

MERPAC MEETING
DANIA FLORIDA
WEDNESDAY, 28 March 2001

The meeting was called to order by Chairman McGovern at 8:15 a.m. Thirteen members were in attendance. The following members were absent: Dorenda Canty; Kenneth Dawson; Pamela Hom; Charles Clausen; Glenn Pigott, and; Lynn Korwatch.

Chairman McGovern announced that the objective of the meeting was to complete task statements 24, 25, and 26, which deal with aligning the U.S. licensing system with STCW. Chairman McGovern asked everyone at the meeting to introduce themselves, including members, public and USCG representatives.

Chairman McGovern introduced CDR Brian Peter, USCG, MERPAC's executive director, to make comments. CDR Peter thanked everyone for their efforts in making MERPAC a viable committee. He announced the date the notice of this meeting had been placed in the Federal Register and then read excerpts from MERPAC's charter for the benefit of those attending their first meeting.

Mr. Mark Gould, assistant to the executive director, advised those in attendance that, unless specifically requested to do otherwise, he would summarize statements in minutes of the meeting. He further stated if there was any question about what was said at the meeting, a tape recording had been made for reference. Mr. Gould also asked all in attendance to take a minute and thank Tom Johnson, Director of Training at the Star Center, or Cathi Servideo, who was in charge of making provisions for this meeting, for providing coffee and refreshments for the meeting at no cost.

Chairman McGovern stated that initial STCW implementation was finally winding down, but that fine tuning would continue as issues arise. MERPAC now had time to take up other issues. He thanked the "brown-water" side of the merchant marine for their patience and assistance in the many "blue-water" issues MERPAC has addressed over the past several years. He also welcomed brown-water interests to bring forth any issues of particular interest to their side of the merchant marine.

Chairman McGovern proposed the formation of a long-range planning work group to look at MERPAC's future. The work group would consist of Chairman McGovern, CAPT Joe Murphy, Ms. Katy Haven, Mr. Roy Murphy, and CDR Peter. This work group would try to formulate MERPAC's future direction before the next meeting. Chairman McGovern added that the Coast Guard's Marine Transportation System Report to Congress came out last year and that it contained a lot about training and qualifications for workers in the marine transportation system. Since these areas are exactly what MERPAC is tasked to deal with in its charter, the work group would review this report and form potential task statements from the report.

Old Business

The minutes from the last meeting were unanimously approved as written.

CAPT Fink, USCG, from the National Maritime Center (NMC) was introduced to report on the status of the NMC. He started by congratulating the task statement 24, 25, and 26 work groups for their work, adding that these are not easy deliberations, but that it is important for the Coast Guard to hear everybody's opinions. CAPT Fink then gave a report of the following NMC functions: development of national performance assessment guidelines, and; Navigation and Vessel Inspection Circulars (NVICs) and policy letters published since MERPAC's last meeting. He added that

all of these were available for review on the NMC's web page. He also reported on the status of STCW audits of the maritime academies, and advised that license examination questions covering GMDSS have been added to the appropriate examinations and could be found on NMC's website. He added that, in accordance with the towing vessel Interim Rule, the NMC was developing Apprentice Mate examinations for towing vessels. He reported that new survival craft examinations for AB-OSV and Engineer-OSV had been developed.

He gave a report on the Senior Inspector of Personnel (SIP) Conference held in September, 2000, and also advised that 20 Regional Examination Center (REC) employees had undergone training at an REC evaluator's course held in October, 2000. An action workout was held in Baltimore earlier this month. Topics covered included: the process used to evaluate license applicants; the administration of examinations, and; the issuance of licenses. The NMC will export the lessons learned from this action workout to all other RECs.

He further stated the NMC was evaluating a re-design of the application, physical and sea service forms, due to the number of errors and incomplete forms currently received from mariners. The NMC is also evaluating a recommendation to set up an 800 number to refer callers to the nearest REC. The Action Workout also proposed that user fee collections be simplified. Other areas the NMC is working to improve service includes improvements to the licensing database, consistency among RECs, and the development of job aids for REC personnel. The NMC also hopes to make mariner records instantly available at RECs.

CAPT Fink stated that the investigation regarding license compromise in San Juan is still ongoing and efforts by the maritime industry and trade publications to broadcast license serial numbers was appreciated. The majority of licenses involved had been identified and letters had been sent to the mariners holding them. In addition, non-approved radar and fire-fighting courses were being addressed. One possible outcome of this investigation may be a redesign of the MMD to include holograms. Other possible outcomes are being considered.

CAPT Fink reported that about 40,000 National Driver Registry checks had been completed since April, 2000. The turn-around time is averaging about 2.1 days. The NMC is also working on the design and implementation of Merchant Marine Licensing and Documentation capability to receive electronic shipping articles and certificate of discharge data.

New Business

LCDR Dolloff, USCG, with the NMC, gave a report on the Towing Vessel Manning and Licensing Rulemaking on behalf of LCDR Harden, USCG (G-MSO-1/Project Manager). He informed the Committee that the rule was originally published on November 19, 1999. It is scheduled to become effective on May 21 of this year and no additional delays are anticipated. There is a NVIC discussing this subject which is in the final clearance stage.

He went further to say the Coast Guard is currently conducting an outreach program to explain the new rule. This rulemaking radically changes the qualification requirements for towing vessel personnel. Key issues included are: the creation of a new license structure, and; the new requirement for an endorsement for the Western Rivers. The license hierarchy for towing vessels will be Master of Towing Vessels, Mate (Pilot) of Towing Vessels, Apprentice Mate (Steersman) of Towing Vessels, and Limited Master, Mate (Pilot) and Apprentice. A Harbor Assist license will not be implemented. Comments on the harbor assist license will be sought in the interim final rule now being readied for publication. With regards to license routes, most will remain the same, with the notable exception of the Western Rivers endorsement which will now be required. After suitable service, mariners in the towing industry will complete a Coast Guard examination for Apprentice Mate. After additional service and assessment, the next step will be

Mate/Pilot of Towing Vessels (these names are interchangeable). After 48 months' total service, the mariner will be eligible for the Master Towing Vessel license without further assessment. Assessment will be necessary for progression from Apprentice Mate to Mate/Pilot, when increasing the scope of the license and when adding a Western Rivers endorsement. Assessment must be conducted within a Coast Guard approved course or by a Designated Examiner (DE), in which case the assessment must be documented on a Towing Officer's Assessment Record (TOAR). The TOAR lists tasks to be performed or explained in the presence of a DE. The Towing Safety Advisory Committee (TSAC) developed the TOAR, in addition to providing valuable assistance to the Coast Guard in the rulemaking and development of the NVIC. Use of an alternative TOAR requires Coast Guard approval. A TSAC work group will address Apprentice/Mate assessment criteria to be used by designated examiners (DEs) and by Coast Guard approved courses. This criteria will not be available when the rule takes effect. Until such time as the criteria for DE assessment have been generated, DEs should be guided by company policy and industry practice. There will be 3 TOARs—one for Oceans/Near Coastal, one for Great Lakes-Inland, and one for Western Rivers.

In order to be a DE, a mariner must: meet the requirements of NVIC 6-97 or hold a license superior to that for which the applicant is being assessed, and; have completed formal instruction in observation/assessment or have completed experience assessing junior mates in a company training program. Any individual whose service or training begins after May 21, 2001, will be required to fully comply with the new rules. Those starting their service or training on or before May 21, 2001 may qualify for a license as Master of Towing Vessels under the previous (OUTV) licensing rules until May 21, 2004. This rule makes no significant changes to current renewal requirements, but does require the documentation of ongoing training and drills.

Chairman McGovern interjected that he had met with CDR Peter and that they had decided to proceed with plans to hold a joint meeting with TSAC in the fall of this year since the towing vessel issues being addressed by TSAC are of great interest to MERPAC.

MERPAC member Cameron Williams asked how a 3rd Mate Oceans would transition into the towing industry licensing scheme. LCDR Dolloff replied that a 3rd Mate oceans would complete the application form and complete 90 days of service under instruction using the TOAR. That would qualify the mariner to serve as Master of Towing Vessels. Mr. Williams followed up by asking if the 90 days' service must be coastwise service. LCDR Dolloff replied in the affirmative.

Mr. Visantine from Diamond asked how much sea service was needed for the Apprentice Pilot's license. LCDR Dolloff replied that eighteen months of sea service is required for the Apprentice Pilot's license.

Mr. Jenkinsson of the Inland Boatman's Union asked if a master of towing vessels would be limited to domestic voyages—would towing vessels engaged on international voyages be exempt from this rule. LCDR Dolloff replied that a mariner who wanted to sail on international voyages or on towing vessels over 200 tons would be required to hold a license of suitable tonnage and meet applicable STCW requirements.

Mr. Jenkinsson asked if the Coast Guard intended to extend STCW to the inland industry in the future. LCDR Dolloff replied in the negative.

Ms. Adams of the Gulf Coast Mariners' Association asked if this was the appropriate forum to inquire about Coast Guard enforcement of proper manning levels on towing vessels. LCDR Dolloff replied that the issue had been raised in a TSAC work group, but that he was not prepared to discuss this topic at this meeting.

Ms. Adams asked if the rulemaking would require licensed engineers on towing vessels. LCDR Dolloff replied that there were no manning changes for engineers in this rulemaking.

Ms. Adams asked if the rulemaking or if the Coast Guard was contemplating a rule making that would require towing vessels to have official logbooks. LCDR Dolloff replied in the negative.

Working Group Reports

CAPT Joe Murphy gave a report on the progress of the Task Statement 24 work group. Task Statement 24 addressed aligning the United States' deck officer examination system with STCW. CAPT Murphy reported that the work group had broken into two subwork groups in order to make better progress. He hoped that the work group would finish its evaluation of the test modules and be prepared to make some recommendations to the full committee at this meeting.

Ms. Katy Haven gave a report on the progress of the Task Statement 25 work group. Task Statement 25 addressed aligning the United States' unlimited engineering officer examination system with STCW. Ms. Haven reported that the work group had completed its evaluation of the test modules and would present its recommendations to the full committee in the afternoon session.

Ms. Haven next gave a report on the progress of the Task Statement 26 work group. Task Statement 26 addressed aligning the United States' limited engineering officer examination system with STCW. Ms. Haven reported that the work group was making progress and hoped to finish its deliberations in time to present recommendations to the full committee in the afternoon session.

CAPT Doug Hard gave a report of the standing Prevention Through People (PTP) subcommittee. He reported that he had observed each of the work groups in session and that they were observing the principles of PTP.

CDR Peter gave a report on STCW implementation in the U.S. He advised those in attendance that the regulation writing completed by G-MSO is accomplished with much assistance from the implementation team at the NMC.

CDR Peter reported that, to date, 15 NVICs and numerous policy letters relating to STCW had been published. They are available for inspection on the Coast Guard's Marine Safety and Environmental Protection website. He pointed out many of the new NVICs are the direct result of MERPAC's accomplishments in recommending guidelines for assessing mariner skills.

CDR Peter cautioned that the NVICs are only one piece of the pie, and that the assessment guidelines contained in the NVICs don't include assessment of knowledge/ understanding normally determined by testing or other regulatory requirements (sea time, physical requirements, etc.). The NMC will issue additional NVICs on the qualification requirements to hold an STCW certificate in a particular area. The mariner will use this to get the STCW certificate or endorsement at an REC.

CDR Peter then discussed two rules currently in routing within the Coast Guard: the 3rd Interim Rule for the Licensing and Manning Towing Vessels and; the Final Rule on STCW V/3, which concerns Training and Certification for Mariners Serving on Certain Ships Carrying More than 12 Passengers on International Voyages. He encouraged the public to send comments in to the proposed rulemaking projects so that they can be taken into account.

CDR Peter also reported on two initiatives currently underway: the implementation of a comprehensive independent evaluation of the STCW Quality Standards System and Report to IMO as required by the Convention, and; the finalization of the “white list” process at the STW Subcommittee of the MSC at IMO.

CAPT Lee Kincaid of MEBA asked if CDR Peter could comment on the Coast Guard’s review of 46 CFR Chapters 10, 11, and 15. CDR Peter replied that the work plan for this rulemaking has been completed, but not yet approved. He added that the rulemaking involving changes in licensing and manning for towing vessels has been going on for several years, and that it would be fair to assume that the same time frame would be appropriate for this rulemaking.

Mr. Visintine asked why we are changing a licensing system with which we are comfortable and familiar. CDR Peter replied that STCW calls for changes in licensing to normalize everyone’s policies. He stated, “Not that much is changing in training mariners; a trainee is taken under someone’s wing, who shows him/her the ropes. The ropes are simply the assessment criteria we are now putting down on paper; that is, we are now documenting what we do. Trainees also have to demonstrate skills. This is a complete change in licensing but not in what we have done in the past aboard vessels. Change is always difficult. But all we are doing is changing the documentation process and putting down on paper what we consider the necessary competencies to be in order to get a particular license.”

Chairman McGovern interjected that the U.S. inclusion on the “white list” was made according to our plans, and that the U.S. can be removed from the “white list” in 5 years if we don’t carry through with our projected plans. Therefore, we have to comply and not fall back.

Mr. Scragg of Pacific Northwest Maritime asked if the Coast Guard plans to provide guidance on the minimum hours of training and education that will go with these new requirements. CAPT Fink advised Mr. Scragg that Mr. Stewart Walker of his staff would answer that question.

CAPT Richardson, USCG, of G-MSO gave a report on the International Maritime Organization (IMO) sub committee meeting on Standards for Training and Watchkeeping (STW) 32 in January 2001 of which he was head of the United States Delegation. Captain Richardson reported;

(1) One of the accomplishments was the development of guidance on preparation and review of independent evaluations for the quality standards system required by the Convention. This guidance is for parties to comply with the ongoing obligation to submit information to IMO as part of the international oversight in demonstrating compliance with the Convention. The guidance details the frequency and content of the report to IMO required by regulations in the Convention. This process (termed the “white list”) enhances the achievements made to date in the implementation and enforcement of the Convention. Promulgation of this guidance was a primary objective of the United States. The procedures to be implemented by IMO for a party failing to give full and complete effect to the convention was not resolved and will be discussed further at STW33. Currently the Coast Guard is laying the foundation for the 5-year outside evaluation and report of the QSS for the United States;

(2) Another issue discussed both at the meeting and more recently in the international press was the increased focus on unlawful practices associated with certificates of competency issued to comply with the Convention. The Subcommittee received a progress report on a research project to identify the extent of unlawful practices associated with certificates of competency. The progress report has sparked considerable discussion on this issue and it can be predicted that this issue will continue to occupy time at future meetings;

(3) A Working group recommended the validation of three IMO model courses, including one for onboard vessel assessment and one for a 2nd class radioelectronic certificate for the global maritime distress and safety system (GMDSS);

(4) The Subcommittee prepared a draft MSC Circular on standard marine communicating phrases to clarify what parts of the SMCP are mandatory for the purposes of assessing deck officer competency under STCW. Under the draft Part A is will be mandatory for deck officers.

The Subcommittee discussed the revision of Resolution A.485 dealing with training and certification of pilots. It was recommended that the target completion date for this agenda item be delayed until the Subcommittee on the safety of navigation completes Annex I of the Resolution, the recommendations on the operational requirements for pilots. This would allow STW to review Annexes I and II together in conjunction with the Resolution. This will ensure that all training issues are properly addressed in the revision. The STW Subcommittee expects to finalize its work on revising A.485 (XII) at STW33;

(5) The Subcommittee developed interim guidance on training in the use of electronic chart display and information systems (ECDIS). It drafted STCW.7 circular and interim guidelines for approval of training; and,

(6) STW33 is tentatively scheduled for January 21–25 2002. In addition to follow-up on agenda items on the recognition of certificates and on procedures associated with IMO review of reports of independent evaluations, major issues are expected to include: guidance on training and qualification of pilots, taking into account the outcome of the 47th Session of the Subcommittee on safety of navigation (scheduled for July 2001) which will consider operational matters relating to pilots, and; unlawful practices associated with certificates of competency issued under the provisions of the STCW Convention.

CAPT Kincaid advised those in attendance that CAPT Richardson was retiring and thanked him publicly for his efforts as head of the U.S. delegation.

CAPT Richardson gave a report concerning a task statement addressed at the last National Offshore Safety Advisory Committee (NOSAC) meeting in absence of Mr. Kenneth Dawson. Mr. Dawson, a member of both MERPAC and NOSAC, had volunteered to report back to MERPAC on the progress of the NOSAC task statement concerning the 12-hour rule. CAPT Richardson reported that there is also a similar task statement being considered by the Towing Vessel Advisory Committee (TSAC).

Assessing the risk of fatigue on OSVs and towing vessels and identifying steps which could reduce such risk is in the interest of companies who operate these vessels and the mariners serving onboard them. The issue is of particular concern and should be addressed by the PTP subcommittees of each of these Committees. NOSAC has been directed to prepare a report: (1) To show the changes in the level of risk to offshore safety as a result of longer voyages to deepwater operations; (2) To show changes in the level of risk to offshore safety that may result from inadequate training where more modern and complex equipment is used, and; (3) To show potential risk to offshore safety that would result from difficulty in implementation of the so-called 12-hour rule on OSVs and towing vessels. The PTP work group within NOSAC has not yet officially met, but they have requested that the Coast Guard gather statistics from casualty and violation data for evaluation. They have a 2-year period to complete this tasking. The TSAC PTP subcommittee was given a similar task statement. They were directed to prepare and submit a report that: (1) Identifies alertness risk factors onboard inland, coastal, and harbor towing vessels resulting from operational functions or environmental conditions that may have an adverse impact on the alertness of the operators; (2) Evaluates the criticality of these risk factors in distinct towing vessel operating environments; (3) Makes recommendations for measures consistent with the non-regulatory philosophy of the PTP program and the crew alertness campaign to address these risk factors and minimize their impact on crew alertness in the towing industry, and; (4) Makes recommendations on the best way to communicate these recommendations to the appropriate audiences and to incorporate them in the crew alertness campaign.

CAPT Richardson discussed the Coast Guard's crew alertness campaign and advised that brochures were available at the sign-in desk.

Ms. Katy Haven asked if those addressing fatigue issues had considered vessels other than OSVs or towing vessels. CAPT Richardson replied that what prompted the Coast Guard concerns on this issue were allegations of law breaking in the towing vessel industry. So the Coast Guard is looking at this area right now. However, the crew alertness campaign will look at all areas. Because of the two committees looking at these issues, the Coast Guard has limited itself to these two areas.

RADM Robert North, MERPAC's sponsor, was asked to make comments. He welcomed MERPAC members Andrew Lorenzana and Paul "Grey" Chisholm to the committee as they were attending their first meeting. RADM North then made a public service award presentation to Chairman Andrew McGovern.

RADM North mentioned that recruiting, training, and retention of mariners was an issue of great importance at this time. It is difficult to keep good mariners at sea. And this is an international concern. As maritime trade increases, we will need more people. The Coast Guard has scheduled a conference on May 23-24, 2001 at Kings Point to address this important issue. With regard to STCW implementation, RADM North had developed a management implementation plan. He meets with his staff each month to ensure that we are on track for full implementation. He added that MERPAC is an excellent place to gauge how the U.S. is doing with STCW implementation.

RADM North then delivered the oath of office to Andrew Lorenzana and Paul Chisholm.

Chairman McGovern presented RADM North with a retirement gift from MERPAC members.

CAPT Joe Murphy gave a briefing on the Whale Strike Program. After the briefing and several questions, CAPT Murphy advised that the final draft of a right whale recovery plan will be out next month, and will include a requirement for a dynamic management plan and that a meeting will be held at the Coast Guard Academy on April 10-11, 2001 to finalize the issues.

CAPT Murphy proposed that MERPAC submit a recommendation to the Coast Guard which states:

"In the interest of reducing ship-strike mortalities the MERPAC Committee recommends that all approved courses for original license or raise-in-grade as well as the social responsibility element of the Basic Safety Training Course include instruction and assessment in the following subjects:

1. Legal statutes pertaining to endangered species
2. Mariner awareness of endangered species habitats, migratory patterns, and behaviors.
3. Watchkeeping procedures including crew vigilance, surveillance techniques, and collision avoidance maneuvers.
4. Mandatory Reporting System
5. Voyage planning and awareness of endangered species incidental to the vessels route.
6. Bridge procedures or protocols consistent with the provisions of the International Safety Management Code (ISM).

The full committee approved the recommendation with one vote against.

The committee addressed the master recommendation list. The Coast Guard stated that since it had taken action on several recommendations, these recommendations should be closed by MERPAC. The following recommendations were closed after a vote was taken on each one:

03-00; 05-00; 08-00; 09-00; 10-00; 11-00; 12-00; 13-00; 14-00; 15-00, and; 16-00.

The committee broke into work groups at 11:20 am.

The committee reconvened at 2:25 PM.

CAPT Joe Murphy gave a final report on the progress of the Task Statement 24 work group, addressing aligning the United States' deck officer examination system with that required by STCW. CAPT Murphy reported that the work group had not completed its work, but that it was prepared to present 5 recommendations to the full committee for consideration.

CAPT Murphy reviewed the results of the work group answers to the Task Statement questions and made the following recommendations:

Recommendation #1. MERPAC recommends that the existing four (4) grades of upper level license be continued (Third Mate, Second Mate, Chief Mate, and Master). Two written examinations would be administered, one for the operational level (3rd & 2nd Mate), and one for the management level (Chief Mate and Master). At the Master level courses in management and leadership, as well as ship handling, would be required.

This recommendation was voted on and accepted by the full committee.

Recommendation #2. Fifty percent of the required one year sea service must be in grade at the next lower level of license. Sea service recency for upgrade should be 90 days within the past five years.

This recommendation was voted on and accepted by the full committee.

Recommendation #3. The Committee strongly believes that a job task analysis (JTA) should be conducted to determine the specific skills required at the operational and management level. With regard to modular structure file for master/chief mate oceans, the W/G recommend that the Coast Guard use the latitude provided by section A/II-2, paragraph 5, to make the level of theoretical knowledge, understanding, and proficiency appropriate to vessels of less than 1600 gross tons or 3000 gross tons. The purpose for this is establish a difference in the degree of difficulty between ocean master and 1600 gross ton master as it is in our system.

This recommendation was voted on and accepted by the full committee.

Recommendation #4. The working group was instructed to "vet" and make recommendations on the exam module structures provided by the Coast Guard. Our group did so and they are extensive. These were approved by members of the MERPAC Committee in working group session. It was requested the Committee, if possible, accept them as noted as they were unavailable to the Committee because of the size of the lists.

This recommendation was voted on and accepted by the full committee.

Recommendation #5. The Committee recommends that the Coast Guard develop a structure of deck licenses which shows the past and exchange points of the various levels of license in compliance with U.S. Code and STCW.

This recommendation was voted on and accepted by the full committee.

Ms. Katy Haven gave a final report on Task Statement 25, which addresses aligning the United States' unlimited engineering officer examination system with that required by STCW. Ms. Haven reported that the work group had completed its deliberations and was prepared to present (4) recommendations to the full committee for consideration.

Ms Haven reviewed the results of the work group answers to the Task Statement questions.

Task Statement question #1. At which levels in a mariner's career progression are examinations required to assess the mariner's competence? MERPAC recommends that the US mariner's career progression should attempt to conform to the STCW structure as much as possible without sacrificing the current US system. The 4 levels of U.S. licenses should be retained, but competency requirements should emphasize the difference between Operational and Management levels. Current 3rd A/E and 2nd A/E licenses should remain in place, with the initial course work and testing for a 3rd A/E license aimed at the 2nd A/E level of knowledge. Once a person has obtained a 3rd A/E license, with one year's sea time, they should be able to upgrade to 2nd A/E with an additional exam. The subjects of this exam are spelled out in question #3. The step from 2nd A/E to 1st A/E is a major one, which entails going from the operational level to the management level. Several courses will be required for this step (see MERPAC recommendations of Dec. 1999). In addition to the required courses, USCG exams should still be given at the 3rd A/E and 1st A/E levels. The one year sea service for this step should include at least 6 months at the 2nd A/E level. The last step, from 1st A/E to Chief Engineer, should be obtained with one year's sea time, 6 months of which should be in the 1st A/E position, and one additional Leadership and Management course.

This recommendation was voted on and accepted by the full committee

Task Statement question #2. For each level where it is determined that a mariner should be tested, what should be the scope and depth of the examinations? For the initial license (3rd A/E) the Work Group assumed that a training record book is used and that the practical demonstrations recommended by MERPAC in Task Statement #19 will be in place. MERPAC recommends that there should still be exams, but the focus should be on the theoretical, rather than the practical. The working group went over the specific exam subjects and made recommendations for each one. This list will be finalized and submitted to the MERPAC chairman within two weeks.

This recommendation was voted on and accepted by the full committee

Task Statement question #3. If the U.S. adopts testing limited to the operational level and management level, are there unique qualifications for either a 2nd A/E license or for a Chief Engineer's license that would require additional testing? If so, what areas should be tested, and what should be the scope of the tests in those areas? MERPAC recommends that at the 2nd A/E level there should be assessment on the following subjects:

Water testing: practical demonstration and written exam (steam and motor)

Fuel oil combustion and control principles: written exam (steam and motor)

Fuel oil management: written exam (steam and motor)

Combustion control systems: written exam (steam only)

Troubleshooting auxiliary and waste heat boilers: written exam (motor only)

At the Chief Engineer level there should be an additional Leadership and Management course that addresses current regulations and personnel management issues. These subjects are spelled out in detail in the MERPAC recommendation submitted in Dec. 1999.

This recommendation was voted on and accepted by the full committee

Task Statement question #4. What are the relationships, if any, between the testing at one level as compared to the testing at another license level? Once tested, are there any portions of the test that should be repeated? For example, should questions relative to watchstanding at the operational level be included on examinations at the management level? MERPAC recommends that generally, the testing at the management level should focus more on regulatory, troubleshooting and maintenance issues. There will be some redundancy, which is spelled out in the list of specific exam subjects.

This recommendation was voted on and accepted by the full committee

Ms. Haven gave a final report on Task Statement 26, which addresses aligning the United States' limited engineering officer examination system with that required by STCW. Ms. Haven reported that the Work Group had completed its deliberations and was prepared to make 4 recommendations to the full committee for consideration. Ms Haven then reviewed the results of the work group answers to the Task Statement questions.

Task Statement question #1. At which levels in a mariner's career progression are examinations required to assess the mariner's competence? MERPAC recommends that the US mariner's career progression should attempt to conform to the STCW structure as much as possible without sacrificing the current US system. The current sea service requirements should stay the same, with the progression being as follows: Limited Assistant Engineer, Limited Chief Engineer (near coastal)/Second Engineer (STCW) Oceans, Limited Chief Engineer (Oceans). There should be an initial exam to obtain the limited assistant engineer license, and another exam to obtain the Limited Chief Engineer (near coastal) license. Sea service would be the only requirement to obtain the Limited C/E ocean license.

After several questions were answered by Ms. Haven, this recommendation was voted on and accepted by the full committee

Task Statement question #2. For each level where it is determined that a mariner should be tested, what should be the scope and depth of the examinations? The Working Group went over the specific exam subjects and made recommendations for each one. This list closely parallels the testing subjects for unlimited licenses, with some subjects eliminated due to the nature of lower horsepower vessels. The list would be finalized and sent to the MERPAC Chairman within two weeks.

After several questions were answered by Ms. Haven, this recommendation was voted on and accepted by the full committee

Task Statement question #3. If the U.S. adopts testing limited to the operational level and management level, are there unique qualifications for either a 2nd A/E license or for a Chief Engineer's license that would require additional testing? If so, what areas should be tested, and what should be the scope of the tests in those areas?

Ms. Haven reported that this question does not apply with the recommended licensing scheme.

Task Statement question #4. What are the relationships, if any, between the testing at one level as compared to the testing at another license level? Once tested, are there any portions of the test that should be repeated? For example, should questions relative to watchstanding at the operational level be included on examinations at the management level?

MERPAC recommended that generally, the testing at the management level should focus more on regulatory, troubleshooting and maintenance issues. There will be some redundancy, which is spelled out in the list of specific exam subjects.

This recommendation was voted on and accepted by the full committee

Chairman McGovern advised the committee that he would get together with CDR Peter and TSAC's chairman and executive director to assess the feasibility of a joint meeting in September 2001.

There being no further business, the meeting was adjourned at 3:00 PM.

Brian J. Peter, CDR, U.S Coast Guard
Executive Director, MERPAC

Andrew McGovern
Chairman, MERPAC

Date

Date

Enclosures: (1) Agenda