

MARINE SAFETY MANUAL

CHAPTER 2: EQUIVALENT SERVICE FOR LICENSES/MERCHANT MARINER'S DOCUMENTS

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CHAPTER 2: EQUIVALENT SERVICE FOR LICENSES/MERCHANT MARINER'S DOCUMENTS

A. Military Service.

Sea service requirements for original licenses and raises of grade are stated in 46 CFR Part 10, and are based on service aboard U.S. merchant vessels. 46 CFR Part 12 gives the requirements for unlicensed ratings. Military sea service experience must be a reasonable equivalent to the service required of a merchant mariner who is seeking an identical license or MMD. Military personnel applying for a license or MMD represent a challenge to the REC evaluating their application. This is due to the wide range of ratings and duties they present as sea service. The evaluations are normally conducted by the REC. The REC may refer the more difficult or sensitive evaluations to NMC. In addition, to avoid the appearance of favoritism or undue influence, the REC should refer an evaluation to NMC for any applicant that is:

1. A Coast Guard officer senior to the OCMI;
2. A Coast Guard officer stationed at the MSO or Activity senior to the chief of the REC;
or
3. A person assigned to work at the REC.

B. Criteria For Accepting Military Sea Experience.

1. Application Evaluation.

Evaluations of military experience are conducted when a Transcript Of Sea Service or equivalent information is presented with an application (see Section B.2). At the discretion of the REC, additional information may be requested. Generally, additional information will be required to verify claims of a higher percentage of underway time than the 60% normally allowed by the regulations. In addition, the REC may require an official description of duties statement, letters of qualification, service record entries, or letters from former supervisors or commanding officers.

2. Transcript Of Sea Service.

The Transcript Of Sea Service provides the periods of assignment, name of vessel, and capacity (rate/rank) served. The application must contain a Transcript Of Sea Service, not a shipboard generated letter or DD-214. Standard Form SF-180, Request Pertaining To Military Records, may be used by the applicant to obtain a transcript. This form lists the addresses of all the services where the request should be sent. The Federal Record Center, at St. Louis, MO, is not sending the ex-service person Transcripts of Sea Service. Instead, they are sending various pages from their personnel files which document when, where, rate, and duration of the applicant's sea service. Evaluators will have to become familiar with the various forms and how to extract the pertinent information. Because these forms are military in nature, MSO administration offices or PERSRUs could be of assistance in deciphering the information. The SIP may accept other documentation attesting to sea service if it has the same level of authenticity as a transcript. In other words, will it stand up to an audit?

3. Tonnage.

The majority of military vessels are not measured in gross or net tonnage. Therefore, it is necessary for the evaluating officer to estimate the gross tonnage of the vessels for which experience is claimed. The formula "DISPLACEMENT x .57" provides an acceptable estimate of gross tonnage (use full load displacement). Jane's Fighting Ships is an excellent reference for finding the vital statistics of U.S. military vessels. It is likely that this source will provide the displacement for most military vessels. All Coast Guard high endurance cutters (WHECs), medium endurance cutters (WMECs) of the Bear class only (270 foot cutter), icebreakers (WAGBs), and the USCGC Eagle are over 1600 gross tons. All other Coast Guard vessels currently in service are less than 1600 gross tons. Former Coast Guard vessels of 255 feet (77 meters) and up were over 1600 gross tons.

4. Calculation of Service.

Military sea service shall be evaluated sequentially in the order obtained over the course of a military career, which reflects the same progression for a merchant mariner. Tonnage and horsepower limitations, if any, shall be calculated for each license level through the progression. It is not acceptable to average tonnage or horsepower over a career. Pay particular attention to the recency requirements in 46 CFR 10.202(e) because recency, or lack thereof, can also limit the tonnage or horsepower for an original license.

5. Description Of Duties Evaluation.

The most troublesome aspect of the military evaluation is translating military duties to meet the experience requirements specified in 46 CFR Part 10. Based upon past evaluations, the following guidelines have been developed. See Figure 2-2 and 2-3 of this chapter for further explanations and examples.

a. Officers.

Deck watch officers' (DWOs) and engineering watch officers' (EWOs) duties are considered equivalent to the watchstanding duties performed by licensed mates and engineers respectively aboard merchant vessels. Therefore, this qualifying sea service may be used to satisfy the experience requirements for an original or raise of grade of a mate or assistant engineer license. For an original third's license, up to eighteen months service as DWO/EWO may be substituted for up to 36 months of unlicensed service. One day of service as a DWO or EWO is counted as 2 days of unlicensed sea service to meet the requirements of the regulations. When computing sea service toward a license grade above third, such as an original second, or a raise of grade, DWO/EWO time is creditable on a one-for-one basis. Service experience obtained as a junior officer of the deck (JOOD) is considered equivalent (on a one-for-one basis) to able seaman time. See examples at the end of this chapter.

- b. Service As Commanding Officer (CO).
To qualify as unlimited master, at least six months of the required creditable service must have been as CO. The CO service must have occurred after the applicant had accumulated enough creditable service to qualify as chief mate. An applicant with military experience has not had exposure to merchant marine concerns such as cargo handling, payrolls, union relations, etc. Service as CO indicates that the applicant has experience in a position of responsibility which compensates, to some extent, for differences between the operation of military and merchant vessels.
- c. Service As Engineer Officer (EO).
To qualify as unlimited chief engineer, at least six months of the required creditable service must have been as EO. The EO service must have occurred after the applicant had accumulated enough creditable service to qualify as first assistant engineer. An applicant with military experience has not had exposure to merchant marine concerns such as payrolls, union relations, etc. Service as EO indicates that the applicant has experience in a position of responsibility which compensates, to some extent, for differences between the operation of military and merchant vessels.
- d. Enlisted Personnel Applying For Licenses.
Evaluation of sea service is more complex for enlisted personnel than it is for officers. This is due to the great variety of specialized duties that enlisted personnel perform. When evaluating underway sea service, use the following guidelines:
- (1) Service as a seaman apprentice (SA) or seaman (SN) is equivalent to sea service as an ordinary seaman or deckhand;
 - (2) Service as fireman apprentice (FA) or fireman (FN) is equivalent to sea service as a wiper or coal passer;
 - (3) Service as a petty officer in the deck department is considered equivalent to that of an AB; and
 - (4) Service as a petty officer in the engineering department is considered equivalent to that of a QMED.
 - (5) Deck rating of E-4 and above with qualifications as DWO is equivalent to licensed mate time.
 - (6) Service experience obtained as a junior officer of the deck (JOOD) is considered equivalent (on a one-for-one basis) to able seaman time.
 - (7) Engine rating of E-4 and above with qualifications as EWO is equivalent to licensed assistant engineer time.

Note: The above are only guidelines. Applicants furnishing time as a petty officer in charge of a navigational watch should have that time counted towards a licensed officer.

e. Ratings Accepted Toward Licenses.

Certain ratings due to their nature are usually disqualifying on their face for a license. Figure 2-1 is a guide for evaluating service in various ratings. Suggested acceptance of service is indicated by "XXX." When evaluating military ratings, if the military service is found to be closely related to the duties of AB or QMED, then RECs are authorized to grant up to 50% of the service towards the applicable license.

FIGURE 2-1: SUGGESTED ACCEPTANCE OF MILITARY SEA SERVICE BY RATING FOR LICENSE QUALIFICATIONS

| NAVY AND COAST GUARD RATINGS And THEIR EQUIVALENCIES | DECK 100% | DECK 50% | QMED 100% | QMED ¹ | PURSER 100% | PURSER ² | PURSER 50% | Jr. Asst. PURSER |
|--|-----------|----------|-----------|-------------------|-------------|---------------------|------------|------------------|
| Aerographer's Mate (AG) | | | | | | | | |
| Air Traffic Controller (AC) | | | | | | | | |
| Aircraft Survival Equipmentman (PR) | | | | | | | | |
| Aviation Antisubmarine Warfare Operator (AW) | | | | | | | | |
| Aviation Antisubmarine Warfare Technician (AX) | | | | | | | | |
| Aviation Boatswain's Mate (AB), (ABE), (ABF), (ABH) | | | | | | | | |
| Aviation Electrician's Mate (AE) | | | | | | | | |
| Aviation Electronics Technician (AT) | | | | | | | | |
| Aviation Fire Control Tech. (AQ) | | | | | | | | |
| Aviation Machinist's Mate (AD) | | | | | | | | |
| Aviation Maintenance Admin. (AZ) | | | | | | | | |
| Aviation Ordnanceman (AO) | | | | | | | | |
| Aviation Storekeeper (AK) | | | | | | | | |
| Aviation Structural Mechanic (AM), (AME), (AMH), (AMS) | | | | | | | | |
| Aviation Support Equipment Tech (AS) | | | | | | | | |
| Aviation Survivalman (ASM) (CG) | | | | | | | | |
| Boatswain's Mate (BM) | XXX | | | | | | | |
| Boiler Technician (BT) | | | XXX | | | | | |
| Builder (BU) | | | | | | | | |
| Construction Electrician (CE) | | | | | | | | |
| Construction Mechanic (CM) | | | | | | | | |
| Cryptologic Technician (CT), (CTA), (CTR), (CT), (CTI), (CTM), (CTT) | | | | | | | | |
| Damage Controlman (DC) | | | | XXX | | | | |
| Data Processing Technician (DP) | | | | | | | | XXX |
| Data Systems Technician (DS) | | | | | | | | |
| Dental Technician (DT) | | | | | | | | |
| Disbursing Clerk (DK) | | | | | XXX | | | |
| Electrician's Mate (EM) -CG | | | XXX | | | | | |
| Electrician's Mate (EM) -Navy | | | | XXX | | | | |
| Electronics Technician (ET) | | | | | | | | |

FIGURE 2-1: SUGGESTED ACCEPTANCE OF MILITARY SEA SERVICE BY RATING FOR LICENSE QUALIFICATIONS

| NAVY AND COAST GUARD RATINGS And THEIR EQUIVALENCIES | DECK 100% | DECK 50% | QMED 100% | QMED ¹ | PURSER 100% | PURSER ² | PURSER 50% | Jr. Asst. PURSER |
|--|-----------|----------|-----------|-------------------|-------------|---------------------|------------|------------------|
| Electronic Warfare Technician (EW) | | | | | | | | |
| Engineering Aid (EA) | | | | | | | | |
| Engineman (EN) | | | XXX | | | | | |
| Equipment Operator (EO) | | | | | | | | |
| Fire Controlman (FC) | | | | | | | | |
| Fire Control Tech. (FT) (FTH), (FTG) | | | | | | | | |
| Fire And Safety Technician (FS) | | | | | | | | |
| Gas Turbine Systems Tech. (GS), (GSE), (GSM) | | | XXX | | | | | |
| Gunner's Mate (GM) | | XXX | | | | | | |
| Health Services Technician (HS) | | | | | | | | XXX ⁵ |
| Hospital Corpsman (HM) | | | | | | | | XXX ⁵ |
| Hull Maintenance Technician (HT) | | | | XXX | | | | |
| Illustrator Draftsman (DM) | | | | | | | | |
| Instrument Man (IM) | | | | | | | | |
| Intelligence Specialist (IS) | | | | | | | | |
| Interior Comm. Electrician (IC) | | | | XXX | | | | |
| Investigator (IV) | | | | | | | | |
| Journalist (JO) | | | | | | | | |
| Legalman (LN) | | | | | | | | |
| Lithographer (LI) | | | | | | | | |
| Machinery Technician (MK) | | | XXX | | | | | |
| Machinery Repairmen (MR) | | | XXX | | | | | |
| Machinist's Mate (MM) | | | | | | | | |
| Marine Science Technician (MST) | | | | | | | | |
| Master-At-Arms (MA) | | | | | | | | |
| Mess Management Specialist (MS) | | | | | | XXX | | |
| Mineman (MN) | | | | | | | | |
| Missile Technician (MT) | | | | | | | | |
| Molder (MI) | | | | | | | | |
| Musician (MU) | | | | | | | | |
| Navy Counselor (CC) | | | | | | | | |
| Ocean Systems Technician (OT) | | | | | | | | |
| Operations Specialist (OS) | XXX | | | | | | | |
| Opticalman (OM) | | | | | | | | |

FIGURE 2-1: SUGGESTED ACCEPTANCE OF MILITARY SEA SERVICE BY RATING FOR LICENSE QUALIFICATIONS

| NAVY AND COAST GUARD RATINGS And THEIR EQUIVALENCIES | DECK 100% | DECK 50% | QMED 100% | QMED ¹ | PURSER 100% | PURSER ² | PURSER 50% | Jr. Asst. PURSER |
|--|-----------|----------|-----------|-------------------|-------------|---------------------|------------|------------------|
| Patternmaker (PM) | | | | | | | | |
| Personnelman (PN) | | | | | | | | |
| Photographer's Mate (Ph) | | | | | | | | |
| Port Securityman (PS) | | | | | | | | |
| Postal Clerk (PDT) | | | | | | | | |
| Public Affairs Specialist (PA) | | | | | | | | |
| Quartermaster (QM) | XXX | | | | | | | |
| Radarman (RD) | XXX | | | | | | | |
| Radioman (Rm) (USCG Service See TC) | | | | | | | | |
| Religious Program Specialist (RP) | | | | | | | | |
| Ship's Serviceman (SH) | | | | | | | XXX | |
| Signalman (SM) | XXX | | | | | | | |
| Sonar Technician (ST), (STS) | | | | | | | | |
| Steelworker (SW) | | | | | | | | |
| Storekeeper (SK) | | | | | XXX | | | |
| Subsistence Specialist (SS) | | | | | | XXX | | |
| Telecommunications Specialist (TC) | | | | | | | | |
| Telephone Technician (TT) | | | | XXX | | | | |
| Torpedoman's Mate (TM) | | | | | | | | |
| Utilitiesman (UT) | | | | | | | | |
| Weapons Technician (WT) | | | | | | | | |
| Yeoman (YN) | | | | | | | | |

1ST RULE: CALCULATE 60% OF QUALIFYING TIME THEN APPLY ADDITIONAL % AS SHOWN ABOVE

¹ QMED 100% Only For Standing Engine room Watches; Watchstanding Must Be Documented.

² PURSER 100%; Must Be A PO1 Through MCPO, Or, PO2 For 5 Years In Supervising On Ordering.

³ QMED 100% Only For Standing Engine room Watches; Watchstanding Must Be Documented.

⁴ PURSER 100%; Must Be A PO1 Through MCPO, Or, PO2 For 5 Years In Supervising And Ordering.

⁵ HS and HM Rates, 1st Class Or Higher, Qualify For Hospital Corpsman Endorsement With At Least 1 Month Service In Military Hospital Or U.S. Public Health Services Hospital (Time At Sea Not Required); Must Be Issued Jr. Asst. Purser For This Endorsement.

⁶ QMED 100% Only For Standing Engine room Watches; Watchstanding Must Be Documented.

⁷ PURSER 100%; Must Be A Po1 Through MCPO, Or, PO2For 5 Years In Supervising And Ordering.

f. Ratings Accepted Toward MMDs.

(1) Deck Service.

Enlisted service, regardless of rating, must meet the definition in 46 U.S.C. 7301 of "service on deck" in order for it to be accepted toward any of the able seaman classifications.

(2) Engineer Service.

Any enlisted service which can be equated to wiper or to any of the qualified member of the engine department (QMED) ratings may be accepted toward meeting the service requirements for all the QMED endorsements except deck engine mechanic and engineman. Qualifications for deck engine mechanic and engineman must be evaluated separately since these two ratings have specific qualification requirements which must be met.

g. Submarine Service.

(1) Enlisted Service.

Care should be taken when applying Figure 2-1 to submarine service. Often on submarines non-traditional ratings such as YNs or SKs stand operational watches. Watchstanding qualifications and interviewing the applicant should help the evaluator determine what is acceptable submarine service.

(2) Deck Service.

Only 75 percent of the total creditable sea service required for a deck license may be obtained aboard submarines. The remaining creditable sea service must have been obtained aboard surface vessels.

(3) Example. An applicant for an unlimited third mate license has a total of 20 months of creditable sea service on board submarines as DWO. The applicant is required to present 18 months of creditable sea service as DWO. Only 75% may be on submarines, therefore, only 13.5 months (18 months x .75) can be used toward the third's license. The additional 4.5 months must be obtained as a DWO on surface vessels.

(4) Engineering Service.

In contrast, underway engineering service aboard submarines is considered equivalent to engineering service obtained aboard surface vessels.

(5) See 46 CFR 10.213(d) for further information.

h. Service On Vessels Other Than Underway.

46 CFR 10.213(c) discusses the application of a 25% credit factor for periods of assignment to vessels at times other than underway. Creditable sea service for this category applies to vessels, whose sea service has not been previously used, that spend the vast majority of their time moored. An example, would be a submarine tender or a vessel undergoing an extended shipyard visit. The vessel status would not be reflected on the Record of Sea Service but might be established during the evaluator's interview of the applicant.

- i. Credit For Military Schools.
Unless the school is NMC approved, training received at a military school will not be granted sea service credit nor be accepted as meeting mandatory training requirements (e.g. radar observer, firefighting).
- C. Experience Aboard Dredges.
Self propelled dredges may conduct their operations upon inland waters. Service on board dredges should be evaluated to ensure appropriate ocean or near coastal service. Daily operations that include at least one voyage beyond the boundary lines for the disposal or mining of dredge material shall be credited as ocean service.
- D. Evaluating Coast Guard Personnel For Licenses.
Coast Guard personnel who apply for a license shall comply with all the regulations for the license. Officers senior to the OCMI, shall request permission from the district commander to apply for a license. In granting such requests, the district commander may require the applicant to comply with certain additional conditions. Some of these conditions may include submitting applications and taking examinations at a Regional Examination Center (REC) in another district.
- E. Examining Coast Guard Marine Safety Personnel For Licenses.
Coast Guard marine safety experience does not equate to shipboard service and may not be used to qualify for an original or raise of grade of a license. Such experience is generally helpful in preparing for a license examination; however, the only military service creditable towards eligibility for a license is underway service (except as discussed in paragraph 2.B.4.h. above). To prevent criticism or charges of Coast Guard favoritism in the licensing process, Coast Guard marine safety personnel must obtain permission to apply for a license from their district commander. The district commander may apply the restrictions listed above. However, under the present examination system, a separate randomly produced examination can allow the applicant to sit at the local REC. The applicant's file shall contain the letter of request and the district commander's letter of approval. Headquarters personnel should apply to the district commander in whose jurisdiction the REC resides. Refer to paragraph A.2. of this chapter for instances when applications must be sent to Commandant to be evaluated. Coast Guard personnel who have passed a rules of the road test as an end of course test or as a Deck Watch Officer examination will not be exempted from taking the rules of the road portion of any Coast Guard license examination.
- F. Examining Coast Guard Regional Examination Center Personnel For Licenses.
Special examinations should be requested from the examinations branch at the National Maritime Center for REC personnel. See chapter 5 for further details.
- G. Time-And-One-Half Sea Service Credit.
The time-and-one-half provision was put in the regulations to take into account the additional experience mariners obtain when they stand watches on a six-on, six-off watch schedule. Time-and-one-half credit will not be given for overtime nor for other work days that do not involve six-on, six-off watchstanding even if the work days are more than eight hours long. The six-on, six-off watch schedule should be proven to the satisfaction of the OCMI or their representative before the time and a half credit is applied. The following sources express this intent.

1. The Notice of Proposed Rulemaking (for the current licensing system), FR 35926, August 8, 1983, stated, "Many comments expressed concern about obtaining additional credit for 12 hour days in the case of people that work six on/six off watches. A statement has been added to a new definition section in the proposed regulations whereby any persons standing watches on any vessels upon which the six on/six off watch schedule may be used, will be given credit for 1.5 times each 12 hour day of service in that capacity."
2. House Report No. 96-1075 on Public Law 96-378 [H.R. 5164], which created our current system of Able Seaman ratings, states on page 27, "The eight-hour provision is primarily intended to assure that those mariners who work a two-watch system (that is, six hours on duty and six hours off duty for a total of twelve hours a day) will receive a day and a half of credit for each twelve-hour day worked."
3. Some inland vessels not subject to the 2 or 3 watch system have in place a 12 hour watch rotation. If the REC can verify that such a schedule is practiced and legal, day and a half credit may be granted.

FIGURE 2-2: EXAMPLES OF MILITARY EVALUATIONS (DECK)

Note: The service presented must be equivalent to that required of a merchant mariner. The following methods of evaluation apply. All the sea service times referred to below are after all the appropriate deductions have been made.

Original Third Mate (except academy graduates)

Officer Sea Service:

Each day of DWO sea service is counted as two days of the required service for an original third mate's license. As an example 18 months sea service as DWO is equal to the 36 months of unlicensed sea service. Service as DWO is equivalent to licensed merchant marine watchstanding service rather than unlicensed service, therefore, more sea service credit can be given.

Officer sea service as other than a DWO is counted day-for-day towards an original third mate's license. The following are some examples of this type of deck service: CIC Officer, Navigator, JOOD, Assistant Navigator, 1st Lieutenant, Gunnery Officer and other duties associated with the operation of the vessel on deck.

This time cannot be used to duplicate service during the same time period that is being counted as watchstanding. When the non-watchstanding time exceeds that of the watchstanding time, the difference in the times may be used as 1 for 1 service. For example, if the Transcript of Sea Service shows 20 months as operations officer and 16 months as DWO during the same time period, the difference of four months can be credited, after applying a 60% reduction, on a 1 for 1 basis.

Enlisted Sea Service:

Most of the ratings are explained in 46 CFR 10.213(b). The Navy has combined some ratings into operations specialist. Operations specialist is a combination of the ratings quartermaster, radarman, sonarman, and signalman. The evaluator must be careful when evaluating the operations specialist to ascertain the type of duties the applicant performed as it relates to the navigation and control of the vessel.

Combining Sea Service:

When computing the 36 months (1080 days) required for a third's license, you may use a variety of service in combination. Care must be taken not to allow excess service when computing the license. Service is computed in the chronological order in which it was served. The following is an example:

FIGURE 2-2: EXAMPLES OF MILITARY EVALUATIONS (DECK) (Cont'd)

EXAMPLE OF THIRD MATE CALCULATIONS (NON-ACADEMY)

TRANSCRIPT OF MILITARY SEA SERVICE

NAME: CDR Joe Goodship

| | | |
|-----------------------|----------|--|
| CGC GALLATIN (WHEC) | SA/SN | 8 MONTHS |
| | GM3 | 24 MONTHS |
| CGC POINT HURON (WPB) | GM3/2 | 24 MONTHS |
| CGC TACKLE (WYTL) | GM2/1 | 28 MONTHS |
| CGC POLAR STAR (WAGB) | ENS/LTJG | 15 MONTHS 10 MONTHS DWO (UNDERWAY) 12 MONTHS 1ST LT. 3 MONTHS OPS OFFICER |
| CGC SASSAFRAS (WLB) | LT | 12 MONTHS 12 MONTHS OPS OFFICER 8 MONTHS DWO |

The following is an example of how to compute the sea service time for the above transcript:

COMPUTATION OF SEA SERVICE

SEA SERVICE REDUCED BY 60% (DAYS) = TOTAL SEA SERVICE (MONTHS)
X .6(60%) X 30 DAYS

| | <u>RANK/RATE</u> | <u>TOTAL SEA SERVICE (MONTHS)</u> | <u>SERVICE REDUCED BY 60% (DAYS)</u> | <u>SEA SERVICE ALLOWED (DAYS)</u> |
|------------------|------------------|-----------------------------------|--------------------------------------|---------------------------------------|
| (1) CGC GALLATIN | SA/SN | 8 | 8 | 144144 ¹ |
| (over 1600 GT) | GM3 | 24 | 24 | 432180 ² +126 ³ |

FIGURE 2-2: EXAMPLES OF MILITARY EVALUATIONS (DECK) (Cont'd)

1. 46 CFR 10.213(b) allows SA/SN sea service as equivalent to ordinary seaman service.
2. Section 2.B.4.d. allows up to 180 days of non-deck rating time (as defined in 46 CFR 10.213(b)) toward a Third Mate license.
3. The remainder of the 432 days after the 180 days is allowed can be given 50% credit as indicated in Figure 2-1 ($432 - 180 = 252$. $252 \times 50\% = 126$). [NOTE: Had the GM3 service been a deck rating, such as BM3, the sea service would be equivalent to the able seaman sea service required by 46 CFR 10.407(a)(1).]

| | | | | |
|---------------------|-------|----|-----|---|
| (2) CGC POINT HURON | GM3/2 | 24 | 432 | 0 |
| (3) CGC TACKLE | GM2/1 | 28 | 504 | 0 |

Both vessels are under 200 gross tons therefore the sea service cannot be used for this license.

| | | | | |
|--------------------|--------|----|-----|-----|
| (4) CGC POLAR STAR | DWO | 10 | 180 | 360 |
| (over 1600 GT) | 1ST LT | 5 | 90 | 90 |

Since the time here was as a DWO, each day of DWO sea service is counted as two days of required service or double the accrued time. As stated previously, this sea service is considered equivalent to watchstanding mate service.

| | | | | |
|-------------------|-------------|---|--------------|--------------------|
| (5) CGC SASSAFRAS | DWO | 8 | 144 | 288 |
| (over 200 GT) | OPS OFFICER | 4 | 72 | 72 |
| | | | TOTAL | <u>1260</u> |

The SassafRAS is under 1600 but it is over 200 gross tons so it can be used for up to 50% of the service required for an unlimited third's license. If more than 50% of the required service was on vessels under 1600 gross tons, a tonnage limitation would be computed for the third's license.

FIGURE 2-2: EXAMPLES OF MILITARY EVALUATIONS (DECK) (Cont'd)

EXAMPLE OF ORIGINAL MASTER CALCULATIONS (ACADEMY)

TRANSCRIPT OF MILITARY SEA SERVICE

NAME: CDR B. JONES

Summary of service:

| <u>Vessels</u> | <u>Service</u> | <u>Days</u> | <u>Assigned</u> | <u>Credit</u> |
|-------------------------------|----------------|-------------|-----------------|---------------|
| Graduated CG Academy: | Cadet | | | |
| ('77)Northwind (WAGB) >1600 | DWO | 700 | | 420 |
| ('78)Burton Is. (WAGB) >1600 | DWO | 369 | | 221 |
| ('84)Laurel (WLB) <1600 | DWO | 723 | | 434 |
| ('91)Sedge (WLB) <1600 640 | DWO | 1067 | | |
| ('97)Acushnet (WMEC) <1600 | CO | 822 | | 493 |

Sequential evaluation

For 3rd Mate

| <u>Vessels</u> | <u>Credit</u> | <u>Notes</u> |
|---|---------------|---------------|
| CG Academy | | |
| Northwind: | | Qualified DWO |
| Qualifies as third mate: 46 CFR 10.407(a)(1)(iii) | | |

For 2nd Mate

| <u>Vessels</u> | <u>Credit</u> | <u>Notes</u> |
|---------------------------|---------------|--------------|
| Northwind | | 360 |
| Total: 360 days/360 >1600 | | |

For Chief Mate

| <u>Vessels</u> | <u>Credit</u> | <u>Notes</u> |
|---------------------------|---------------|--------------|
| Northwind | 60 | Carry over |
| Burton Is. | 221 | |
| Laurel | 79 | |
| Total: 360 Days/281 >1600 | | |

CDR Jones meets the sea service for chief mate AGTs. However, he has not served aboard a vessel of over 1600 gross tons since Burton Island in 1978. The recency provisions of 46

CFR 10.202(e) apply. He must have three months' qualifying experience on vessels of appropriate tonnage (all over 200grt, half over 1600grt) within three years of application.

FIGURE 2-2: EXAMPLES OF MILITARY EVALUATIONS (DECK) (Cont'd)

For Master

| <u>Vessels</u> | <u>Credit</u> | <u>Notes</u> |
|----------------|---------------|--------------|
| Laurel | 355 | |
| Sedge | 640 | |
| Acushnet | 493 | CO |

Total: 1488 <1600

CDR Jones qualifies for Master 1600 gross tons because he does not have sufficient service on vessels of over 1600 gross tons. However, he may be permitted to sit for Master Unlimited with a 2,000 gross register ton restriction as permitted by 46 CFR 10.402(b).

1. Mariner qualifies for third mate after completing the Coast Guard academy and qualifying as a deck watch officer under, 46 CFR 10.407(a)(1)(iii).
2. Service is evaluated sequentially, in the order obtained over the course of the career. In this case, the mariner “uses up” service on vessels of over 1600 gross tons early in the career. In effect, the higher tonnage service was used to qualify at second and chief mate levels.
3. To qualify for an original master’s license, the mariner must serve as Commanding Officer for at least 180 days, 46 CFR 10.213(a).

FIGURE 2-3 EXAMPLES OF MILITARY EVALUATIONS (ENGINE)

Note: The service presented must be equivalent to that required of a merchant mariner. The following methods of evaluation apply. All the sea service times referred to below are after all the appropriate deductions have been made.

Original Third Assistant Engineer (except academy graduates)

Officer Sea Service:

Each day of EWO sea service is counted as two days of the required service for an original Third Assistant Engineer's licenses. As an example, 18 months sea service as EWO is equal to the 36 months creditable sea service. Service as EWO is equivalent to licensed merchant marine watchstanding service rather than unlicensed service, therefore, more sea service credit can be given.

Officer sea service as other than a EWO is counted day for day towards an original third's license. The following are some examples of this type of engineering service: Main Propulsion Assistant, Electrical Officer, Auxiliary Officer, Damage Control Officer and any other duties associated with the engineering plant.

This time cannot be used to duplicate service during the same time period that is being counted as watchstanding. When the non-watchstanding time exceeds that of the watchstanding time, the difference in the times may be used as 1 for 1 service. For example, if the Transcript of Sea Service shows 20 months as main propulsion assistant and 16 months as EWO during the same time period, the difference of four months can be credited, after applying the 60% reduction, on a one for one basis.

Enlisted Sea Service:

Most of the ratings are explained in 46 CFR 10.213(b). The Coast Guard has the rating of Machinery Technician (MK) that combines the Boiler Technicians (BT), Machinist Mate (MM), Damage Controlman (DC) and Engineman (EN).

Combining Sea Service:

When computing the 36 months (1080 days) required for a third's license, a variety of service may be used in combination. Care must be taken not to allow excess service when computing the license. Service is computed in the chronological order in which it was served. The following is an example:

FIGURE 2-3: EXAMPLES OF MILITARY EVALUATIONS (ENGINE) (Cont'd)

EXAMPLES OF THIRD ASSISTANT ENGINEERS (NON-ACADEMY)

TRANSCRIPT OF MILITARY SEA SERVICE

NAME: CDR Joe Goodship

| | | |
|-----------------------|-----------|--------------------------|
| CGC GALLATIN (WHEC) | FA/FN | 8 MONTHS |
| | DC3 | 24 MONTHS |
| CGC POLAR STAR (WAGB) | CWO2(ENG) | 15 MONTHS |
| | | 10 MONTHS EWO (UNDERWAY) |
| | | 12 MONTHS |
| | | MAIN PROPULSION ASST. |
| | | 3 MONTHS |
| | | AUXILIARY OFFICER |
| CGC TAMAROA (WMEC) | CWO2(ENG) | 12 MONTHS |
| | | 12 MONTHS AUX OFFICER |
| | | 8 MONTHS EWO (UNDERWAY) |

The following is an example of how to compute the sea service time for the above transcript.

COMPUTATION OF SEA SERVICE

SEA SERVICE REDUCED BY 60% (DAYS) = TOTAL SEA SERVICE (MONTHS)
 x .6(60%) x 30 DAYS

| | | TOTAL SEA SERVICE (MONTHS) | SEA SERVICE REDUCED BY 60% (DAYS) | SEA SERVICE ALLOWED (DAYS) |
|-------------------|-------|-------------------------------------|---|-------------------------------------|
| CGC GALLATIN | FA/FN | 8 | 144 | 144 ¹ |
| 7000 hp (5300 kW) | DC3 | 24 | 432 | 180 ² |

1. 46 CFR 10.213(b) allows FA/FN sea service as equivalent to ordinary seaman service.
2. Section 2.B.4.d. allows up to 180 days of non-engine room rating time (as defined in 46 CFR 10.213(b)) toward a Third Assistant Engineer's license. The computation gives 432 days but only 180 days can be used. [NOTE: In this example DC3 Goodship was not an engine room watchstander so per Figure 2-1, the service is not credited as engineer service. Had the DC3 service been as a watchstander or had it been an engine room rating such as MM3, the sea service would be equivalent to the QMED sea service required by 46 CFR 10.516(a)(1).]

FIGURE 2-3: EXAMPLES OF MILITARY EVALUATIONS (ENGINE) (Cont'd)

| | | | | |
|----------------|------------|----|-----|-----|
| CGC POLAR STAR | EWO | 10 | 180 | 360 |
| 18,000 hp | Dept. Head | 5 | 90 | 90 |
| (13,500 kW) | | | | |

Since the time here was as an EWO, each day of EWO sea service is credited as two days of required service or double the accrued time. As stated previously, this sea service is considered equivalent to watchstanding engineering service.

| | | | | |
|-------------|-------------|---|-----|-----|
| CGC TAMAROA | EWO | 8 | 144 | 288 |
| 3000 hp | AUX OFFICER | 4 | 72 | 72 |
| (2200 kW) | | | | |

TOTAL 1134

The Tamaroa is under 4000 hp (3000 hp) so it can be used for up to 50% of the service required for an unlimited third's license. If more than 50% of the required service was on vessels under 4000 hp (3000 kW), a horsepower (power rating) limitation would be computed for the third's license.