prevention [T] [S] [AB] (110 pages)..... (FF)★

Chapter 20 ö Ship Power Plants [S](14 pages)..... (ENG)

Chapter 21 ö Practical Stability [T] [S] (95 pages) (STAB)

LIMITED MASTER, MATE, AND OPERATOR – BOOK 3

Chapter 22 ö Reference Publications [T] [N] 36 pages) (PUB)

Chapter 23 ö Aids to Navigation [T] [N] [AB] (67 pages) (A/N)★

Chapter 24 ö Electronic Navigation [T] [N] (43 pages)..... (ENAV)

Chapter 25 ö Radar Observer Certificate [T] (2 pages) (RO)Ä

Chapter 26 ö Chart Navigation [T] [N] (50 pages)..... (CNAV)Ä

Chapter 27 ö Principles of Magnetic and Gyrocompasses [T] [N] [P] (36 pages) (COMP)

Chapter 28 ö Basic Piloting [T] [P] (149 pages) (P)Ä

Chapter 29 ö Chart Plotting [T] (41 pages) (PLOT)Ä

Chapter 30 ö Tide and Tidal Current Publications [T] [N] (36 pages) (TCP)

Chapter 31 ö Tide and Tidal Current Calculations [T] [N] [P] (28 pages) (TCC)Ä

Chapter 32 ö Local Knowledge [T] (7 pages)..... (OCMI)

Chapter 33 ö Compass Correction at Sea [N] [P] (33 pages) (CCS)Ä

LIMITED MASTER, MATE, AND OPERATOR – BOOK 4

Chapter 34 ó Lifeboatman [S] [AB] [WE] (188 pages)..... (LB)
 Chapter 35 ó Ship’s Business [T] [D] (92 pages)..... (SB)
 Chapter 36 ó Ship Sanitation [T] [S] (20 pages)(SS)
 Chapter 37 ó Temporary Repairs [T] [D] (27 pages).....(TR)
 Chapter 38 ó Operational and Safety Information [T] [D] [S] (122 pages)(OSI)
 Chapter 39 ó Tank Safety [T] [S] (30 pages)(TS)
 Chapter 40 ó Ice Operations and Ice Navigation [T] [D] (33 pages).....(ICE)

LIMITED MASTER, MATE, AND OPERATOR – BOOK 5

Chapter 41 ó Rules and Regulations for Offshore Supply Vessels [S] (61 pages) (OSV)
 Chapter 42 ó Cargo Handling and Stowage [D] (84 pages) (CHS)
 Chapter 43 ó National Maritime Law (17 pages) (LAW)Ä
 Chapter 44 ó International Maritime Organization [S] (25 pages) (IMO)
 Chapter 45 ó Signaling [S] (31 pages).....(SIG)Ä
 Chapter 46 ó Ocean Current Systems [N] (7 pages).....(OCS)
 Chapter 47 ó Weather Observation and Reporting (22 pages)(WOBS)Ä
 Chapter 48 ó Search and Rescue Procedures (2 pages).....(SAR)Ä
 Chapter 49 ó Automated MutualóAssistance Vessel Rescue System [S] (28 pages).....(AMVER)
 Chapter 50 ó Navigation Safety Regulations [T] (22 pages).....(NSR)
 Chapter 51 ó Fuel Conservation [P] (16 pages)(FC)
 Chapter 52 ó Speed by RPM [P] (8 pages)(RPM)

ABLE SEAMAN AND LIFEBOATMAN – BOOK 1 – Revised Edition "J"

• For All Able Seaman ratings use all the chapters marked [AB] above in the Master, Mate and Operator books and add the following two chapters ó Chapter 1 and Chapter 7.

Foreword.....
 Chapter 1 Introduction to Able Seaman and Lifeboatman Certification [AB] (46 pages)..... (AB-1)
 Chapter 7 Advanced Seamanship [AB] (33 pages).....(AS)

LIFEBOATMAN (REVISED EDITION "E")

• Lifeboatman is both a òdeckö and an òengineö rating. Although the Coast Guard requires attendance at formal training classes, the chapters in this book will help prepare you for these classes and/or may be used as a textbook for this class.

Foreword.....
 Chapter 1 Lifeboatman [AB] [WE] (188 pages) (LB)
 Chapter 2 Survival at Sea [T] [S] [AB] (29 pages).....(SAS)
 Chapter 3 Lifeboatman Addendum [AB] [WE] (2 pages).....(LBA)
 Chapter 4 Requirements for Shipboard Training Materials (14 pages).....(TM)

TOWING VESSEL OFFICERS GUIDE

• The Chapters marked [T] in this book will assist you in preparing for the Apprentice Mate/Steersman exam. However, you will also be tested on all other chapters that are masked [T] listed in the Master, Mate and Operator books (above). The Apprentice Mate/Steersman exam is the only towing knowledge-based exam and must be taken before any formal pilothouse training is accepted.

Foreword.....
 How to Prepare for the Coast Guard Apprentice Mate/Steersman Exam.....
 Chapter 1 ó Towing Credentials and Endorsements [T] (15 pages) (TC&E)*
 Chapter 2 ó Manning of Towing Vessels [T] [D] (37 pages).....(MTV)
 Chapter 3 ó Rules and Regulations for Uninspected Towing Vessels [T] [S] (57 pages).....(UTV)
 Chapter 3A ó The Road to Towing Vessel Inspection(32 pages)(TVI)
 Chapter 4 ó Assistance Towing [T] (3 pages).....(AT)
 Chapter 5 ó Towing Operations [T] [D] (74 pages)(TOPS)
 Chapter 6 ó Western Rivers Navigation Problems [T] [N] [P] (51 pages).....(WRN)†
 Chapter 7 ó Towing Officer Assessment Record [T] (45 pages).....(TOAR)
 Chapter 8 ó Pilotage [T] (14 pages).....(PIL)

SPECIAL ORDER OF INDIVIDUAL ENGINE CHAPTERS

- This series of books is designed to prepare candidates for all lower level engine exams. Individual chapters are available. Multiple choice questions in these chapters are based on the Coast Guard's engineering data base and **not** the deck database..

WORKBOAT ENGINEER – Revised Edition “D” – BOOK 1

Foreword
Chapter 1 Workboat Engineer Training, Licensing, and Manning (27 pages)..... (WE)
Chapter 2 Useful Information for Licensed and Unlicensed Workboat Engineers (35 pages)..... (U)
Chapter 3 Basic Principles of Watchkeeping (26 pages)..... (WAT)
Chapter 4 Care and Use of Common Hand Tools (59 pages)..... (HT)
Chapter 5 Fundamentals of Diesel Engines (90 pages)..... (DE)
Chapter 6 Diesel Engines: Questions and Answers (110 pages)..... (DEQ)
Chapter 7 Auxiliary Machinery (84 pages) (AUX)

WORKBOAT ENGINEER – BOOK 2

Chapter 8 Refrigeration and Air Conditioning (31 pages)..... (REF)
Chapter 9 Electricity (53 pages) (E)
Chapter 10 Electrical Questions and Answers (144 pages) (EQ)
Chapter 11 Pollution Control for Engineers [T] [S] [AB] (121 pages)..... (PCE)
Chapter 12 Rules and Regulations for Offshore Supply Vessels [S] (67 pages)..... (OSV)
Chapter 13 Operational and Safety Information for Engineers (123 pages).....(OSIE)
Chapter 14 Tank Safety [T] [S] (31 pages) (TSE)

WORKBOAT ENGINEER– BOOK 3

Chapter 15 Fires, Firefighting, and Fire Prevention for Engineers [T] [S] [AB] (79 pages)..... (FFE)
Chapter 16 Practical Stability (53 pages) (STABE)
Chapter 17 Temporary Repairs [T] [D] (26 pages)..... (TRE)
Chapter 18 First Aid [T] [S] [AB] (28 pages) (FAE)
Chapter 19 Lifeboatman [T] [AB] [S] (152 pages)..... (LBE)
Chapter 20 Survival at Sea[T] [S] [AB] (29 pages)..... (SAS)
Chapter 21 Emergency Procedures (52 pages) (EMER)

SPECIAL ORDER OF OTHER CHAPTERS

TANKERMAN (Revised Edition "G")

- Tankerman is neither a deck nor an engine rating. The Coast Guard requires your attendance at formal training classes. This book will help prepare you for these classes and may serve as your textbook. It contains text material **without USCG multiple choice questions and answers.**

Foreword
Chapter 1. The Tankerman in Transition (18 pages).....(TMAN)
Chapter 2. Operational and Safety Information (94 pages)(OSI)
Chapter 3. Tank Safety (23 pages)..... (TST)
Chapter 4. Fires, Firefighting & Fire Prevention (45 pages) (FFT)
Chapter 5. Bulk Shipment of Chemicals by Water (64 pages)(BSC)
Chapter 6. Liquefied Gases (21 pages)(LG)
Chapter 7. Pollution Control[T] [S] [AB] (104 pages)(PCT)

**T-BOAT HANDBOOK (Third Edition)
Annotated Table of Contents**

- This book familiarizes owners and officers of small passenger vessels (T-Boats) with **vessel inspection regulations.** It is not a ðlicense-prep) book. However, individual chapters are available.

Chapter 1 – Introduction to the Regulatory Process (RP)..... RP-1
[This chapter describes federal rulemaking procedure including the ðauthority) to make rules, steps in the process, and decision-making. It also describes the Code of Federal Regulations (CFR) by titles, subchapters, and parts in terms of material of concern to commercial boat operators in Titles 33, 46, and 49 CFR.]

- Chapter 2 – Rules and Regulations for Inspecting Small Passenger Vessels (RRT)(RRT)**
 [This chapter details the author's approach to the latest regulations in 46 CFR Subchapter T which contains Parts 175 through Part 185. This chapter is the same chapter we use in our Limited Master, Mate, and Operator Course to train all Masters of Small Passenger Vessels. We also include full coverage of the current multiple choice questions and answers used to prepare for this portion of the license exam.]
- Chapter 3 – Subchapter T According to the Coast Guard (ST) (ST)**
 [This chapter contains the same regulations taken directly from the Code of Federal Regulations. These regulations are subject to change at any time. Changes are published in the Federal Register. These changes are available from the Government Printing Office over the Internet. We follow these changes as well. This is why we encourage you to file a "Summary of Changes" sheet when you purchase this book. Although we make no promises, it is to our mutual advantage as publisher and boat operator to keep posted on regulatory changes. Each purchaser should supply us with your e-mail address.]
- Chapter 4 – Comments on Various Topics (COM)**
 [Now that you are familiar with 46 CFR Parts 175 through 185, we move beyond the regulations to discuss a variety of subjects related to each of the Parts. Review the extensive "Chapter Contents" on Page COM-1. We tell you what we know. We encourage you to tell us what you find out through your "hard experience" so we can share it with other readers via e-mail to the best of our ability. The good, the bad, and the ugly!]
- Chapter 5 – THE NTSB View of Small Passenger Vessel Regulations (N).....(N)**
 [The National Transportation Safety Board is an independent government agency that investigates certain transportation-related accidents. Their Marine Department cut loose on the Coast Guard for their failure to address formal NTSB recommendations following a number of accidents. Sparks flew and the results were positive. The two agencies passed the peace pipe a few years later. That doesn't mean you can sit back and rest comfortably to although Federal employees are likely to do just that unless they are challenged to serve the taxpaying public (i.e., you and I).]
- Chapter 6 – The Streamlined Inspection Program (SIP).....(SIP)**
 [The way to avoid the anxiety of an annual Coast Guard Inspection is to keep your vessel in top shape every day it is in service. Read about the program that some companies use. It might fit your purposes if it is available in your area.]
- Chapter 7 – Subchapter T Index – Small Passenger Vessels (Less than 100 Gross Register Tons).....(IN)**
 [The Coast Guard is responsible for updating the Index found at the end of Part 185 in the CFR. We got tired of reminding them to do it and updated it ourselves. The index is done by regulation number and not by page number. It is just one of the things you will have to get used to!]

**INFORMATION ON EXAM TOPICS LISTED IN
 FIGURE 1**

The details in the rest of this bulletin deal with where to find information about individual exam topics listed in **Table 11.910-2** (above) since much of this information is contained in the **individual chapters available from MET. MET publications cover many but not all exam topics.** Our recommendations are based upon our publications as well as those of other publishers.

Additional Symbols

- ★ These chapters also appear in our Able Seaman and Lifeboatman book.
- † Additional publications, training charts or plotting tools are recommended for complete coverage of this subject.
- [O/P] = Out of Print.
- [T] = Towing. This subject is tested on towing vessel officer endorsements.
- [R] = This subject is tested in a Navigation Rules (i.e., Rules of the Road) exam module.
- [D] = This subject is tested in a "Deck - General" exam

- module.
- [S] = This subject is tested in a "Deck - Safety" exam module.
- [N] = This subject is tested in a "Navigation - General" exam module.
- [P] = This subject is tested in a "Navigation Problems" exam module.

The Coast Guard tests these topics & subtopics for both Near Coastal and Oceans (i.e., "celestial") endorsements:

- PILOTING.** This subject includes the following sub-topics shown in CAPITAL letters:
- DISTANCE OFF.
 - BEARING PROBLEMS.
 - FIX OR RUNNING FIX.
 - CHART NAVIGATION.
 - DEAD RECKONING.
 - TERRESTRIAL OBSERVATION.

We recommend:
Chart Navigation, (CNAV). Order MET Stock #BK-003C26.
Principles of Magnetic and Gyro Compasses, (COMP). Order MET Stock #BK-003C27.
Basic Piloting, (P) Order MET Stock #BK-003C28.

Chart Plotting, (PLOT) Order MET Stock #BK-003C29. [*Comment: You will also need three specific training charts, plotting sheets, chartlets, and plotting tools specified in these chapters to solve plotting problems. We suggest you order them **after** you examine these chapters and are prepared to work on them. However, we will list these items as follow. **Comment: Students attending exam prep classes **may** be furnished some of these items.***]

NOS Training Chart #12354TR, Eastern Long Island Sound.

NOS Training Chart #13205TR, Block Island Sound.

NOS Training Chart #12221TR, Chesapeake Bay Entrance.

NOS Training Chart #1210TR, Martha's Vineyard to Block Island.

Reprints from Coast Pilot and Light List, Order MET Stock #BK-0276.

Reprints from the Tide Tables and Tidal Current Tables, Order MET Stock #BK-0276-1.

NOS Chart #1, Order MET Stock #BK-196.

Recommended items:

Ultralight Dividers, 7", Order MET Stock #PT-75.

Weems Parallel Plotter, Order MET Stock #PT-48.

15" Parallel Rulers, Order MET Stock #PT-03. Note that other sizes are available.

Maneuvering Board (pad), Order MET Stock #5090.

Graduated Navigation Triangles with handle, Order MET Stock #PT-10.

Nautical Slide Rule, Order MET Stock #PT-08.

General Scientific Calculator TI-30Xa, Order MET Stock #E-45 or TI-36X, MET Stock #E-47.

0.5 mm. Mechanical Lead Pencil, Order MET Stock #PT-53.

Pencil Lead (for above), Order MET Stock #PT-51.

Eraser, white vinyl, Order MET Stock #E-46.

Position Plotting Sheet #969 (27° ó 30°). Order MET Stock #969.

[**Study Guide:** Unfortunately, piloting is often a difficult subject for a candidate studying for an original credential and is one of the reasons that many decide that they need the services of an instructor or tutor. In addition, many candidates seeking a raise of grade for an endorsement greater than 100 tons discover that new exams are more demanding than those given in the past.

You can easily become discouraged when you cannot make a plot come out properly or when the solution to a problem eludes you. Without help or an understandable explanation you are "stuck" and progress toward a higher endorsement stalls.

If you find that this is the case and if a school or a knowledgeable tutor is not readily available, you may wish to purchase videotapes MET Stock #T-029, Basic Navigation, MET Stock #T-030, Advanced Navigation, and MET Stock #T-031, Navigation Publications, that are available individually or as a set. These tapes use a workbook, Navigation and Coastal Piloting, MET Stock #BK-396. However, do not expect to sit back and "absorb" the contents of the tapes. If you are starting "from scratch" or have forgotten what you learned in the past, expect to spend at least 30 hours of concentrated study working the problems in the workbook.

Piloting is one of the most time-consuming subjects in exam preparation. Many people taking the exam have

completed a full high school education. However, be assured that many individuals with less than a seventh grade education also mastered this subject. Expect to devote considerable time to this subject if you are out of practice, starting from scratch, or developed bad habits.]

ELECTRONIC NAVIGATION. Included in this topic are GPS, Loran-C, Radio Direction Finding (RDF), Depth Sounders, Time Ticks and Automatic Identification Systems (AIS).

We recommend:

Electronic Navigation, (ENAV). MET Stock #BK-003C24. [*Comment: This chapter reflects the fact that Loran and Omega questions are no longer asked. **Global Positioning System (GPS):** Although not listed in Table 11.910-2, there are a number of questions on GPS in the exam question data bank and the topic is covered in the (ENAV) chapter.*]

INSTRUMENTS & ACCESSORIES. These topics appear under this topic.

RADAR.

COMPASS.

LORAN.

We recommend:

Radar Observer Certificate. We recommend and publish Radar Observer Manual, 6th. Edition, by Samuel R. Pecota, MET Stock #BK-003C25. Capt. Pecota teaches the course at California Maritime Academy. You must attend an approved Radar Observer course for this endorsement. The National Maritime Center has a list of all approved courses available on the internet. Radar Observer is required for all towing credentials and most other credentials over 100 GRT.

Principles of Magnetic and Gyrocompasses, (COMP) Order MET Stock #BK-003C27.

AIDS TO NAVIGATION.

We recommend:

Aids to Navigation, (A/N). Order MET Stock #BK-003C23. [*This chapter contains complete coverage of the subject for **all** upper and lower level endorsements.*]

CHARTS, NAVIGATION PUBLICATIONS, AND NOTICES TO MARINERS.

We recommend:

Chart Navigation, (CNAV) Order MET Stock #BK-003C26 AND

Reference Publications, (PUB) Order MET Stock #BK-003C22. [*Comment: The emphasis in "lower-level" endorsements is upon use of nautical charts such as those published by the National Ocean Service (NOS). Such charts are used in U.S. coastal waters, on the Great Lakes, on some rivers like the Hudson River below Albany, NY, the Mississippi River below Baton Rouge, LA, , the Columbia River, and on the Intracoastal Waterway.*]

Since **some** candidates for **near-coastal or oceans** route endorsements **may** serve on foreign voyages and still remain within the route restrictions of their credentials, **all** candidates must be able to use charts and publications of the National Imagery and Mapping Agency (NIMA) or comparable publications of foreign governments. Consequently, you must be familiar with the charts and pubs in use throughout the world as well as in domestic waters.

The Coast Guard now uses **excerpts** from a combined Light List and Coast Pilot volume entitled Reprints From the Light Lists and Coast Pilots, COMDTPUB P16721.38. Order MET Stock #BK-0276. Approximately 30 introductory pages describe the aids to navigation system in use throughout the country. Much of the material in these introductory pages is also covered in Aids to Navigation, (A/N) MET Stock #BK-003C23. No matter which source you use, be sure to read and study this material. You will need access to this "reprint" book to work many exam problems. Consequently, you must be able to use not only the full reference publications at sea but also be prepared to use the "reprint" (in a slightly different format) in the exam room for reference during your exam. You must be able to look up answers to exam questions in this publication. The Coast Guard decided to use this consolidated reprint because these reference books are expensive and are revised periodically. It became expensive and difficult to obtain outdated editions. This is a good book to share with others as it, like the training charts it is used with, is "frozen in time" and does not change. Wherever possible, however, examine, use, and study the current reference books on your boat.

Local Notice to Mariners (LNM). [Comment: As a credentialed Merchant Marine Officer, you are expected to keep up-to-date with all changes that affect the waterways and coastal waters you use. This "local notice" is published on a weekly basis by your Coast Guard District Commander. Call your District Headquarters Aids-to-Navigation office and ask to be added to their free computer updated list. All notices to mariners are only available electronically on the internet at:

www.navcen.uscg.gov.

U.S. Notice to Mariners. [Comment: The U.S. Notice to Mariners provides timely marine safety information for the correction of all U.S. Government navigation charts and publications from a wide variety of sources both foreign and domestic. To ensure the safety of life at sea, the information published in the Notice to Mariners is designed to provide for the correction of unclassified nautical charts, the Unclassified NGA/DLIS Catalog of Hydrographic Products, United States Coast Pilots, NIMA List of Lights, USCG Light Lists, and other related nautical publications produced by NGA, NOS and the USCG. The U.S. Notice to Mariners corrects NIMA and NOS charts using information collected from many sources, among them the Local Notice to Mariners published by the various U.S. Coast Guard districts. **The U.S. Notice to Mariners will contain only those chart corrections of interest to ocean going vessels.** Copies of the U.S. Notice to Mariners dating back to issue 29/1999 are available on the internet for viewing and downloading.]

WATCHKEEPING. Includes these subtopics:

COLREGS. (NR) The COLREGS are the rules of the road that apply in "international waters" and outside the lines of demarcation. They also apply to the waters of Alaska, Puget Sound, northeast Maine, and certain other places. [Please continue reading the next paragraph.]

INLAND NAVIGATIONAL RULES. (NR)

We recommend:

"R.B.-169," Navigation Rules for International and

Inland Waters including the Great Lakes & Western Rivers. Order MET Stock #BK-234. [Comment: The current inland navigational rules went into effect in Dec. 1981 and on the Great Lakes in 1983 replacing earlier rules. The international collision regulations (COLREGS) were in effect outside the "lines of demarcation" since 1977. Both sets of rules and their Annexes were amended a number of times since their introduction. As of April 15, 2010, the Inland Rules were removed from the U.S. Code and are now a part of Title 33, Code of Federal Regulations.

All deck officers, operators, and able seamen are tested on the "rules of the road." Coast Guard regulations at 33 CFR 88.05 (BK-678) also require the operator of each self-propelled vessel 12+ meters in length to have a current copy of the Coast Guard's inland rules on board his vessel.

The main purpose of RB-169 is to help you prepare for a Coast Guard exam or renewal exercise. This is a specialized book designed to help you master the navigation rules in which ...

- We compare the COLREGS with the inland rules on a line-by-line basis and highlight words, phrases, and punctuation where the two versions of the rules differ.
- We combine the COLREGS and inland rules wording where they are identical to simplify studying the two versions!
- We explain the meaning of words and phrases used in the rules.
- We point out "trick" questions and reveal the tricks.
- We organize questions and answers in a logical order according to their rule number.
- We processed all existing Coast Guard multiple choice questions with correct answers, explanations, and referenced to their source.
- We include all color diagrams from the Merchant Marine Deck License Examination Illustration Book (MET Stock #BK-678).
- We referenced answers with rule numbers so you can check incorrect answers against the rule itself.
- We cited Coast Guard question numbers so you can help us correct an occasional incorrect or misleading exam question.
- We incorporated all inland rules and COLREGS changes to the date of publication.
- We also draw your attention videotape MET Stock #T-028, Nautical Rules of the Road. This is an excellent visual aid and is very helpful in explaining and reviewing the rules of the road. However, it is not a substitute for the intensive study required to pass this exam module with a grade of 90%.]

BASIC PRINCIPLES OF WATCHKEEPING.

We recommend:

Basic Principles of Watchkeeping, (WAT) Order MET Stock #BK-002C12. [Comment: This chapter includes a discussion of STCW watchkeeping principles.]

NAVIGATION SAFETY REGULATIONS. (NSR) Order MET Stock #R-336 contains a reprint of 33 CFR Part 164 which we will update from the Electronic Code of Federal Regulations website on your special order.

RADAR OBSERVER CERTIFICATE.

We recommend:

Radar Observer Manual, MET Stock #BK-112. [**Comment:** When you obtain your Master's endorsement, it will not be valid for service on vessels larger than 300 gross tons or for service on any towing vessel greater than 26 feet unless and until you also obtain a currently valid Radar Observer's endorsement. You must attend a Coast Guard approved radar observer course to obtain this endorsement and must renew that endorsement every five years by attending a refresher course. Our Radar Observer Manual, is used in many radar schools. However, the school you attend often provides the book as a part of its tuition or sells this or a comparable book to incoming students. Further information on sources of approved radar training is available from the National Maritime Center list of approved courses as mentioned above.]

COMPASS – MAGNETIC & GYRO. Includes these subtopics:

PRINCIPLES OF GYROCOMPASS. [*This topic is for endorsements of 200 tons and above.*]
PRINCIPLES OF THE MAGNETIC COMPASS.
MAGNETIC COMPASS ERROR/CORRECTION.
GYRO COMPASS ERROR/CORRECTION.

We recommend:

Principles of Magnetic and Gyrocompasses, (COMP) Order MET Stock #BK-003C27 for all endorsements.
MAGNETIC COMPASS ADJUSTMENT.

Bowditch, N. The American Practical Navigator. [**Comment:** The gyrocompass and the laws of physics that cause it to operate are quite complex. An excellent description, which must be read carefully to be understood even marginally, appears in Bowditch. Order MET Stock #R-6 if you need only the reprint of these pages. The 2002 edition of "Bowditch," which belongs in the library of professional mariners, is available as MET Stock #PUB9 and is one of our best book values. It is, however, written at the college level. Few questions appear in the Coast Guard exam question bank concerning the principles (i.e., theory) of the gyrocompass although there are many "practical" gyrocompass correction questions.]

GYRO-CONTROLLED SYSTEMS.
OPERATION AND CARE OF MAIN GYRO SYSTEMS. [**Comment:** On some vessels, the master gyrocompass drives a number of "repeaters," controls the automatic pilot, and may be attached to other electronic and electro-mechanical systems. Factory technical manuals and operator guides rather than textbooks generally are used to ascertain the specifics on the driven equipment. Judging by the shortage of questions on this subtopic, the Coast Guard is discovering the shortage of universally accepted publications.]

METEOROLOGY & OCEANOGRAPHY: Includes these subtopics:

CHARACTERISTICS OF WEATHER SYSTEMS.

We recommend:

Weather Systems and Forecasting, (W) Order MET Stock #BK-001C05 and
The Golden Guide to Weather, MET Stock #BK-330.
Modern Marine Weather by David Burch, MET Stock #BK-1047.

OCEAN CURRENT SYSTEMS.

We recommend:

Ocean Current Systems, (OCS) Order MET Stock #BK-005C46. [**Comment:** This chapter contains an excerpt from "Bowditch" plus the applicable questions and answers.]

WEATHER CHARTS AND REPORTS.

We recommend:

• Bowditch, N. The American Practical Navigator, MET Stock #PUB9. [**Comment:** This topic is also known as "Synoptic Chart Weather Forecasting."]
• Modern Marine Weather by David Burch, MET Stock #BK-1047.

TIDES & TIDAL CURRENTS. Includes these subtopics:

- EXTENSIVE TIDAL EFFECTS.
- TERMS AND DEFINITIONS.
- PUBLICATIONS AND CALCULATIONS.

We recommend:

• Tide and Tidal Current Publications, (TCP) Order MET Stock #BK-003C30 AND
• Tide and Tidal Current Calculations, (TCC) Order MET Stock #BK-003C31. [**Comment:** This chapter works out samples of many Coast Guard tide and tidal current problems. Expect to spend considerable time on this subject. Also consider MET Stock #T-031, a videotape titled Navigational Publications, that also presents these subjects.]

SEAMANSHIP: Includes these subtopics:

- MARLINSPIKE SEAMANSHIP
- PURCHASES, BLOCKS AND TACKLE

We Recommend:

• Marlinspike Seamanship, Purchases, and Safe Practices, (SEA). Order MET Stock #BK-001C08.

SHIP MANEUVERING & HANDLING: Includes these subtopics:

- APPROACHING PILOT VESSEL OR STATION.
- SHIPHANDLING IN RIVERS & ESTUARIES.
- MANEUVERING IN SHALLOW WATER.
- INTERACTION WITH THE BANK AND PASSING SHIPS.
- BERTHING & UNBERTHING.
- SMALL BOAT HANDLING UNDER OARS & SAIL.

We recommend:

• Maneuvering and Handling, (M&H) Order MET Stock #BK-001C10. [**Comment:** MacElrevey, D. Shiphandling for the Mariner, 2nd edition, MET Stock #BK-492 has in-depth coverage of these subtopics.]

- MANEUVERING FOR LAUNCHING LIFEBOATS AND LIFERAFTS IN HEAVY WEATHER.

We recommend:

• Lifeboatman, Rev. Edition "E", (LB) Order MET Stock #BK-105-1.

- RECEIVING SURVIVORS FROM LIFEBOATS AND LIFERAFTS.

We recommend:

• First Aid and Medical Care, (FA) Order MET Stock

- #BK-001C06 and
- Survival at Sea, (SAS). Order MET Stock #BK-002C15.
- Maneuvering and Handling. (M&H). Order MET Stock #BK001C10.
- GENERAL TURN CIRCLE, PIVOT POINT, ADVANCE & TRANSFER. and
- DETERMINE MANEUVERING CHARACTERISTIC OF MAJOR VESSEL TYPES. Noel, J.V. Knight's Modern Seamanship, MET Stock #BK-258. For in depth study, Hooyer, H.H. Behavior and Handling of Ships, MET Stock #BK-577.

- ANCHORING & MOORING.
- DRAGGING, CLEARING FOULED ANCHORS.

We recommend:

- Anchoring and Mooring, (A&M). Order MET Stock #BK-001C09.

- DRYDOCKING WITH & WITHOUT PRIOR DAMAGE.

We recommend:

- Maneuvering and Handling, (M&H). Order MET Stock #BK-001C10. *[Comment: Also refer to Knight's Modern Seamanship, 18th edition, MET Stock #BK-258, pages 81-87, and/or Turpin and MacEwen, Merchant Marine Officers' Handbook, MET Stock #BK-241, pages 14-62 through 14-68 inclusive if you have had limited practical experience in these matters. Note that the exam question bank appears to have only a few specific questions on this subtopic.]*

- HEAVY WEATHER OPERATIONS.

We recommend:

- Maneuvering and Handling, (M&H) Order MET Stock #BK-001C10. *[Comment: Also refer to Chapman's Piloting, Seamanship and Small Boat Handling, 64th edition, Chapter 10, (MET Stock #BK-150), Special Seamanship Techniques for small craft.]*

- WAKE REDUCTION.

We recommend:

- Maneuvering and Handling, (M&H) Order MET Stock #BK-001C10.

- ICE OPERATIONS/ICE NAVIGATION.

We recommend:

- Ice Operations and Ice Navigation, (ICE) Order MET Stock #BK-004C40. *[Comment: This chapter is based on Bowditch, but also contains applicable questions and answers. "Bowditch" is often available aboard ship and may be available in many public libraries – although not always its latest edition. But, Coast Guard exam questions don't always come from the latest editions either!]*

- TOWING OPERATIONS.

We recommend:

- Towing Operations, (TOPS) Order MET Stock #BK-007C05. This chapter is contained in the Towing Vessel Officer's Guide.

SHIP STABILITY, CONSTRUCTION & DAMAGE CONTROL:

Includes these subtopics:

- PRINCIPLES OF SHIP CONSTRUCTION.
- VESSEL STRUCTURAL MEMBERS.

We recommend:

- Baker, E, Introduction to Steel Shipbuilding, 2nd edition, MET Stock #BK-381 (Out of Print); OR
- Taylor, D.A., Merchant Ship Construction, 3rd ed. MET Stock #BK-0268; OR
- Pursey, H.L., Merchant Ship Construction, 7th ed., MET Stock #BK-169.
- Eyres, D. J., Ship Construction 4th ed. MET Stock #BK-235.

- TRIM AND STABILITY.

- STABILITY, TRIM & STRESS CALCULATIONS.

[Comment: The Coast Guard's module documentation sheet lists the following subtopics for this endorsement: GM Calculations; Free Surface; Draft Density; and List.]

We recommend:

- Practical Stability, (STAB) Order MET Stock #BK-002C21. *[Comment: This chapter contains useful introductory material and provides detailed solutions (not just "answers") to most of the stability problems lower-level endorsement candidates will have on their exams.]*
- George, W.E., Stability and Trim for the Ship's Officer, 3rd ed., MET Stock #BK-175, for upper-level endorsements.

[Study Guide: MET Guidance on math-oriented stability exam questions:

- **For endorsements to 100 Gross Tons:** "The problems in the exam for a (endorsements) of not more than 100 gross tons are based on the use of the Stability Letter." *[Source: G-MVP-5 letter to MET dated Jan. 29, 1992.]*
- **For endorsements to 200 Gross Tons:** "The stability questions used in (this) examination...require the applicant to determine information necessary to use a Stability Letter,...to determine the detrimental effects of free surface, and...(use) the rule-of thumb formula to determine GM from rolling period." *[Source: G-MVP-5 letter, dated Nov. 19, 1991, to MET.]*
- **For endorsements of 500 or 1,600 gross tons:** "A vessel of 1,600 gross tons and normal proportions can measure more than 250 feet in length and is capable of extended operations. The masters must fully understand the topic of stability. In addition to the calculations required for a 200 gross ton endorsement, the applicant is expected to be able to calculate the angle of list from off-center weight. The significant test difference is that a master 1,600 gross tons is expected to have a broader grasp of the definitions, theory, and application of the principles of stability. In general, our present questions are still linked to the use of a Stability Letter. The current trend for vessels in this size range is to carry a stability book. The Deck Section is studying this trend to determine if our present questions are adequate and what changes, if any, should be made to the test questions." *[Source: G-MVP-5 letter, to MET, dated Jan. 29, 1992.]*

- DAMAGE TRIM AND STABILITY.

- DAMAGE CONTROL.

We recommend:

- George, W.E., Stability and Trim for the Ship's Officer, 3rd edition, MET Stock #BK-175 AND
- Bissel, Oertel & Livingston, Shipboard Damage Control,

- MET Stock #BK-954. (Out of Print)
• CHANGE IN DRAFT DUE TO DENSITY.

We Recommend:

- Ships Business, (SB) Order MET Stock #BK-004C35, under the heading of "Load Lines".
-

SHIP POWER PLANTS. Includes these subtopics:

- MARINE POWERPLANT OPERATING PRINCIPLES.
• MARINE ENGINEERING TERMS.

We recommend:

- Workboat Engineer and Oiler, MET Stock #BK-107-1 and #BK-107-2 and #BK-107-3. [**Comment:** This set of three volumes was specifically written for engineers and oilers serving on vessels less than 1,600 gross tons in the offshore oil and towing industries. It is also useful for engine-ratings on all towing vessels. Also refer to Maleev, V.L., Diesel Engine Operation and Maintenance, MET Stock #BK-380. (Out of Print)

Before spending a lot of money on preparing for this topic, we found very few questions on this subject in the existing question bank. This fits in with 46 USC 8104(e)(1)(A) that states that "...a seaman may not be engaged to work alternately in the deck and engine departments..." and the Coast Guard's policy of keeping the engine and deck departments separate. It reinforces our belief that the USCG chooses to remain in perpetual ignorance of operational realities on many smaller vessels and has chosen to remain so. Refer to NMA Report #R-279, Rev 8, Request to Congress: To Review and Set Safe Manning Standards for Mariners Serving on Towing and Offshore Supply Vessels.]

- SHIP'S AUXILIARY MACHINERY.

We recommend:

- Auxiliary Machinery, (AUX) Order MET Stock #BK-107C07. [**Contents:** This chapter is taken from our Workboat Engineer textbook and is based on equipment found on tugs and offshore supply vessels.]

- SMALL ENGINES OPERATION & MAINTENANCE.

We recommend:

- Ships Power Plants, (ENG). Order MET Stock #BK-002C20. This information applies primarily to small passenger vessels under 100 gross tons.
-

CARGO HANDLING AND STOWAGE. Includes these subtopics:

- CARGO STOWAGE & SECURITY. Including CARGO GEAR.
• LOADING & DISCHARGING OPERATIONS.

We recommend:

- Cargo Handling and Stowage, (CHS) Order MET Stock #BK-005C42. [**Comment:** For in-depth coverage of this topic on vessels other than Offshore Supply Vessels we recommend Sauerbier and Meurn, Marine Cargo Operations, MET Stock #BK-256.]
• Taylor, L. G. Cargo Work, 12 Ed. MET Stock #BK-888.
• Rankin, K. S., Thomasø Stowage, 4th Ed. MET Stock #BK-479.
• INTERNATIONAL REGULATIONS FOR CARGOES, ESPECIALLY IMDG. [**Comment:** U.S. regulations for the transportation of hazardous materials are being brought into line with international regulations.

Hazardous materials are either shipped in "bulk" or in "package" size lots. For bulk shipments, know how to use Chemical Data Guide for Bulk Shipment by Water, COMDTINST M16616.6A (1990 ed).. Order MET Stock #BK-202-90. For package shipments, refer to 49 CFR Parts 172 and 176 on the internet at or order MET Stock #BK-49-2 for the printed version.

IMDG refers to the International Maritime Dangerous Goods Code, MET Stock #BK-545. However, this publication, like most IMO books, is not listed as a reference book available in the exam room. In light of these facts, which are subject to change at any time, do not expect many "international" questions on this subtopic since most U.S. and International regulations parallel each other. Each nation enforces international conventions by means of its own national regulations. **Consequently, exam questions are based on applicable U.S. regulations.**]

- DANGEROUS/HAZARDOUS CARGO REGULATIONS.

[**Study Guide:** A review data bank of test questions shows a number of questions on this subtopic. All of the applicable regulations in the CFR as well as the Chemical Data Guide for Bulk Shipment by Water, MET Stock #BK-202-90 are available in the exam room and may be used for reference during the exam. In fact, for most questions of this nature, you must use these publications to find the correct answer to exam questions.]

TANK VESSEL SAFETY.

Related subtopics include:

- CARGO PIPING AND PUMPING SYSTEMS.
CARGO OIL TERMS AND DEFINITIONS.
BALLASTING, TANK CLEANING AND GAS FREE OPERATIONS.
LOAD ON TOP PROCEDURES. [*This subtopic has been withdrawn as the procedure is no longer used.*]
BARGE REGULATIONS.

We recommend:

- Operational Safety Information, (OSI). Order MET Stock #BK-004C38.
Tank Safety, (TS). Order MET Stock #BK-004C39.
-

FIRE PREVENTION & FIREFIGHTING APPLIANCES.

Includes these subtopics...

- ORGANIZATION OF FIRE DRILLS.
CLASSES AND CHEMISTRY OF FIRES.
FIREFIGHTING SYSTEMS.
FIREFIGHTING EQUIPMENT & REGULATIONS.
BASIC FIREFIGHTING AND PREVENTION.
FIREFIGHTING EQUIPMENT AND REGULATIONS FOR T-BOATS.

We recommend:

- Fires, Firefighting and Fire Prevention, (FF) Order MET Stock #BK-002C19. [**Study Guide:** If you plan to take firefighting training, we recommend Marine Fire Fighting, First Edition, MET Stock BK-0912.
Marine Fire Fighting for Land-Based Firefighters, 1st Ed. MET Stock #BK-0923.
Marine Fire Prevention, Fire Fighting and Fire Safety, MET Stock #BK-219 (Out of Print). [**Comment:** A list of USCG approved fire fighting courses is available from

EMERGENCY PROCEDURES. Includes these subtopics:

SHIP BEACHING PRECAUTIONS.
ACTIONS PRIOR TO AND AFTER GROUNDING.
REFLOATING A GROUNDED SHIP.
COLLISION.
TEMPORARY REPAIRS.
PASSENGER & CREW SAFETY IN AN EMERGENCY.
FIRE OR EXPLOSION.
ABANDON SHIP PROCEDURES.
EMERGENCY STEERING.
RESCUING SURVIVORS FROM SHIPS AND AIRCRAFT IN DISTRESS.
MAN OVERBOARD PROCEDURES.

We recommend:

Maneuvering & Handling, (M&H). MET Stock #BK-001C10.

Emergency Procedures, (EMER). Order MET Stock #BK-002C14.

Temporary Repairs, (TR). Order MET Stock #BK-004C37.

• EMERGENCY TOWING.

We recommend:

• Towing Operations, (TOPS). Order MET Stock #BK-007C05.

MEDICAL CARE.

[Study Guide: For many credentials, knowledge beyond basic first aid is required. STCW requirements include attendance at formal medical care courses that are generally available at union schools, academies, and some private schools. Course listings are available from the National Maritime Center. The Coast Guard data bank has many "first aid" questions, and it is hard to tell where these questions blend into larger term "medical care." Four subtopics listed under "Medical Care" happen to refer to three separate BOOKS that are available commercially and are as follows:]

INTERNATIONAL MEDICAL GUIDE FOR SHIPS.

We recommend:

International Medical Guide for Ships, MET Stock #BK-503.

SHIP'S MEDICAL CHEST AND MEDICAL AID AT SEA.

We recommend:

Ship's Medical Chest and Medical Aid at Sea, MET Stock #BK-201. (**OUT OF PRINT**) *[Study Guide: This book appears to be the source of many questions. However, it is no longer in print and is replaced by the World Health Organization's International Medical Guide for Ships, MET Stock #BK-503.]*

MEDICAL SECTION OF THE INTERNATIONAL CODE OF SIGNALS.

We recommend:

International Code of Signals, MET Stock #PUB102. *[Study Guide: When using this publication, refer to its*

"Medical Section". The Coast Guard question bank contains a number of questions that require you to know how to use this publication to send a message dealing with medical matters by various means. This publication is available in the exam room for your reference and is required on inspected vessels engaged on international voyages. So, if applicable, be sure you know how to use it to send a medical message.]

FIRST AID GUIDE: ACCIDENTS WITH DANGEROUS GOODS.

We recommend:

IMO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), MET Stock #BK-442. (**OUT of PRINT**) Use MET Stock # BK-545-SUP. *[Study Guide: The key to this publication lies in the term "dangerous goods" that you can interpret to include all types of nasty chemicals. It covers its limited subject area well. However, this book is not in the list of reference books supplied to the REC. Consequently, the only place you can look up the first aid treatment for a specific chemical is in one line of the Chemical Data Guide for Bulk Shipment by Water that is provided in the exam room. So, use this reference book to answer any test questions of this nature.]*

Chemical Data Guide for Bulk Shipment by Water. Order MET stock #BK-202-90).

FIRST AID.

We recommend:

First Aid and Medical Care, (FA). Order MET Stock #BK-001C06. *[Comment: In addition to the first aid course you are now required to attend for an original credential, you still will be tested in First Aid on your exam. We have urged that "double testing" on this and other topics be ended. We have noticed that the Coast Guard data bank also contains a number of questions on Cardiopulmonary Resuscitation (CPR). These questions may appear on your exam as well even though you have obtained a CPR card. The primary source of these CPR questions appears to be The Ship's Medicine Chest mentioned earlier. If you find an exam question that does not "square" with current CPR doctrine being taught, be sure to "protest" the question in writing before you leave the exam room citing the specifics you learned in class.]*

INTERNATIONAL MARITIME LAW. (IMO).

Order MET Stock #BK-005C44. This topic includes five subtopics:

*[Study Guide: These topics that are covered by publications of the International Maritime Organization (IMO), an agency of the United Nations headquartered in London. These publications are **not** available in the exam room. However, you should be aware that international regulations are not enforced directly. They are enforced by U.S. statutes and Coast Guard regulations scattered throughout various volumes of the Code of Federal Regulations. This is one reason why you must learn to use Titles 33, 46 and 49 CFR!]*

INTERNATIONAL CONVENTION ON LOAD LINES.

We recommend:

Ship's Business, (SB). Order MET Stock #BK-004C35. [**Study Guide:** This chapter has a section including questions and answers on load lines. U.S. load line regulations, that parallel the international regulations, appear in the Code of Federal Regulations at 46 CFR Parts 41-47 and are available in the exam room. These regulations are contained in the volume 46 CFR Parts 41-69, MET Stock #BK-46-2-02. For in-depth study, consult Load Line Conference—1966, MET Stock #BK-498.]

SOLAS.

We recommend:

International Maritime Organization, MET Stock #BK-005C44. [**Study Guide:** For in-depth study, we recommend Safety of Life at Sea (SOLAS), 2004 consolidated edition, MET Stock #BK-280-01. SOLAS standards apply to inspected on an international (i.e., foreign) voyage.]

MARPOL 73/78.

We recommend:

International Maritime Organization, MET Stock #BK-005C44. [**Study Guide:** For in-depth study, we suggest MARPOL 73/78 MET Stock #BK-453-X. 2006 Consolidated Edition. Since MARPOL is a longstanding U.S. treaty obligation, merchant marine officers with credentials to operate in international waters are expected to abide by it and by the regulations promulgated at 33 CFR Part 151 to enforce MARPOL.]

INTERNATIONAL HEALTH REGULATIONS.

We recommend:

Ship's Business, (SB). Order MET Stock #BK-004C35. [**Study Guide:** There are only a few questions in this area that go beyond questions in First Aid and Medical Care, MET Stock #BK-001C06. For in-depth study, we suggest International Health Regulations, MET Stock #BK-393 published by the World Health Organization.]

OTHER INTERNATIONAL INSTRUMENTS FOR SHIP, PASSENGER, CREW AND CARGO SAFETY. We never received further information or guidance from the Coast Guard as to what this catch-all entry might cover.

NATIONAL MARITIME LAW: Includes these subtopics:

LOAD LINES. See INTERNATIONAL CONVENTION ON LOAD LINES (above).

CERTIFICATION & DOCUMENTATION OF VESSELS.

We recommend:

Ship's Business, (SB). Order MET Stock #BK-004C35. [**Study Guide:** This chapter contains a section on vessel documentation. Your exam will contain a number of questions that may require you to use reference books in the exam room. You can research the few questions on DOCUMENTATION in 46 CFR Parts 67, 68, and 69 contained in 46 CFR Parts 41-69, MET Stock #BK-46-2 or on the internet GPO access website. For "CERTIFICATION," please read on.]

RULES AND REGULATIONS FOR INSPECTED

VESSELS.

We recommend:

T-BOAT HANDBOOK, MET Stock #BK-115.

Rules and Regulations for Offshore Supply Vessels, (OSV). Order MET Stock #BK-005C41. [**Study Guide:** This chapter gives an overview of the regulations of "Subchapter L – Offshore Supply Vessels" and will help you understand what this representative set of vessel inspection regulations is all about. For in-depth study, you will find several sets of vessel inspection regulations in 46 CFR Parts 90-139, MET Stock #BK-46-4 or on the GPO Access internet website.. Since you must learn how to use the Code of Federal Regulations, you should spend a suitable amount of time reviewing the format and contents of this publication while you are on board your vessel.

Unfortunately, not all "inspected" vessels are regulated by Subchapter L. Tank vessels, for example, are governed by the regulations of Subchapter D while passenger vessels larger than 100 gross tons are regulated by Subchapter H; new offshore supply vessels are governed by Subchapter L. Yet many of the exam questions on "rules and regulations" reference Subchapter I (Cargo and Miscellaneous Vessels). If you can have little or no experience with vessel inspection regulations, we suggest that you back track and start from the beginning by reading: Rules and Regulations for Uninspected Vessels, MET Stock #BK-002C16 and Rules and Regulations for Small Passenger Vessels, MET Stock #BK-002C17. This will give you sufficient background information to understand any set of vessel inspection regulations since different regulations often parallel each other.]

POLLUTION PREVENTION REGULATIONS.

We recommend:

Pollution Control, (PC). Order MET Stock #BK-001C04. [**Study Guide:** Our chapter covers OPA-90 and MARPOL 73/78 as well as marine sanitation devices and garbage disposal regulations. This chapter is useful for all credentials and endorsements.]

PILOTAGE.

We recommend:

Pilotage, (PIL). Order MET Stock #BK-007C08 for towing vessels. [**Study Guide:** Many Masters of seagoing vessels are surprised to find that they must have pilotage authority in addition to their Master's endorsement. For in-depth study, you will find the matter is complicated and best explained in these documents. Report of the Pilotage Study Group, MET Stock #R-25 is a government study that attempted to clarify the matter in 1989 while NVIC 8-94 contains later clarifications.]

LICENSING AND CERTIFICATION OF SEAMEN.

We recommend:

Coast Guard Credentialing Information, (CRED). Order MET Stock #BK-001C01. [**Study Guide:** For in-depth study, Title 46, Code of Federal Regulations, Parts 10, 11, 12, 14, 15, and 16 (MET Stock #BK-46-1 or the GPO Access internet website) contains the current regulations that affect "Licensing," the "Certification of Seamen," "Manning," and "Chemical (i.e., drug) Testing."]

SHIPMENT AND DISCHARGE OF SEAMEN.

We recommend:

Ship's Business, (SB). Order MET Stock #BK-004C35. [**Study Guide:** This topic is covered **exclusively** by *Navigation and Vessel Inspection Circular #1-86* that we reprinted in this chapter along with all the applicable questions.]

MANNING.

We recommend:

Manning, (MAN). Order MET Stock #BK-001C03 **and** (MTV) Order MET Stock #BK-007C02 for towing vessels. [**Study Guide:** See "Licensing and Certification of Seaman" above. All Coast Guard manning regulations are contained in 46 CFR Part 15.]

TITLE 46 U.S. CODE.

We recommend:

National Maritime Law, (LAW). Order MET Stock #BK-005C43 AND

United States Code Annotated 6 Title 46, MET Stock #BK-697. [**Study Guide:** This reference book is used by attorneys. Unfortunately, the 2009 edition is the last one in print and the publisher has discontinued it. The U.S. Code is available on the internet. However, protest any direct exam questions that require you to use the U.S. Code if this reference is not provided in the exam room.]

CAPTAIN OF THE PORT REGULATIONS, VESSEL TRAFFIC SERVICE PROCEDURES FOR THE ROUTE DESIRED.

We Recommend:

Coast Guard Vessel Traffic Management regulations are contained in 33 CFR Part 161. It is available in 33 CFR Parts 125-199, MET Stock #BK-33-2 or on the GPO Access internet website. Most Vessel Traffic Services publish information booklets with maps and other guidance available free of charge. We maintain some of these publications in stock. Any exam question on Vessel Traffic Management should be based on national rather than local regulations.

Ships Routing, MET Stock #BK-708 and (computer disk) CD-008, is an IMO looseleaf publication that gives details of international ship routing schemes in use by international agreement throughout the world.

Captain of the Port Regulations are available from local Coast Guard Sector Offices. Do not expect these local regulations to be tested on a national exam prepared by the National Maritime Center.

SHIPBOARD MANAGEMENT AND TRAINING.

Includes these subtopics:

PERSONNEL MANAGEMENT.
SHIPBOARD ORGANIZATION.
REQUIRED CREW TRAINING.

We recommend:

Emergency Procedures, (EMER). Order MET Stock #BK-002C14.

Rules and Regulations for Small Passenger Vessels, (RRT). Order MET Stock #BK-002C17, especially sections dealing with 46 CFR parts 180, 184 and 185.

[**Study Guide:** Although these chapters apply to required crew training on vessels less than 200 gross tons, ex-

panded and improved crew training has characterized all new regulations in recent years. This trend will continue with the implementation of the *Seafarers Training, Certification, and Watchkeeping Code (1995)*. The STCW Code is now in full effect and will apply to credentials authorizing service on vessels over 200 tons in use outside the "boundary lines" described in 46 CFR Part 7. When operating offshore, all mariners must have taken formal classes in Basic Safety Training in these areas:

- Personal survival techniques (STCW Table A-VI/1-1)⁽¹⁾
- Fire prevention and firefighting (STCW Table A-VI/1-2)⁽¹⁾
- Elementary first aid (STCW Table A-VI/1-3)⁽¹⁾
- Personal safety and social responsibilities (STCW Table A-VI/1-4).⁽¹⁾ This topic includes these subtopics: Compliance with emergency procedures; pollution prevention; safe working practices; ability to understand orders and be understood; and the need to contribute to effective human relationships on board ship.

[**Source:** 62 FR 34520, 34538, June 26, 1997 and STCW Order MET Stock #BK-452 & BK-452-01 AMENDMENT]

SHIP SANITATION.

We recommend:

Ship Sanitation, (SS). Order MET Stock #BK-004C36.

VESSEL ALTERATION, REPAIR & HOT WORK.

We recommend:

Eyres, D.J., Ship Construction, MET Stock #BK-235.
Pursey, H.J., Merchant Ship Construction, MET Stock #BK-169.

[**Study Guide:** Also refer to 46 CFR 91.43, 91.45, 91.50 and 91.55 contained in 46 CFR 90-139, MET Stock #BK-46-4 and to the provisions of the latest edition of the Standard for the Control of Gas Hazards on Vessels to be Repaired, NFPA #306 available on (special order).]

SAFETY. All our study material routinely emphasizes safety. We have no separate chapter or book to recommend.

SHIP'S BUSINESS. Includes these subtopics:

CHARTERS.
LIENS AND SALVAGE.
INSURANCE.
ENTRY AND CLEARANCE.
CERTIFICATES AND DOCUMENTS REQUIRED.

We recommend:

Ship's Business, (SB). Order MET Stock #BK-004C35. [**Study Guide:** For in-depth study, consult Messer, T.A., Shipmaster's Handbook on Ship's Business, 3rd Edition, MET Stock #BK-173.]

COMMUNICATIONS. Includes these subtopics:

RADIOTELEPHONE COMMUNICATIONS.

We recommend:

Radiotelephone Communications, (C). Order MET Stock #BK-002C13. [**Study Guide:** This chapter covers most immediate needs for the Coast Guard exam. You will be tested on this subject, especially areas dealing with the *Bridge-to-Bridge Radiotelephone Act* enforced by the Coast Guard even though you may have a FCC Marine Radiotelephone Operator's License.

New regulations based on the 1995 STCW Code

appear at 46 CFR 10.205(n) and provide this information concerning radio operations under GMDSS that went into effect on February 1, 1999. Masters operating in GMDSS will have to take an "approved course" complying with STCW Table A-IV/2⁽¹⁾ to meet the GMDSS requirements. This table appears in STCW, MET Stock #BK-452, and is available separately as MET Document #R-165. 46 CFR 10.205(n) is cited below:

46 CFR 10.205(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 Sec. 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—

(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 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.]

SIGNALS: STORM, WRECK, DISTRESS, SPECIAL.

We recommend:

Lifeboatman, (LB). Order MET Stock #BK-105-1 or Chapter 34 (BK-004C34 in the Limited Master, Mate, and Operator course.

INTERNATIONAL CODE OF SIGNALS.

We recommend:

Signaling, (SIG) MET Stock #BK-005C45. [**Study Guide:** For in-depth study also consult the International Code of Signals, MET Stock #PUB102 (available on vessels on an international voyage). Knowledge of Morse Code is now tested only on endorsements to serve on vessels greater than 200 tons in a "flashing light" test.]

LIFESAVING. Includes these subtopics:

SURVIVAL AT SEA.

LIFESAVING APPLIANCE REGULATIONS.

LIFESAVING APPLIANCE OPERATION.

We recommend:

Lifeboatman, (LB). Order MET Stock #BK-105-1. [**Study Guide:** This book includes complete information on the 2003 revision of the lifesaving regulations that now appear at 46 CFR Part 199. Also; for in extended study, **we recommend** Meurn, R. J., Survival Guide for

the Mariner, MET Stock #BK-0257.]

SEARCH AND RESCUE PROCEDURES.

We recommend:

National Search and Rescue Manual, Volumes 1 and 2 (COMDTINST M16130.2C CGADD), Replaced by IMO IAMSAR MANUALS plus a Coast Guard Supplement. MET stock #BK-0852 Volumes 1, 2 & 3 & BK-875.

AMVER.

We recommend

• Automated Mutual Assistance Vessel Rescue System (AMVER). Order MET Stock #BK-005C49.

Lifesaving Appliance Regulations for T-Boats. (LST), Order MET Stock #BK-002C18.

We recommend

T-Boat Handbook, MET Stock #BK-115, Lifesaving Appliance Operations for Small Passenger Vessels (T-Boats).

SAIL & AUXILIARY SAIL VESSELS ADDENDUM.

We recommend:

Sail and Auxiliary Sail Addendum, (SAIL). Order MET Stock #BK-001C11.

Chase, G. A., Auxiliary Sail Vessel Operations, 1st Ed. MET Stock #BK-0709.

[**Study Guide:** An "endorsement" is required to operate a sail or auxiliary sail vessel carrying passengers for hire. The difference between a sailing vessel and an auxiliary sailing vessel is that the latter has an auxiliary means of propulsion (i.e., an engine).

Refer to the "Sea Service Requirements Regulations" for endorsements for service on vessels of 200 gross tons or less; but for vessels greater than 200 gross tons refer to 46 CFR 10.401(f).

If you want a sail/auxiliary sail endorsement, you must take a separate exam module that is added to any exam of the appropriate route and gross tonnage. The passing grade on this module is 70%. Consult endnote 8 to Table 11.910-2 describing the addendum. Applicants for sail/auxiliary sail endorsements Master, Mate or operator of uninspected passenger vessels endorsements are also tested in the subjects contained in the addendum."]

ANY SUBJECT CONSIDERED NECESSARY TO ESTABLISH THE APPLICANT'S PROFICIENCY.

[**Study Guide:** This heading is shown as a separate subtopic on every examination.

To the best of our knowledge, ALL examination topics currently tested are listed in Table 11.910-2 (above). However, we cannot guarantee that individual RECs will not add questions or introduce new topics that we know nothing about. To be on the safe side, ASK the REC if there are any NEW EXAM TOPICS or locally prepared questions on your exam before you enter the exam room.]

"OCEANS" ENDORSEMENTS

CELESTIAL OBSERVATIONS. For the Oceansö endorsement only.

[**Study Guide:** Although we sell a number of excellent books on Celestial Navigation, our recommendation to all

applicants who must study celestial navigation is to attend a Coast Guard approved course.

In choosing your course, be certain that the instructor is familiar with the requirements of the current Coast Guard exam and teaches all of the subtopics listed below. A celestial course designed for yachtsmen or course materials designed for the "old" celestial exams may not fit the bill. **We believe that your instructor should recommend the text and other materials he wants you to use.**

Our catalog lists a number of text and reference books (including tables) that are currently available. However, for a good introduction and coverage of the subject of Celestial Navigation without having to purchase additional charts, tables, etc., we suggest Norville, W. Celestial Navigation Step-by-Step, MET Stock #BK-203. The book is a complete introductory package and is user friendly. Take the subject as far as you can and then consider going to school if you do not master it.]

This topic includes the following subtopics:

NAUTICAL ASTRONOMY AND NAVIGATION DEFINITIONS.

LATITUDE BY POLARIS.

LATITUDE BY MERIDIAN TRANSIT.

LATITUDE BY MERIDIAN TRANSIT (sun only).

FIX OR RUNNING FIX (Sun or any body).

STAR IDENTIFICATION.

STAR SELECTION.

TIME OF MERIDIAN TRANSIT (sun only).

SECOND ESTIMATE MERIDIAN TRANSIT.

ZONE TIME SUN RISE/SET/TWILIGHT.

ZONE TIME MOON RISE/SET.

ZONE TIME OF SUNRISE, SUNSET & TWILIGHT.

TIMES OF CELESTIAL PHENOMENA.

COMPASS. Includes these subtopics for the "Oceans" endorsements.

• **DETERMINATION OF COMPASS ERROR BY AZIMUTH OF THE SUN** (only).

AMPLITUDE (Sun only).

DEVIATION TABLE CONSTRUCTION.

[**Comment:** The compass is covered simply and easily in Chapman's Piloting Seamanship and Small Boat Handling, MET Stock #BK-150. However, the topics Azimuth and Amplitude are covered in Bowditch, MET Stock #PUB9. **Caution:** Unfortunately, the Coast Guard interprets STCW to require these three subtopics for **Near Coastal** as well as **Ocean routes**.]

We Recommend: Compass Correction at Sea, (CCS) Order MET Stock #BK-003C33.

OCEANS TRACK PLOTTING

MIDDLE LATITUDE SAILING.

MERCATOR SAILING.

GREAT CIRCLE SAILING.

PARALLEL SAILING.

ESTIMATED TIME OF ARRIVAL (ETA).

SEXTANTS

NATIONAL ASTRONOMY AND NAVIGATION DEFINITIONS

SPEED BY RPM

FUEL CONSERVATION

We recommend:

• Speed by RPM. (RPM). Order MET Stock #BL-005C52.

• Fuel Conservation. (FC). Order MET Stock #BL-005C51.

Maloney, E.S., Dutton's Navigation and Piloting, 14th edition, MET Stock #BK-186 and its workbook Problems and Answers in Navigation and Piloting, MET Stock #BK-186-1. [**Comment:** This subtopic is also listed for the "oceans" endorsement. ETA may be based on celestial observations, terrestrial observations, piloting, or electronic navigation.]

SEAFARERS TRAINING CERTIFICATION AND WATCHKEEPING CODE

The International Convention on the Standards of Training, Certification, and Watchkeeping, 1978, came into effect on a worldwide basis in 1984 and in the United States in 1991. This international agreement, "STCW-78," was reflected in many licensing changes that took place in the United States between 1987 and 1989 even though we were not a party to the Convention at that time.

Although most credentialed mariners had just become comfortable with these changes, even more sweeping changes were in preparation. Between 1993 and 1995, major portions of STCW-78 were rewritten and strengthened without notice to lower-level mariners and become STCW-95.

In July 1995 an amended Seafarers Training, Certification, and Watchkeeping Code (STCW-95) was agreed upon internationally. Since the United States became a party to the original convention in 1991, the new STCW Code became part of the "law of the land."

Starting in 1996, many mariners who renewed their licenses received a new piece of paper (Coast Guard form CG-5601) that is an "Endorsement attesting to the issuance of a certificate under the provisions of the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers, 1978." There was no cost for this document and usually no explanation of why it was even provided. However, all mariners who sailed beyond the "boundary line" had to carry this paper to validate their license.

This "STCW-78" paper expired on Feb. 1, 2002. After that date, a mariner needed a **STCW-95** endorsement to sail on an international voyage and on vessels greater than 200 tons in U.S. near-coastal waters. This STCW-95 paper required taking a week-long basic STCW course and often one or more other approved courses and proving your proficiency by collecting endorsements in a number of different areas in order to sail on a "seagoing ship" beyond the "boundary line."

STCW Requirements

Until 1995 American mariners were primarily concerned with obtaining licenses and, if serving aboard vessels greater than 100 gross tons, in obtaining a Merchant Mariners Document (MMD or "Z-card") to serve in an unlicensed position. The situation changed on July 5, 1995 with the international acceptance of the 1995 "amendments" to the (international) Standards of Training, Certification and Watchkeeping Convention.

The new "STCW Code," consisting of 255 pages of international regulations, added a new set of hurdles to

individuals who serve on vessels greater than 200 gross tons that either engage in foreign voyages or simply sail beyond the "boundary line" as described in 46 CFR Part 7. The requirements to hold a "STCW-95" certificate are in addition to the requirements of earning a credential and officer's endorsement beyond the entry level.

STCW, in most cases, requires attendance at Coast Guard-approved courses with 5 days of instruction. These courses are neither "exam-prep" nor "home-study" courses. A listing of all Coast Guard-approved STCW courses and their endorsements is available from the National Maritime Center.

Understanding STCW can be a daunting task. In April 1999, the Coast Guard, for the first time, released a brief description of STCW that was designed to explain STCW to the general public. That description follows:

STCW '95 and How It Affects You

[These are the Coast Guard's words...]

STCW is an international agreement providing for improved Standards of Training, Certification, and Watchkeeping for seafarers throughout the world and the United States which will

Ensure safer seas.

Safer navigation.

Reduce seaman deaths and injuries.

Protect the public in U.S. ports from maritime disasters.

Conserve our marine environment.

Improve the competitiveness of the U.S. Maritime Industry

Prepare mariners to utilize rapidly changing technology to benefit from the competitive advantages it can provide.

Reduce the economic advantages of "flags of convenience" employing poorly trained "crews of convenience."

Basic information: STCW applies to all present and future mariners who wish to sail **beyond the boundary lines** of the United States. In the U.S. we have exempted mariners from STCW requirements who serve on vessels less than 200 gross tons sailing on domestic voyages.

STCW emphasizes "hands-on" demonstrations of your skill and ability to prove that you are qualified to serve aboard seagoing vessels. Most U.S. mariners have already done this in their careers. The biggest change with STCW is that it formalizes⁽¹⁾ the documentation of your ability to perform these tasks.

Completing a Coast Guard approved training course may be the least complicated way to meet the additional STCW qualification requirements.⁽²⁾ You may also demonstrate your knowledge and ability for STCW "covered" tasks before a Designated Examiner (DE). This is an individual qualified to observe your performance and assess your competence.

If you meet the requirements of STCW you will be issued an "STCW 95 Certificate."⁽⁴⁾ Your present license or document are separate credentials from this certificate. You may still maintain your license or document without it, however, you will be essentially limited to "inland waters only" employment.⁽⁵⁾

Mariners who began training or service before Aug. 1, 1998 have one-time "gap-closing" requirements to meet before Feb. 1, 2002. Existing mariners may upgrade their license or document (and STCW certificate) before

this date under the current regulations; however, the additional requirements still apply if you want the STCW-95 certificate.

Persons beginning training or service employment on or after Aug. 1, 1998 must be part of an organized training program approved by the Coast Guard in order to upgrade their STCW certification beyond entry-level qualifications.

Existing Mariners

- **All mariners** except those in non-qualified entry-level positions (ordinary seaman, wiper/oil, steward) must show that they are competent in four areas of basic safety. These are 1) basic firefighting, 2) personal survival techniques, 3) elementary first aid, and 4) personal safety and social responsibility. Again, this can be most readily accomplished by attending an approved course, but demonstration of knowledge and ability before a Designated Examiner may be a future option.⁽³⁾ This must be done every five years.⁽⁶⁾
- **Engineers** must show knowledge, skill, and ability operating lifeboats. Again, attending an approved course or demonstrating proficiency before a Designated Examiner accomplishes this. Academy graduates initially examined and qualified as "Lifeboatman" have already met this requirement. This is a one time only requirement.
- **Deck officers** must demonstrate proficiency in Bridge Teamwork Procedures. This can be accomplished by taking an approved course, or if you have served on vessels practicing Bridge Resource Management, documenting your ability during that service. This is a one time only requirement.
- **Deck officers** must attend an approved training program and obtain certification as GMDSS Operator⁽⁷⁾ to serve on a GMDSS-equipped ship after Feb. 1, 2002. (After Feb. 1, 1999 there must be at least two GMDSS operators⁽⁸⁾ aboard every such vessel. Since all vessels greater than 300 gross tons must have GMDSS equipment, the GMDSS training will apply to most deck officers.) This is a one time only requirement.
- **Deck officers** must pass an approved ARPA course⁽⁹⁾ for service on ARPA-equipped vessels after Feb. 1, 2002.
- **Officers** must receive training in Advanced Firefighting⁽¹⁰⁾ if they wish to be the "individual designated to control firefighting operations" aboard ship.

Persons wishing to serve on tank vessels, RO-ROs⁽¹¹⁾, or to operate Fast Rescue Craft must complete additional training programs.

Keep documentation for all training you have received together in a "record of training."⁽¹⁾ The Coast Guard Regional Exam Center will use this to verify your eligibility for a STCW 95 Certificate.

New Mariners

All new mariners who began seagoing service on or after Aug. 1, 1998 must have completed an approved Basic Safety course (or demonstrated ability before a Designated Examiner) before being certificated as a qualified rating or as an officer. This must be done every five years.⁽⁶⁾

All new mariners must be enrolled in, or be a part of, a

Coast Guard approved training program in order to be issued a STCW certificate as a qualified rating or as an officer.

Under this program new mariners must demonstrate the ability to perform certain tasks in the presence of a Designated Examiner. If the task is completed correctly the Designated Examiner will "sign off" that item in that person's "record of training." Entry-level officers must use a Coast Guard approved Training Record Book (TRB) for this purpose. The Training Record Book must be completed to qualify for a license or STCW certificate.

All existing regulations still apply to obtaining an initial license or document. These include minimum age, citizenship, security and medical requirements,⁽¹²⁾ as well as obtaining a drug test, and recommendations attesting to your character.

These are OUR updated footnotes on STCW:

⁽¹⁾**Vocabulary: "Formalize"** = Covered with bureaucratic paperwork.

⁽²⁾*Don't expect it to be cheap!*

⁽³⁾*This means that you may not have any choice until Designated Examiners are approved and are in place.*

⁽⁴⁾*The STCW-95 certificate is NOT the same as the STCW-78 certificate. It must be earned!*

⁽⁵⁾*Without a STCW-95 certificate, a "near-coastal" or "oceans" credential can only be used on inland waters.*

⁽⁶⁾*...in order to renew your STCW certificate.*

⁽⁷⁾**Vocabulary: GMDSS** = Global Maritime Distress Safety System. This system conforms to "new" international radio requirements and will require attendance at a 70-hour course of instruction.

⁽⁸⁾*...appropriately licensed by the Federal Communications Commission (a two-day course).*

⁽⁹⁾**Vocabulary: ARPA** = Automatic Radar Plotting Aids.

⁽¹⁰⁾*"Advanced firefighting" is distinguished from the regular fire-fighting course familiar to many credentialed mariners.* ⁽¹¹⁾**Vocabulary: RO-RO** = Roll-on, roll-off cargo and ferry vessels. These vessels are particularly vulnerable to flooding and capsizing. E.g., the *ESTONIA* that sank in the Baltic Sea and *HERALD OF FREE ENTERPRISE* that capsized outside Zbrugge, Belgium with loss of life

⁽¹²⁾*The Coast Guard reinforced their physical standards in NVIC 04-08 that lists 202 potentially disqualifying medical conditions and tougher physical exam requirement.*



NMC & REC CONTACT INFORMATION

USCG National Maritime Center (NMC)
100 Forbes Drive; Martinsburg, WV, 25404
(304) 433-3400, 1-888-427-5562, Fax: (304) 433-3413,
or e-mail them at iasknmc@uscg.mil

Regional Exam Centers

[RECs are in alphabetical order by state including zip code and telephone numbers.]

- REC Anchorage, AK, 510 L Street, Ste. 100, Anchorage, AK 99501-1946. (907) 271-6733.
- REC Juneau, AK, 2760 Sherwood Lane, Suite 2A, Juneau, AK 99801-5845. (907) 463-2450.
- REC Alameda, CA. Building. 14, Coast Guard Island, Alameda, CA 94501-5100. (510) 437-3092.
- REC Long Beach, CA. 165 N. Pico Avenue, Long Beach, CA 90802-1096. (310) 980-4483.
- REC Miami, FL., Claude Pepper Bldg., 6th Floor, 51 S.W. First Ave., Miami, FL 33130-1608. (305) 536-6548.
- REC Honolulu, HI, 433 Ala Moana Blvd., Room 1, Honolulu, HI 96813-4909. (808) 522-8258.
- REC Mandeville, LA., 4250 Hwy 22 Suite F Mandeville, LA 70471 Phone: 985-624-5700 Fax: 985-624-5757
- REC Baltimore, MD., U.S. Customhouse, 40 S. Gay St., Baltimore, MD 21202-4022. (410) 962-5132.
- REC Boston, MA., 455 Commercial Street, Boston, MA 02109-1045. (617) 223-3040.
- REC St. Louis, MO., 1222 Spruce Street, Suite 211, St. Louis, MO 63103-2835. (314) 539-2657.
- REC New York, NY., Battery Park Bldg., New York, NY 10004-1466. (212) 668-6395.
- REC Toledo, OH., Federal Bldg., Room 501, 234 Summit Street, Toledo, OH 43604-1590. (419) 259-6394.
- REC Portland, OR., 6767 N. Basin Ave., Portland, OR 97217-3992. (503) 240-9346.
- REC Charleston, SC., 196 Tradd St., Charleston, SC 29401-1899. (803) 724-7693.
- REC Memphis, TN., 200 Jefferson Ave., Suite 1301, Memphis, TN 38103-2300. (901) 544-3297.
- REC Houston, TX., 8876 Gulf Freeway, Suite 210, Houston, TX 77017-6595. (713) 947-0044.
- REC Seattle, WA., 1519 Alaskan Way S., Bldg. 1, Seattle, WA 98134-1192. (206) 217-6115.