

MARINE SAFETY MANUAL

CHAPTER 19: LICENSE AND MMD EQUIVALENTS

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CHAPTER 19: LICENSE AND MMD EQUIVALENTS

A. Deck Licenses.

Deck licenses may be limited by route, tonnage, and grade level. Licensed officers may find employment in positions that do not directly correlate with these limitations. The following discussions provide guidance on what is included and not included within the limitations placed on the license.

1. Routes.

Deck licenses, other than licenses as operator of uninspected towing vessels (OUTV), may be issued for the following routes. The routes specified by 46 CFR 10.464(b) for OUTV licenses are slightly different but the same concepts apply.

- a. Oceans.
- b. Near Coastal.
- c. Great Lakes and Inland.
- d. Inland.
- e. Any River.

The above routes constitute a hierarchy. An officer holding a license at one level may sail on any waters listed below it. For example, a license endorsed for Great Lakes and Inland authorizes the holder to sail any river route. Also, any of the routes above authorizes service on the two specialized river routes,

"Rivers other than the Western Rivers," or

"Western Rivers."

2. Tonnage.

A tonnage restriction applies to the level of the license on the face and to any other authorized service. For example, an officer licensed for master - 500 GT can sail as a mate but the tonnage limitation is still 500 GT. In some cases the officer will hold a license with different tonnage limitations. A person could be licensed as mate - 500 GT and master - 200 GT. This person could be employed as a mate on a 250 GT vessel but not as a master on the same vessel.

3. Grade Level.

A license as chief, second, or third mate on ocean or near coastal routes authorizes service as a mate where a specific grade level is not required. In many situations, the conditions of employment are different from those normally associated with the licensed grade level. For example, a third mate - oceans may be employed as a mate - inland even though the operations of the vessel will probably be very different from

those of an oceangoing vessel. The employer must ensure that the officer is familiar with the special requirements of the position and understands the duties and responsibilities of the position. The officer must comply with the regulations (46 CFR 10.101(b) and 15.405) to become familiar with each vessel's relevant characteristics.

4. Uninspected Fishing Industry Vessels.

A license as master or mate of inspected vessels may serve as master or mate, respectively, on uninspected fishing industry vessels within the limitations of the license.

5. Regulatory Equivalents.

Title 46 CFR Part 15, Subpart H, provides specific regulatory equivalencies for deck licenses and guidance for the OUTV and OUPV licenses. Information on the equivalencies for the assistance towing endorsement is contained in 46 CFR 10.482.

6. Mobile Offshore Drilling Unit Licenses.

a. To serve as an Offshore Installation Manager (OIM), a mariner must be specifically licensed as an OIM. There are five grades of Offshore Installation Manager (OIM) licenses. An OIM Unrestricted license authorizes service in any position where an OIM is required. The remaining four OIM grades are restricted to service on a specific type of MODU while the MODU is operating as stated on the license. For example, an OIM of Bottom Bearing Units Underway may not serve as the OIM while the unit is on location.

b. To serve as a Barge Supervisor (BS), a mariner must have a license specifically endorsed as a BS. To serve as a Ballast Control Operator (BCO), a mariner must have a license specifically endorsed as a BS or a BCO. Endorsements as BS and BCO authorize service on any surface drilling unit, including self-propelled and non-self propelled, and both under tow and on location.

B. Engineer Licenses.

Engineer licenses may be limited by horsepower (hp) (power rating), propulsion mode, route, grade, or type of vessel. Figure 19-1 shows the engineering equivalencies in a graphic format. This table must be interpreted by giving consideration to all limitations that may appear on an engineer license, e.g., a chief engineer of steam vessels of any horsepower (power rating) cannot sail as an assistant engineer of any motor vessel; a motor endorsement is required.

FIGURE 19-1: ENGINEERING EQUIVALENTS

An engineer holding the license in the left-hand column is eligible to sail as a licensed engineer as indicated by the marked columns without specific endorsements. In all cases, limitations (horsepower, tonnage, waters, etc.) of the licenses continue to apply.

	<i>UNLIMITED</i>				<i>LIMITED(lower level)</i>									
	<i>C/E</i>	<i>1st A/E</i>	<i>2nd A/E</i>	<i>3rd A/E</i>	<i>C/E OCEAN</i>	<i>C/E N/C</i>	<i>ASST ENG</i>	<i>C/E UFIV</i>	<i>A/E UFIV</i>	<i>DDE UNLTD</i>	<i>DDE LTD</i>	<i>C/E MODU</i>	<i>A/E MODU</i>	
<i>UNLIMITED</i>														
C/E	•	•	•	•	•	•	•	•	•	•	•	•	•	
1 st A/E		•	•	•			•		•				•	
2 nd A/E			•	•			•		•				•	
3 rd A/E				•			•		•				•	
<i>LIMITED</i>														
C/E OCEANS ¹					•	•	•	•	•	•	•			
C/E NC ²						•	•	•	•	•	•			
Asst. Eng. 1							•		•					
C/E UFIV								•	•	•	•			
A/E UFIV									•					
DDE UNLTD ³					•	•	•	•	•	•	•			
DDE LTD ^{3,4}						•	•	•	•	•	•			

1. Limited to vessels of not more than 1600 GT on Oceans, NC, GL; any GT on inland waters.
2. Limited to vessels of not more than 1600 GT on NC, or GL; any GT on inland waters.
3. Limited to vessels of not more than 500 GT.
4. See 46 CFR 15.915 (a)(1).

1. Horsepower (Power Rating).

A horsepower (power rating) restriction applies to the level of the license on the face and to any other service unless otherwise authorized. An officer licensed for chief engineer - 3000 hp (2300 kW) can sail as an assistant engineer, but the horsepower limitation is still 3000 hp (2300 kW). In some cases the officer may hold a license with different horsepower limitations for different grades. For example, a person could be licensed as chief engineer - 3000 hp (2300 kW) and assistant engineer - any hp (power rating). This person could be employed as an assistant on a vessel of any hp (power rating) but not as chief.

2. Grade Level.

A license as first, second or third assistant engineer authorizes service as an assistant engineer where the grade level is not specified.

3. Designated Duty Engineer (DDE).

The grade of Designated Duty Engineer (DDE) was created to be the sole engineer on vessels of not more than 500 GT with a periodically unattended engine room. However, current manning requirements do not require DDEs on any vessel, only chief and assistant engineers. A Designated Duty Engineer (DDE) may serve as a chief or assistant engineer within the limitations in 46 CFR 15.915(a) and the limitations on the license.

4. Regulatory Equivalents.

Title 46 CFR Part 15, Subpart H, provides specific regulatory equivalencies for engineer licenses in 46 CFR 15.915.

5. Uninspected Fishing Industry Vessels.

A license as chief engineer or assistant engineer of inspected vessels may serve as chief engineer or assistant engineer, respectively, on uninspected fishing industry vessels within the limitations on the license.

6. Mobile Offshore Drilling Unit Licenses.

Upper level engineer licenses authorize service on Mobile Offshore Drilling Units (MODUs) without a specific MODU endorsement. Lower level engineer licenses must specifically authorize service on MODUs.

C. Certificated Personnel - Deck.

1. Able Seamen.

Able Seamen (AB) documents are issued with seven specific AB ratings. The AB - Unlimited may sail as an AB on any vessel. An AB - Limited may sail in any AB capacity except AB - Unlimited. An AB - Special may sail as an AB in any capacity except AB - Limited and AB - Unlimited. All other AB ratings are limited to employment as an AB on the specific type of vessel authorized on the document. The AB - Sail is authorized to serve on sail training vessels only. The MODU endorsement is discussed below.

2. Seamen On MODUs.

Documents are issued with the ratings of AB - MODU and Lifeboatman - MODU. Personnel with these ratings are authorized to serve on mobile offshore drilling units only.

3. Tankermen.

The Coast Guard has published an interim final rule (60 FR 17134) that sets out qualifications for tankermen, persons in charge of, and assisting in the handling, transfer, and transport of oil and certain hazardous liquid cargoes in bulk aboard vessels. A section, 46 CFR Part 13, "Certification of Tankermen," describes tankerman endorsements that are required as of March 31, 1996, as well as the parameters to be met in order to obtain these endorsements. Tankerman endorsements will include "Tankerman-PIC," "Tankerman-PIC (Barge)," "Tankerman-Assistant," and "Tankerman-Engineer."

4. Lifeboatmen.

Anyone presenting an AB's document endorsed as an AB - Unlimited, AB - Limited, or AB - Special is also qualified as a lifeboatman on any vessel. Qualification as a lifeboatman is an integral part of the application procedure. All other AB ratings may be considered qualified as a lifeboatman only for the specific type of vessel. For example, an AB - OSV is qualified as a lifeboatman only on offshore supply vessels.

D. Certificated Personnel - Engineer.

Each of the ten engineer ratings that may be endorsed on an engineer's MMD stand alone. They do not authorize service in any other rating. For example, a person with an MMD endorsed as "Junior Engineer" may not serve as a pumpman for purposes of meeting the manning requirements. However, the Certificate of Inspection of some vessels may authorize one rating to be substituted for another. A mariner may obtain all ten QMED ratings and be issued a document authorizing service as a QMED - Any Rating. A mariner with this endorsement may fill any unlicensed engineer rating.

