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NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 6 00

Subj: ISSUANCE OF INTERNATIONAL FORMS REQUIRED BY THE STCW TO VALIDATE MERCHANT MARINER LICENSES AND DOCUMENTS

1. PURPOSE. This Circular publishes the Coast Guard's policy for issuance of the international endorsements prescribed by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). It includes provisions for endorsements issued under both the 1978 Convention (STCW-78) and the 1995 amendments (STCW-95).

2. ACTION.

   a. Commanding officers of units with a Regional Examination Center (REC) attached should ensure that vessel operators, owners, maritime unions, and other maritime interests are aware of this NVIC. This NVIC is available on the World Wide Web at **http://www.uscg.mil/hq/g-m/nmc/nvic/**.

   b. Maritime labor organizations, shipping companies and professional organizations of mariners are requested to publicize the information contained in this NVIC.

   c. For vessels subject to the STCW on voyages seaward of the boundary line:

      (1) Masters of inspected vessels (1) of more than 100 GRT inspected as passenger vessels, (2) of 200 or more GRT inspected as other than passenger vessels, and (3) of any tonnage on international voyages should ensure that all eligible personnel who are required by the manning section of the Certificate of Inspection have the STCW form. This should prevent the vessel from being detained by a port-state by reason of improperly documented personnel;

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A																										
B	*	8	10		1		1	1																		2
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NON-STANDARD DISTRIBUTION: (See page 4)

(2) Masters of uninspected vessels on international voyages should ensure each crew member employed in a watchkeeping position required by the manning regulations possesses the STCW form.

(3) Masters of inspected vessels not included in paragraph 2.c.(1) and masters or operators of uninspected vessels not included in paragraph 2.c.(2) should ensure that each watchstanding officer has either the appropriate STCW form or STCW endorsement on his/her license.

3. DIRECTIVES AFFECTED. This Navigation and Vessel Inspection Circular (NVIC) updates the information contained in NVIC 8-97. NVIC 8-97 is superseded and cancelled.

4. BACKGROUND.

a. The parties (governments) ratifying the STCW-78 Convention agreed to mandatory standards for the training, qualification, and certification of mariners. The United States became a party on October 1, 1991 and had five years in which to implement the STCW. The domestic regulations require that an internationally recognized standard form be used for certain mariners' credentials. The Coast Guard began to issue that form in 1996.

b. While the STCW was a dramatic, international attempt to improve maritime safety by improving the qualifications of mariners, experience revealed weaknesses. As a remedy, the parties revised the Convention in 1995 and introduced concepts that emphasize training and practical demonstrations of a mariner's skills. Also, the revised Convention introduced a new format for the STCW endorsement.

c. A party may use the STCW form alone as proof of a mariner's qualifications, or the party may continue issuing its existing credentials and attach to them the international form. In the latter case, the STCW form validates that the holder's qualifications meet the provisions of the STCW. The Coast Guard selected this latter method and will continue to issue licenses and merchant mariner documents (MMDs) on the forms familiar to U.S. mariners. The STCW form constitutes the "certificate" to which the STCW frequently refers.

5. DISCUSSION.

a. The STCW applies only to mariners employed on vessels operating seaward of the boundary lines specified in Title 46, Code of Federal Regulations, Part 7. Mariners on vessels that do not proceed seaward of the boundary lines are not required to have the STCW form. Under STCW-78, the following personnel are required to hold an international validation:

(1) Masters and mates licensed for service on vessels on ocean or near coastal routes, regardless of any tonnage limitation;

(2) Operators of uninspected towing vessels with an ocean or near coastal route and operators of uninspected passenger vessels with a near coastal route;

(3) Engineer officers licensed for service on vessels of 1000 horsepower (HP) (equal to 750 kilowatts [kW]) or more;

(4) Able seamen and some specially-trained ordinary seamen on vessels of 500 or more gross tons (GT) measured in accordance with the International Tonnage Convention;

(5) A tankerman qualified in accordance with Title 46, Code of Federal Regulations (46 CFR), Part 13; and

(6) Any rating qualified as lifeboatman (qualification as proficient in survival craft and rescue boats).

b. In addition, STCW-95 added the following personnel:

(1) Any rating forming part of a watch in a manned engine room or designated to perform duties in a periodically unmanned engine room of a vessel of more than 750kW (1,000 HP); and

(2) Every person qualified to perform radio duties or serve as an at-sea maintainer on a ship required to participate in the Global Maritime Distress and Safety System (GMDSS).

c. The terms used in the STCW for some capacities differ from the terms used on the Coast Guard issued credentials (licenses and MMDs). The STCW-78 form uses the qualification terms from the Convention. Entries on the STCW-95 forms will include both the terminology from the STCW and the equivalent qualification from the domestic scheme of licensing and certification of seamen.

d. STCW-95 became effective on February 1, 1997, and the United States has five years in which to fully implement all of the 1995 amendments. A mariner who renews a license or MMD before February 1, 2002, and who does not meet STCW-95 will be issued the renewed license or MMD with a five-year period of validity. The accompanying STCW-78 form will be issued with an expiration date of January 31, 2002. Enclosure (1), *Information for Transition from STCW-78 Forms to STCW-95 Forms,* contains information about the requirements for qualifying for an STCW-95 form.

e. Enclosure (2), *Information About Issuance of International Validation Forms Required by STCW-78,* contains the procedures for issuance of STCW forms under STCW-78. When a mariner qualifies for a form under the provisions of STCW-95, the procedures in enclosure (3), *Information About Issuance of International Validation Forms Required by STCW-95,* apply.

6. PROCEDURE.

a. Qualifying mariners will be issued an STCW form when they are issued an original license, or upgrade, renew, or increase the scope of an existing license, or

(1) If the mariner is getting a new license, new endorsement, or a renewal with full operating authority, the Coast Guard Regional Examination Center (REC) will issue an STCW form automatically without charge.

(2) If the mariner is renewing a license for continuity only, the REC will not issue an STCW form until full operating authority is restored and the mariner qualifies for the form.

b. A mariner may request an STCW form by:

(1) Visiting an REC and presenting his/her Coast Guard issued license and/or MMD. If workload permits, the STCW form may be issued the same day; or

(2) Writing to the REC that issued the license or MMD. Enclosure (4) lists the mailing address of each REC and contains a Privacy Act statement. Include the following information:

Full name as it appears on the license and/or MMD;
Social security number;
Return address; and
Copies of both sides of each credential.

c. If the mariner holds either a license authorizing service only on seagoing passenger vessels of less than 100 GRT, other seagoing vessels of less than 200 GRT, or a license as designated duty engineer with a horsepower limitation, an STCW endorsement for domestic, near coastal voyages only may be typed directly on the license. These mariners do not require a separate STCW form for service on domestic voyages.

R. C. NORTH
ASSISTANT COMMANDANT FOR MARINE SAFETY
AND ENVIRONMENTAL PROTECTION

Encl: (1) Information for transition from STCW-78 forms to STCW-95 forms
(2) Information about issuance of international validation forms required by STCW-78
(3) Information about issuance of international validation forms required by STCW-95
(4) Privacy act statement and list of RECs

NON-STANDARD DISTRIBUTION:

B:a Commandant G-MOC (5); G-MSO (5)

C:e New Orleans (40); Miami, Boston, Puget Sound, San Francisco, Honolulu, Houston, Juneau, Los Angeles/Long Beach, Charleston, Anchorage, Memphis, Toledo, Portland OR (20)

C:m Baltimore (40), New York (25)

D:l Maritime Administration (MARAD) (2); Military Sealift Command (Code N-7CG) (2)

INFORMATION FOR TRANSITION FROM STCW-78 FORMS TO STCW-95 FORMS

GENERAL INFORMATION

Any mariner who begins the service or training for a license or endorsement to an MMD to which the STCW applies must meet the STCW's requirements. If the mariner begins the service or training before August 1, 1998, and is issued the license or MMD before February 1, 2002, then the mariner must only meet the requirements of STCW-78 and will be issued an STCW-78 form. The mariner may serve on seagoing vessels until February 1, 2002, with an STCW-78 form provided he or she can also prove to an employer proficiency in the four elements included in basic safety training (BST). These requirements have been integrated into Title 46, Code of Federal Regulations, Parts 10, 12, and 13.

To continue a seagoing career on or after February 1, 2002, the mariner must qualify for an STCW-95 form because the STCW-78 forms expire on January 31, 2002. To qualify for an STCW-95 form, the mariner must complete training or practical assessments of skills in areas where the STCW-78 differs from the STCW-95. These are called the gap-closing requirements and are discussed in the following pages.

The 1995 amendments to the STCW significantly revised the process by which a mariner becomes qualified for an STCW form. In general, the amendments require formal training and practical demonstrations of competency in many of the skills required of a mariner. The Coast Guard, working with the Merchant Marine Personnel Advisory Committee, is developing performance measures that will be used by designated examiners in assessing these practical demonstrations of skills. When completed, these performance measures will be published for general information with appropriate notification about their implementation.

If a mariner begins the service or training on or after August 1, 1998, for a credential to which the STCW applies, the mariner must qualify for the license or endorsement in accordance with the STCW's requirements. A mariner will be issued the credential and an STCW-95 form when he or she meets those requirements.

The following pages contain answers to some of the commonly asked questions about the STCW.

.....If you.....	....And you wish to....	.....Then.....
Hold a license or MMD	Renew your credential	See Section I
Hold a license or MMD	Upgrade or increase the scope of your credential	See Section II
Do not hold a License or MMD	Apply for your original credential	See Section III

I. INFORMATION FOR MARINERS WHO RENEW THEIR LICENSE OR MERCHANT MARINER'S DOCUMENT

1. Must I meet the requirements of STCW-95 to renew my license or MMD?

No. You may renew a license or MMD that was issued under STCW-78 without meeting the STCW-95 requirements and your license or MMD will be reissued for a five-year period. However, if you are issued an accompanying STCW-78 form, it will expire on January 31, 2002. After that date, if you continue to sail on vessels subject to the full effect of the STCW, you must meet the STCW-95 requirements and have an STCW-95 form.

2. What must I do to meet the STCW-95 requirements?

You must demonstrate competency in those areas that are different between STCW-78 and STCW-95. For all mariners, this includes evidence of competency in basic safety training (BST). In addition, deck officers MUST be assessed in bridge resource management. This is commonly done through completion of an approved or accepted course. If they wish to serve on vessels equipped with automatic radar plotting aids (ARPA) or communication equipment in accordance with the GMDSS, they must also have completed training in those areas. All deck and engineer officers must also have completed training and demonstrated proficiency in survival craft and rescue boats. Qualification as a lifeboatman will meet this requirement.

3. What is included in BST?

There are four elements of BST. The first element is personal survival techniques which relates to improving a mariner's chances of survival in the event of abandonment of the vessel. The second element is fire prevention and fire fighting. This training allows a mariner to minimize the risk of fire and be ready to fight a fire at sea. The third element is training in elementary first aid. This training prepares the mariner to take immediate action upon encountering a medical emergency. The fourth element is personal safety and social responsibilities. This training prepares the mariner to comply with emergency procedures, take precautions to prevent pollution, to observe safe working practices, to communicate effectively, and to contribute to effective human relationships on board.

4. How do I prove that I completed BST?

There are several different methods of proving competency in BST. Some of these are temporary and were necessary to meet the immediate demand for this training. Information on these temporary methods and their expiration dates has been published by the Coast Guard's National Maritime Center and are available from any Regional Examination Center or on the World Wide Web at **http://www.uscg.mil/hq/g-m/marpers/pag/policy.htm**.

After the temporary methods expire, a common method of proving competency will be to present a course-completion certificate from a Coast Guard approved or accepted course. Another method will be to present documentation provided to you by a designated examiner. The designated examiner will provide this to you after you have satisfactorily demonstrated your competence in BST. Each of the four elements may be completed separately. There is no requirement that each be completed at the same time. Therefore, you may have four different proofs, one for each element, that you have completed BST, and the BST is valid only when all elements have dates not of not more than five years past. The date of validity of the whole of BST is the earliest expiration date of any of the four elements of BST.

5. Must I carry proof of completion of BST in addition to my other Coast Guard issued credentials?

No. It is a responsibility for the vessel operator to maintain records demonstrating that you have the required training. The vessel's operator will require you to produce evidence of completing the four elements of BST before assigning you to shipboard duties. We recommend that you carry proof of completion of BST whenever you are employed aboard ship. This may avoid questions about your qualifications and training required for service on a seagoing vessel.

6. What is bridge resource management (BRM)? How do I prove competency?

BRM refers to the effective teamwork of, and the use of available instruments and information by, the personnel on the vessel's bridge engaged in directing and controlling the vessel's movements. You may prove competency by completing a Coast Guard approved or accepted course in this subject or providing documentation signed by a designated examiner that attests to your competency. (At the date this NVIC was issued, there are no designated examiners authorized to assess skills in this area outside of those designated as part of an approved or accepted course.) You are not required to carry proof of competency in BRM when serving aboard ship. Once you have demonstrated competency in BRM, you are only required to demonstrate continuing competency by renewing your license in accordance with current policies. An STCW-95 form attests to this competency for a deck officer.

7. I'm a deck officer, tell me about ARPA and GMDSS qualifications.

You must have formal training and assessment if you serve on a vessel of more than 200 GRT tons equipped with either of these systems. If you do not complete this training, your STCW form will be annotated to prohibit service on vessels equipped with these systems. For GMDSS qualification, you must also have the appropriate license issued by the Federal Communications Commission. Once you are qualified in GMDSS, you are only required to demonstrate continuing competency by renewing your Coast Guard and FCC licenses in accordance with current policies.

8. I hold a license valid for service on a seagoing vessel, but only work on inland vessels not subject to the STCW. Must I meet the STCW's requirements to renew my license?

No. You may renew your license without meeting the STCW's requirements; however, your license will be restricted to service on seagoing vessels other than passenger vessels of less than 200 GRT, small passenger vessels of less than 100 GRT, other seagoing vessels to which the STCW does not apply, and to inland vessels.

II. INFORMATION FOR MARINERS WHO UPGRADE OR INCREASE THE SCOPE OF A LICENSE OR MMD

1. I plan to upgrade my credentials before February 1, 2002. Am I required to meet the standards of STCW-78 or STCW-95?

The answer depends upon the date that you started the service or training that leads to the upgrade. If you began the service or training before August 1, 1998, then you are only required to meet the requirements of STCW-78 and would be issued an STCW-78 form. To qualify for an STCW-95 form, you must meet the requirements for issuance of an STCW-95 form discussed in Section 1, question 2. If you began the service or training on or after August 1, 1998, then you must meet the requirements of STCW-95. An exception to this is an upgrade from third mate to second mate or from third assistant engineer to second assistant engineer. Under the STCW, these license levels are not recognized; each is considered to be an officer in charge of a navigational watch or engineering watch as appropriate.

2. What if I upgrade my credential on or after February 1, 2002?

On February 1, 2002, the authority of STCW-78 expires and all credentials issued on or after that date must be in accordance with STCW-95. Then, no matter when you started the service or training for the upgrade, you must meet STCW-95.

3. What is the difference between STCW-78 and STCW-95?

STCW-95 added specific requirements for increased training and demonstrations of competence and assessments of a mariner's skills. These demonstrations must be performed in the presence of a designated examiner who is specially qualified to conduct the assessment.

III. INFORMATION FOR MARINERS WHO APPLY FOR THEIR FIRST CREDENTIAL

1. When I start my maritime career and apply for my first license or MMD, what special requirements apply to me?

The answer to this question depends upon the date that you started the service or training that leads to the license or qualified rating. If you began the service or training before August 1, 1998, then you are only required to meet the requirements of STCW-78, providing the form is issued prior to February 1, 2002. Question 2 below provides additional information.

If you began the service or training on or after August 1, 1998, then you must meet the requirements of STCW-95. Of course, for any credential issued on or after February 1, 2002, you must meet the requirements of STCW-95 no matter when you started your service or training.

2. What happens if I am issued an STCW-78 form? How do I get an STCW-95 form?

You may serve on a seagoing vessel until February 1, 2002, with an STCW-78 form. Until that time, you must prove to your employer that you meet the competencies required by BST. By February 1, 2002, you must have completed any training and assessments necessary to close the gap between the requirements of STCW-78 and STCW-95. The gap-closing requirements are discussed in the answer to question 2 in section I. When you provide proof of completion of the gap-closing requirements, the REC will issue an STCW-95 form to you.

IV. FREQUENTLY ASKED QUESTIONS

1. Are there special requirements for personnel serving on passenger ships?

Yes. The master, chief engineer, certain deck officers, certain engineer officers, and certain other personnel on a RO-RO passenger ship or a passenger ship other than a RO-RO passenger ship on an international voyage must meet the requirements of the STCW Code, Section A-V/2 (RO-RO) or A-V/3 (non-RO-RO). In general, these regulations apply to personnel who have duties relative to the safety of passengers in an emergency and other duties related to safety. They require special training in assisting passengers, crowd control, passenger safety and other similar training directed towards the safety of the passengers and the vessel. Further information is available in NVIC 4-99, *Special Training Requirements for Merchant Mariners Serving on Passenger Ships other than Roll On/Roll Off (Ro-Ro) Passenger Ships.*

2. How will this training be documented?

You must carry proof of having completed this training. It will not be endorsed on either the license, MMD, or STCW form. The proof consists of a course completion certificate from an approved or accepted course or, under certain circumstances, certification from a designated examiner attesting to your proficiency.

3. How do I become proficient in medical first aid or qualify as a person designated to take charge of medical care aboard ship?

Persons who desire to qualify for an endorsement on an MMD or license as "PIC medical care" must complete all of the required training approved or accepted as meeting the requirements for that qualification. Information about the requirements for qualifying for these endorsements is published by the National Maritime Center and is available on the World Wide Web (see question 10 below). Qualification as medical first aid provider is a basic requirement for qualification for an officer's license and no endorsement is placed on a license or MMD. Others may qualify for an endorsement as "medical first aid provider" on a license or MMD by completing a training course approved or accepted as meeting the requirements for that qualification.

Currently licensed officers are already qualified as proficient in medical first aid under the STCW. Anyone who begins the service or training on or after August 1, 1998, to qualify for a license subject to the STCW must meet the requirements for medical first aid provider certification to qualify for the license.

4. Does a person holding a Certificate of Registry (COR) as either a medical doctor or professional nurse have to be trained in basic medical care?

No. There are exceptions to the training requirements. The Coast Guard recognizes the lengthy, intensive training that medical practitioners undergo to qualify for the state's license as meeting the STCW's requirements.

5. The STCW emphasizes the requirements for medical care. Where can I get more information about the differences between the various qualifications and the requirements for each?

The Coast Guard's National Maritime Center has published policy guidance on the four levels of medical qualification (elementary first aid, medical first aid provider, person in charge of medical care, and organization and provision of medical care on board). It is available on the World Wide Web at **http://www.uscg.mil/hq/g-m/marpers/pag/policy.htm**

6. For what period of time will my training under STCW-95 be valid?

Most of the training required to qualify for an STCW certificate does not have an expiration date. In order to renew the certificate the mariner must demonstrate continued proficiency for the STCW certificate in accordance with the regulations for renewal of a license or Merchant Mariner's Document.

The STCW requires periodic evaluations or training to ensure continued proficiency in BST. Each of the four elements of BST must have been completed within the past five years before a mariner can be assigned to any shipboard duties or applies to the Coast Guard for any transaction where an STCW-95 form is amended. Because each element of BST can be completed independently of the other three elements, a mariner must be careful to ensure that the training is periodically updated to maintain competency under the STCW.

STCW Regulations V/2 and V/3 which require special training for certain mariners serving on RO-RO passenger ships and on passenger ships other than RO-ROs also have requirements similar to the requirements for BST for continued proficiency.

7. What about training as a radar observer?

While the STCW requires that a mariner be trained in the proper use of radar, there is no specific requirement for periodic refresher training. The requirement for renewal of the radar observer qualification is independent of the STCW. A mariner who allows the radar observer qualification to lapse will be limited to service on vessels of less than 300 GRT and to service on non-radar equipped towing vessels if the towing vessel exceeds eight meters in length (approximately 26 feet).

8. STCW-95 changed the tonnage limitations from 200 gross registered tons (GRT) to 500 gross tons (GT) and from 1,600 GRT to 3,000 GT. How does this affect my license?

STCW-95 permitted the parties to change the tonnage limitations to recognize the generally higher tonnages of vessels admeasured under the international tonnage scheme. Mariners holding licenses limited to 200 GRT are automatically eligible for a license limited to 500 GT (gross tons measured under the international scheme). Mariners holding licenses limited to 1,600 GRT are eligible for 3,000 GT. The tonnage will be entered on the license in both the international and the domestic tonnage. For example, a license could read "Master of steam and motor vessels of not more than 200 gross register tons (domestic tonnage), 500 gross tons (ITC tonnage) upon near-coastal waters." The Coast Guard is reviewing other domestic tonnage limitations used in licensing to determine equivalent tonnages under the international scheme.

9. I am a tankerman on a barge. Must I meet the STCW requirements and hold an STCW form?

No. The STCW does not apply to non-self-propelled vessels; therefore, you are not required to hold an STCW form.

10. *Where can I get more information about the STCW?*

The World Wide Web sites listed below contain information about the implementation of the STCW. If you do not have access to the Web, contact any REC listed in enclosure (4).

General information: **http://www.uscg.mil/STCW/**

Approved training courses: **http://www.uscg.mil/hq/g-m/examques/achome.htm**

Policy about STCW implementation: **http://www.uscg.mil/hq/g-m/marpers/pag/policy.htm**

Policy about issuance of licenses and MMDs: **http://www.uscg.mil/hq/g-m/nmc/genpub.htm**

11. Must every mariner on board a ship have an STCW form?

No. The only mariners required to hold an STCW form are the master and chief engineer, deck and engineering officers in charge of watches, ratings forming parts of those watches, personnel who are serving in positions requiring proficiency in survival craft, and certain personnel with duties relating to radio operations. Other mariners, typically members of the steward's department and day-working deck and engineering personnel, are not required to hold the STCW form.

12. Are pilots subject to the STCW?

No. The STCW applies to the crew of a vessel. Because the pilot serves as an advisor and is not part of the regular crew, the STCW does not apply.

13. *How does the STCW affect mariners employed on small seagoing vessels?*

When the regulations implementing the STCW for the United States were published, special consideration was given to mariners operating certain small seagoing vessels on domestic, near coastal voyages only. These special considerations apply to mariners employed on seagoing, small passenger vessels of less than 100 GRT and other seagoing vessels of less than 200 GRT. Officers limited to service on these vessels will have an endorsement typed on their license that states they meet the U. S. regulations implementing the provisions of the STCW as amended. If one of these vessels engages in routine foreign voyages, the officers must have completed basic safety training and hold a separate STCW endorsement form which will be issued by a Regional Examination Center.

In addition, it has been determined that the STCW does not apply to mariners serving on uninspected passenger vessels; fishing vessels; fishing vessels used as fish-tender vessels; barges; and non-self-propelled, mobile, offshore-drilling units. Mariners may be employed on any of these vessels without holding an STCW endorsement form. They are required to hold the proper Coast Guard-issued license or merchant mariner's document.

The STCW's certification requirements do not apply to engineer officers and engineer ratings on vessels propelled by machinery of less than 1,000 horsepower (750 kW). Nor does they apply to ratings forming part of a navigational watch on vessels of less than 500 GT.

INFORMATION ABOUT ISSUANCE OF INTERNATIONAL VALIDATION FORMS REQUIRED BY STCW-78

I. GENERAL INFORMATION FOR ANY STCW-78 FORM

This information applies to any STCW-78 form. Detailed information about the entries for each type of license or MMD are found under the section heading for the license or MMD.

1. After the words "Certificate Nos.," the serial number of the license or the social security number from an MMD will appear. If the mariner holds both, both numbers will appear.

2. The first name, middle initial, and last name must agree with the name used on the license or MMD.

3. The STCW-78 regulation's number under which the mariner is qualified is entered. Information about which number applies is found in this NVIC. If qualified under more than one regulation, all numbers will appear.

4. The STCW-78 form is valid only when accompanying a valid license or MMD. Where dates are entered, the day-month-year format will be used.

5. All general limitations are entered in the top part of the CAPACITY-LIMITATIONS section. An example of a general limitation is a requirement to wear corrective lenses. The wording for a general limitation will follow the guidance in the Marine Safety Manual, Volume III.

6. If a mariner holds a license and an MMD, only separate and distinct qualifications and limitations will be listed on the STCW form. Qualifications that are inherent within the license, such as qualification as a rating forming part of a watch or proficient in survival craft, need not be repeated. Only STCW qualifications will be shown. Qualifications outside the scope of the STCW (e.g., inland, Great Lakes routes) are not listed.

7. If the mariner's license or MMD will expire after January 31, 2002, an expiration date must be added. After the last entry in the CAPACITY-LIMITATIONS section, the entry "THIS CERTIFICATE EXPIRES 31 JANUARY 2002" will be typed in upper-case letters. Unused space of the CAPACITY-LIMITATIONS section will be lined out.

8. If the mariner's capacities or limitations fill the front of the form, they may be continued on a second page.

9. A new form will be issued to a mariner who upgrades a license, increases the scope of a license, or adds an endorsement to either a license or an MMD that changes the mariner's qualifications under the STCW. New qualifications will not be added to an existing form. Old forms will be voided and may be returned to the individual.

10. A photo is not required but may be glued to the lower center of the form if the mariner provides the photo. The photo should be passport type, and may be either black-and-white or color. A clear laminating plastic may be overlaid on the photograph area.

11. The form will be sealed with a raised seal that overlays part of the signature of the authorized official. If a photo is attached, the seal must be partially embossed on the photo to tie it to the form. If there are entries on the reverse, both sides must be sealed.

II. STCW FORM FOR DECK OFFICERS

1. The STCW-78 regulations that apply to deck officers are listed below.

LICENSE	STCW REGULATION
Masters and chief mates licensed for service on ships of 200 GRT or more	Regulation II/2
Masters and mates licensed for service on ships of less than 200 GRT	Regulation II/3.
Mates (except chief mates) licensed for service on ships of 200 GRT or more	Regulation II/4
Master's and mate's qualifications for service on tankers	Regulation V/1, V/2, or V/3

See enclosure (3), section II for information about limited to service on vessels of less than 200 GRT.

2. Under CAPACITY, enter the title(s) used in the STCW. These are master, chief mate, or officer in charge of a navigational watch. For the last entry, the license level (second mate, third mate, or mate), will be indicated in parentheses.

3. In the LIMITATIONS section opposite each title, specific limitations will be entered based on the license. A mariner may have several levels of license and different limitations may apply. Some standard limitations are:

a. ROUTE: No route entry is needed for an ocean license. The entry "Valid for near coastal voyages only" will be entered if appropriate.

b. TONNAGE: The tonnage limitation from the license will be listed by "Limited to vessels of not more than _____ GRT (_____GT)" or "...not more than _____GRT" whichever is applicable.

c. TANKERMAN – PIC: Deck officers qualify for service on oil tankers under regulation V/1, for service on chemical tankers under regulation V/2, and on liquefied gas tankers under regulation V/3. If a deck officer is qualified as a tankerman-PIC, the appropriate regulation and one of the following will be entered:

(1) "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes";

(2) "Valid for service on tankships carrying liquefied gas cargoes"; or

(3) "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes, or liquefied gas cargoes."

d. RADAR: If the mariner is qualified as a radar observer, and the expiration date of the radar observer qualification occurs before the expiration of the license, the limitation is "Not valid for service on radar-equipped vessels of 300 or more gross tons or radar-equipped towing vessels of more than 8 meters in length (approximately 26 feet) after (date)." If a mariner does not hold an endorsement as radar observer, a similar entry will be made.

e. OTHER: If the license has other limitations, such as service on specific types of vessels, such limitation(s) shall also be included.

III. STCW FORM FOR ENGINEER OFFICERS

1. The following STCW-78 regulations apply to engineer officers:

LICENSE	STCW REGULATION
Chief engineers and second engineer officers (first assistant engineers [1AE]) licensed for main propulsion machinery of 4,000 HP (3,000 kW) or more	Regulation III/2
Chief engineers and second engineer officers (1AE) with licenses limited to propulsion machinery between 1000 HP (750 kW) and 4,000 HP (3000 kW)	Regulation III/3.
Engineer officers in charge of a watch or designated duty engineers (second and third assistant engineers, assistant engineers [limited] and DDE)	Regulation III/4
Engineer officer's qualifications to serve on tankers	Regulation V/1, V/2, or V/3

See enclosure (3) for information about designated duty engineers (DDE) with a horsepower limitation.

2. The STCW's term "second engineer officer" is equivalent to the United States' first assistant engineer. The STCW's equivalent to other United States' assistant engineers is "engineer in charge of a watch or designated duty engineer officer."

3. Under CAPACITY, the STCW's title(s) "chief engineer," "second engineer officer (first assistant engineer)," or "engineer in charge of a watch or designated duty engineer"" are entered. For the latter entry, the license level(s) indicated on the Coast Guard issued license (e.g., second assistant engineer, third assistant engineer, or assistant engineer) will be entered in parenthesis. The title "designated duty engineer" is used when the mariner holds a U.S. license as DDE.

4. In the LIMITATIONS section opposite each title, enter specific limitations based on the license. A mariner may have several levels of license with each level having different limitations. Some standard limitations are:

a. ROUTE: ""Valid for near coastal voyages only" will be entered for a chief engineer (limited near coastal) or DDE with limited horsepower.

b. TONNAGE: A tonnage limitation is indicated by "Limited to vessels of not more than _____ gross tons." The tonnage limitation for limited engineers is 1600 GRT (3,000 GT). The tonnage limitation for a DDE is 500 GRT.

c. TYPE OF PROPULSION:

(1) No entry is made for a steam and motor license.

(2) If the propulsion mode is motor only, "Not valid in ships in which steam boilers form part of main propulsion system" will appear in the LIMITATIONS section.

(3) If the propulsion mode is steam only, "Valid only in ships in which steam boilers form part of the propulsion system" will appear.

d. HORSEPOWER: "Valid in ships of not more than _____ horsepower (_____kW)" will be used to indicate a horsepower limitation. One horsepower is equal to ¾ of a kilowatt for licensing purposes, i.e, 4,000 horsepower equal 3,000 kilowatts.

e. TANKERMAN: Engineer officers qualify for service on oil tankers under regulation V/1, for service on chemical tankers under regulation V/2, and for service on liquefied gas tankers under regulation V/3. If a chief engineer, second engineer officer (1AE), or other engineer officer is qualified as a tankerman-engineer, the appropriate regulation and one of the following will be entered:

(1) "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes; "

(2) "Valid for service on tankships carrying liquefied gas cargoes;" or

(3) "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes or liquefied gas cargoes."

If the engineer officer is qualified as a tankerman - PIC, enter that qualification in the CAPACITY section and in the LIMITATIONS section enter the applicable type of service from e.(1); e.(2); or e.(3) above.

f. OTHER: Any other limitation will be indicated.

IV. STCW FORM FOR OPERATORS OF UNINSPECTED TOWING VESSELS (OUTV)

1. This license is not valid for an international voyage. See Section IV of enclosure (3) for information about these licenses. OUTVs who have converted their license to a master or mate (pilot) of towing vessels are subject to the requirements that apply to a master's or mate's license.

V. STCW FORM FOR RATINGS FORMING PART OF A NAVIGATIONAL WATCH

1. Deck ratings forming part of a navigational watch are qualified under regulation II/6. This includes able seamen and specially trained ordinary seamen. To qualify for this endorsement, the specially trained ordinary seaman must:

a. Have at least one year of deck service during the period October 1, 1986 and September 30, 1991; or

b. Provide evidence of meeting the training and experience requirements of STCW-78 regulation II/6 satisfactory to the Officer in Charge of Marine Inspection.

2. Under CAPACITY, enter "Rating forming part of a navigational watch" followed by (AB-unl; -lim; etc.) if applicable.

3. In the LIMITATIONS section, any limitations noted on the MMD are listed. If the MMD is limited to certain vessels, that limitation shall be shown as "Limited to service on _____ (sail training vessels) (fishing industry vessels) (offshore supply vessels) (mobile offshore units)."

VI. STCW FORM FOR A CERTIFICATE OF PROFICIENCY IN SURVIVAL CRAFT

1. A mariner qualifies for this endorsement under regulation VI/1.

2. A mariner holding an MMD endorsed as able seaman-unlimited, able seaman-limited, able seaman-special, any unlicensed rating in the deck department including able seaman, or lifeboatman is eligible for this STCW certification. An able seaman-special (OSV), able seaman-fishing industry vessel, or able seaman-sail is not eligible for this certification unless also qualified as a lifeboatman.

3. In the CAPACITY section of the form, enter "Proficient in survival craft."

4. If the lifeboatman's qualification is limited to inflatable survival craft, the limitation should read "Limited to inflatable survival craft only."

VII. STCW FORM FOR TANKERMAN-ASSISTANT

1. A tankerman-assistant is qualified under regulation V/1 for service on oil tankers, under V/2 for service on chemical tankers, under V/3 for service on liquefied gas tankers.

2. The tankerman qualifications for deck and engineering officers will appear on the STCW form that validates their license. This section applies only to unlicensed mariners with the tankerman-assistant-DL and or –LG endorsement on their MMD.

3. In the CAPACITY section of the form, the entry will be "Tankerman-assistant."

4. In the LIMITATIONS section of the form, the entry will be:

a. "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes";

b. "Valid for service on tankships carrying liquefied gas cargoes"; or

c. "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes, or liquefied gas cargoes."

VIII. SAMPLE STCW FORMS ISSUED UNDER STCW-78

1. The following sample STCW-78 forms illustrate the issuance of the international validation in accordance with the above guidelines.

a. Illustration one is a form issued to an engineer officer licensed as assistant engineer (limited near coastal) for service on motor vessels on not more then 5,000 horsepower with an endorsement as DDE. The mariner has received a waiver of the medical standards for hearing acuity and must have a hearing aid and spare batteries while serving under the authority of his license.

b. Illustration two is a form issued to an able seaman-special (OSV) who is qualified as a lifeboatman limited to inflatable rafts.

c. Illustration three is a form issued to a deck officer licensed as a second mate-near coastal who is qualified as a tankerman-PIC-DL cargoes. The mariner has received a waiver of the vision requirements and must wear glasses as well as having a spare pair on board while serving under authority of the license.

d. Illustration four is a form issued to an engineer officer licensed as chief engineer (limited-near coastal) on steam or motor vessels of any horsepower, as first assistant for service on steam vessels of not more than 6,000 horsepower, and as third assistant for service on steam or motor vessels of any horsepower. This engineer is also qualified as a tankerman-engineer-DL.

e. Illustrations five and six show typical forms issued to mariners whose licenses expire after January 31, 2002. Neither mariner meets the STCW-95 requirements for renewal; therefore, the STCW-78 form expires on January 31, 2002. When the mariner meets the STCW-95 requirements, an STCW-95 form will be issued with the same expiration date as the license.

United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978

The Government of the United States of America certifies that Certificate No. 312845 & 114602743 has been issued to Brendan P. Reynolds, who has been found duly qualified in accordance with the provisions of regulation(s) III/4 of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.
The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Medical waiver-Required	Medical waiver: Required to wear a hearing aid and have spare batteries on board.
Engineer in charge of watch (Ass't engineer)	Valid on ships of not more than 5,000 horsepower (3,667 kW). Limited to vessels of not more than 1,600 gross register tons (domestic tonnage), 3,000 gross tons (ITC tonnage). Not valid in ships in which steam boilers form part of the propulsion system.
Engineer in Charge of a Watch (Designated Duty Engineer)	Limited to vessels of not more than 500 gross register tons (domestic tonnage) Not valid in ships in which steam boilers form part of the propulsion system

Date of issue of this endorsement: 12 January 1996

Port: New Orleans, LA

6 May 1944
Date of birth of the holder of the certificate

Signature of duly authorized official

Signature of the holder of the certificate

Name of duly authorized official

DEPT. OF TRANS., CG-5601 (9-95)

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(Emboss Official Seal above this line. ↑)

ILLUSTRATION 1

United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978

The Government of the United States of America certifies that Certificate No. 820347916 has been issued to Patrick B. Williams, who has been found duly qualified in accordance with the provisions of regulation(s) II/6 & VI of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.

The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Ratings forming part of a navigational watch (Able Seaman)	Limited to service on motor-propelled offshore supply vessels.
Proficient in the use of survival craft (Lifeboatman)	Limited to inflatable survival craft.

Date of issue of this endorsement: 23 July 1996

Port: Seattle, WA

16 November 1971
Date of birth of the holder of the certificate

Signature of duly authorized official

Signature of the holder of the certificate

Name of duly authorized official

DEPT. OF TRANS., CG-5601 (9-95)

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ILLUSTRATION 2

United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978

The Government of the United States of America certifies that Certificate No. 746028 & 560281776 has been issued to Patrick B. Williams, who has been found duly qualified in accordance with the provisions of regulation(s) II/6 & VI of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.
The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Officer in charge of a navigational watch (Second mate)	Medical waiver: Required to wear corrective lenses and have a spare pair on board. Valid for near coastal voyages only. Valid for service on tankships carrying dangerous liquid oil or chemical cargoes. THIS CERTIFICATE EXPIRES 31 JANUARY 2002

Date of issue of this endorsement: 28 February 1997

Port: Seattle, WA

1 January 1945
Date of birth of the holder of the certificate

Signature of duly authorized official

Signature of the holder of the certificate

Name of duly authorized official

DEPT. OF TRANS., CG-5601 (9-95)

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(Emboss Official Seal above this line. ↑)

ILLUSTRATION 3

United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978

The Government of the United States of America certifies that Certificate No. 57213 & 226043718 has been issued to Steven J. Fields, who has been found duly qualified in accordance with the provisions of regulation(s) III/2, III/3, III/4, V of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.

The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Second Engineer Officer (First assistant engineer)	Valid on ships of not more than 6,000 horsepower (4,500 kW) Valid only in ships in which steam boilers form part of the propulsion system. Valid for service on tankships carrying dangerous liquid oil or chemical cargoes.
Engineer in charge of a watch (Third Assistant Engineer)	Valid for service on tankships carrying dangerous liquid oil or chemical cargoes.
Chief Engineer	Valid for near coastal voyages only. Limited to service on vessels of not more that 1,600 gross register tons (domestic tonnage), 3,000 gross tons (ITC tonnage). Valid for service on tankships carrying dangerous liquid oil or chemical cargoes.

Date of issue of this endorsement: 30 November 1995

Port: Baltimore, MD

25 April 1942
Date of birth of the holder of the certificate

Signature of duly authorized official

Signature of the holder of the certificate

Name of duly authorized official

DEPT. OF TRANS., CG-5601 (9-95)

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(Emboss Official Seal above this line. ↑)

ILLUSTRATION 4

United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978

The Government of the United States of America certifies that Certificate No. 568721 & 288320351 has been issued to Sidney M. Shuman, who has been found duly qualified in accordance with the provisions of regulation(s) III/2, III/4, V of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.
The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Chief engineer	Valid for service in tankships carrying dangerous liquid oil or chemical cargoes. Valid for near coastal voyages only. Not valid in ships in which steam boilers form part of the propulsion system.
Second Engineer Officer (First Assistant Engineer)	Limited to vessels of not more than 1,600 gross register tons (Domestic Tonnage), 3,000 gross tons (ITC Tonnage). Valid for service in tankships carrying dangerous liquid oil or chemical cargoes. Valid on ships of not more than 6,000 Horsepower (4,500 kW)
Engineer in charge of a Watch (Third Assistant Engineer)	Valid for service on tankships carrying dangerous liquid oil or chemical cargoes. THIS CERTIFICATE EXPIRES 31 JANUARY 2002

Date of issue of this endorsement: 04 November 1999

Port: Juneau, AK

12 May 1952
Date of birth of the holder of the certificate

Signature of duly authorized official

Signature of the holder of the certificate

Name of duly authorized official

DEPT. OF TRANS., CG-5601 (9-95)

(Cut on dashed line!)

(Emboss Official Seal above this line. ↑)

ILLUSTRATION 5

United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978

The Government of the United States of America certifies that Certificate No. 00121 & 113390456 has been issued to Charles S. Brown, who has been found duly qualified in accordance with the provisions of regulation(s) II/2 & V of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.

The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Chief Mate	Valid for service on tankships carrying dangerous liquid oil or chemical cargoes or liquefied gas cargoes. Not valid for service on radar-equipped vessels of 300 gross register tons (Domestic Tonnage) or more, or radar-equipped towing vessels 8 meters (approximately 26 feet) or more in length after September 2001.
Master	valid for service on tankships carrying dangerous liquid oil or chemical cargoes or liquefied gas cargoes. Not valid for service on radar equipped vessels of 300 gross register tons (Domestic Tonnage) or more, or radar-equipped towing vessels 8 meters (approximately 26 feet) or more in length after September 2001. Limited to vessels of not more than 1,600 gross register tons (Domestic Tonnage), 3,000 gross tons (ITC Tonnage). THIS CERTIFICATE EXPIRES 31 JANUARY 2002

Date of issue of this endorsement: 16 July 1998

Port: Charleston, NC

16 August 1965
Date of birth of the holder of the certificate

Signature of duly authorized official

Signature of the holder of the certificate

Name of duly authorized official

DEPT. OF TRANS., CG-5601 (9-95)

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(Emboss Official Seal above this line. ↑)

ILLUSTRATION 6

INFORMATION ABOUT ISSUANCE OF INTERNATIONAL VALIDATION FORMS REQUIRED BY STCW-95

I. GENERAL INFORMATION FOR ANY STCW-95 FORM

This information applies to the entries on any STCW-95 form. Detailed information for each type of license or MMD will be found under the specific section for the license or MMD.

1. After the words "Certificate Nos.," the serial number of the license or the social security number from an MMD will appear. If the mariner holds both, both numbers will appear.

2. The name must agree with the name used on the license or MMD.

3. The STCW's regulation number under which the mariner is qualified is entered on the form. If qualified under more than one regulation, all numbers will appear.

4. The expiration date entered on the line after "...indicated until," is the expiration date of the license or MMD, whichever occurs first.

5. No entry is required in the FUNCTION-LEVEL-LIMITATION section.

6. General limitations are entered in the top part of the CAPACITY-LIMITATIONS section. An example of a general limitation is a requirement to wear corrective lenses. The wording for a general limitation will follow the guidance in the Marine Safety Manual, Volume III,

7. If a mariner holds a license and an MMD, only separate and distinct qualifications and limitations will be listed on the STCW form. Qualifications that are inherent within the license, such as qualification as a rating forming part of a watch or proficient in survival craft need not be repeated. Only STCW qualifications will be shown. Qualifications outside the scope of the STCW (e.g., inland, Great Lakes routes) are not listed.

8. Unused space of the CAPACITY-LIMITATIONS section will be lined out.

9. If the mariner's capacities or limitations fill the front of the form, they may be continued on a second page.

10. After "Endorsement No.," the license number and/or social security number will be entered. This entry must agree with the entry made in accordance with paragraph one above. The date and port of issuance of the STCW form is then entered to complete the line.

11. A new form will be issued to a mariner who upgrades a license, increases the scope of a license, or adds an endorsement to either a license or an MMD that changes the mariner's qualifications under the STCW. New qualifications are not added to an existing form. Old forms are voided and may be returned to the individual.

12. A photo must be glued to the lower center of the form. The photo should be passport type, and may be either black-and-white or color. A clear laminating plastic may be overlaid on the photograph area.

13. The form will be sealed with a raised seal that overlays part of the signature of the authorized official and the photo to tie it to the form. If there are entries on the reverse, both sides must be sealed.

14. If requested, an entry may be made in the CAPACITY-LIMITATIONS section indicating that the mariner has completed the necessary training required by the STCW Code Tables, A-VI/1. The entry "Basic safety training and instruction completed on _____" will be entered. If all elements were not completed on the same date, the date entered will be the oldest date.

II. STCW FORM FOR DECK OFFICERS

1. The table shows the STCW regulations that apply to deck officers. Deck officers licensed for service on vessels of less than 200 GRT (500 GT) will have their license endorsed "For domestic voyages only, the holder of this license meets the STCW 1995 regulations without further endorsement." If a deck officer with such a license requests an STCW form, these instructions apply.

LICENSE	STCW REGULATION
Mates (except chief mates) licensed for service on ships of 500 gross tons or more	Regulation II/1
Masters and chief mates licensed for service on ships of 500 GT or more	Regulation II/2
Masters and mates licensed for service on ships of less than 500 GT	Regulation II/3.
Master's and mate's qualifications for service on tankers	Regulation V/1
Master's and Mate's qualifications for service on RO-RO passenger ships	Regulation V/2
Master's and Mate's qualifications for service on passenger ships other than RO-RO passenger ships	Regulation V/3

2. Under CAPACITY, enter the title(s) used in the STCW. These are master, chief mate, or officer in charge of a navigational watch. For the last entry, the license level (second mate, third mate, or mate), will be indicated in parentheses.

3. In the LIMITATIONS section opposite each title, specific limitations based on the license are entered. A mariner may have several levels of license and different limitations may apply. Some standard limitations are:

a. ROUTE: No route entry is needed for an ocean license; otherwise, "Valid for near coastal voyages only" is entered.

b. TONNAGE: The tonnage limitation is shown by "Limited to vessels of not more than _____ GRT (_____ GT)" or "...not more than _____ GRT" whichever applies.

c. TANKERMAN – PIC: If a deck officer is qualified as a tankerman-PIC, one of the following will be entered:

(1) "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes";

(2) "Valid for service on tankships carrying liquefied gas cargoes"; or

(3) "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes, or liquefied gas cargoes."

d. ARPA QUALIFICATION: Deck officers who have not completed a Coast Guard approved or accepted ARPA course will have the STCW form endorsed "Not valid for service on ARPA equipped vessels."

e. RADAR: If the mariner is qualified as a radar observer, and the expiration date of the radar observer qualification occurs before the expiration of the license, the limitation is "Not valid for service on radar-equipped vessels of 300 or more gross tons or radar-equipped towing vessels of more than 8 meters in length (approximately 26 feet) after _(date)_."

f. RADIO: If the mariner is qualified as a radio operator under the global maritime distress safety system (GMDSS), the entry will be "Valid for service on vessels operating in the GMDSS system." In some situations, when a mariner has not completed all of the GMDSS training and assessments, the entry will expire on February 1, 2002.

g. PASSENGER VESSEL SERVICE: Deck officers serving on passenger vessels (RO-RO or non-RO-RO) in positions set forth in the STCW must have specialized training and qualifications as required by STCW regulations V/2 and V/3. Those deck officers must carry proof of having met the STCW competency requirements when serving on such vessels. No entry will be made on the STCW form.

h. OTHER: If the license has other limitations, such as service on specific types of vessels, such limitation(s) shall also be included.

SECTION III. STCW FORM FOR ENGINEER OFFICERS

1. The STCW-95 regulations that apply to engineer officer are shown in the table. The license of a designated duty engineer (DDE) of limited horsepower will be endorsed "For domestic voyages only, the holder of this license meets the STCW 1995 regulations without further endorsement." If requested, an STCW form may be issued to a DDE in accordance with the guidance of this enclosure.

LICENSE	STCW REGULATION
Second assistant engineers, third assistant engineers, assistant engineers, and DDE	Regulation III/1
Chief engineers and first assistant engineers [1AE] licensed for main propulsion machinery of 4,000 HP (3,000 kW) or more	Regulation III/2
Chief engineers and 1AEs with licenses limited to propulsion machinery between 1000 HP (750 kW) and 4,000 HP (3000 kW)	Regulation III/3.
Engineer officer's qualifications to serve on tankers	Regulation V/1
Chief Engineer and 1AE serving on RO-RO passenger ships	Regulation V/2
Chief Engineer and 1AE serving on passenger ships other than RO-RO passenger ships	Regulation V/3

2. Under CAPACITY, the entries are "chief engineer," "second engineer officer (first assistant engineer)," or "engineer in charge of a watch or designated duty engineer." For the latter entry, the license level(s) indicated on the Coast Guard issued license (e.g., second assistant engineer, third assistant engineer, or assistant engineer) will be entered in parenthesis. The title "designated duty engineer" is used when the mariner holds a U.S. license as DDE.

3. In the LIMITATIONS section opposite each title, specific limitations based on the license will be entered. A mariner may have several levels of license with each level having different limitations. Some standard limitations are:

a. ROUTE: "Valid for near coastal voyages only" will be entered for a chief engineer (limited near coastal) or DDE with limited horsepower.

b. TONNAGE: A tonnage limitation is indicated by "Limited to vessels of not more than _____ gross tons." The tonnage limitation for limited engineers is 1600 GRT (3,000 GT). The tonnage limitation for a DDE is 500 GRT.

c. TYPE OF PROPULSION:

(1) No entry is made for a steam and motor license.

(2) If the propulsion mode is motor only, "Not valid in ships in which steam boilers form part of main propulsion system" will appear in the LIMITATIONS section.

(3) If the propulsion mode is steam only, "Valid only in ships in which steam boilers form part of the propulsion system" will appear.

d. HORSEPOWER: "Valid in ships of not more than _____ horsepower (_____kW)" will be used to indicate a horsepower limitation. One horsepower is equal to ¾ of a kilowatt for licensing purposes.

e. TANKERMAN: If an engineer officer is qualified as a tankerman-engineer, one of the following will be entered:

(1) "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes";

(2) "Valid for service on tankships carrying liquefied gas cargoes"; or

(3) "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes or liquefied gas cargoes."

If the engineer officer is qualified as a tankerman - PIC, enter that rating in the capacity section and in the LIMITATIONS section along with the applicable type of service from e.(1); e.(2); or e.(3) above.

f. PASSENGER VESSEL SERVICE: Deck engineer officers serving on passenger vessels (RO-RO or non-RO-RO) in positions set forth in the STCW must have specialized training and qualifications as required by STCW regulations V/2 and V/3. Those officers must carry proof of having met the STCW competency requirements when serving on such vessels. No entry will be made on the STCW form.

g. OTHER: Any other limitation will be indicated.

IV. STCW FORM FOR OPERATORS OF UNINSPECTED TOWING VESSELS (OUTV)

1. This license is not valid for an international voyage. A mariner holding this license will have the following endorsement added to the license form "For domestic voyages only, the holder of this license meets the STCW 1995 regulations without further endorsement."

2. In accordance with 46 CFR 10.209, an OUTV with an ocean or near coastal route who converts his or her license to a license as master or mate (pilot) of towing vessels is subject to the requirements that apply to either a master's or a mate's license.

V. STCW FORM FOR RATINGS FORMING PART OF A NAVIGATIONAL WATCH

1. Deck ratings forming part of a navigational watch, including able seamen and specially trained ordinary seamen, on a vessel 500 GT or more are qualified under regulation II/4. An able seaman meets the requirements for this endorsement because it is an integral part of the qualification for the able seaman rating. To qualify for this endorsement, the specially trained ordinary seaman must:

a. Have at least one year of deck service between the period October 1, 1986, and September 30, 1991 and provide evidence of competency in BST. This option expires February 1, 2002; or

b. Provide evidence of meeting the training and experience requirements of STCW-95 regulation II/4 satisfactory to the Officer in Charge of Marine Inspection, meet the medical standards, and have valid BST.

2. Under CAPACITY, enter "Rating forming part of a navigational watch" followed by (AB-unl; -lim; etc.) if applicable.

3. In the LIMITATIONS section, any limitations noted on the MMD are listed. If the MMD is limited to certain vessels, that limitation shall be shown as "Limited to service on _____ (sail training vessels) (fishing industry vessels) (offshore supply vessels) (mobile offshore units)."

VI. STCW FORM FOR A CERTIFICATE OF PROFICIENCY IN SURVIVAL CRAFT

1. A mariner qualifies for this endorsement under regulation VI/2.

2. A mariner holding an MMD endorsed as able seaman-unlimited, able seaman-limited, able seaman-special, any unlicensed rating in the deck department including able seaman, or lifeboatman is eligible for this STCW certification. The able seaman-special (OSV), fishing industry vessel, or -sail is not eligible for this certification unless also qualified as proficient in survival craft.

3. In the CAPACITY section of the form, enter "Proficient in survival craft (Lifeboatman)."

4. If the lifeboatman's qualification is limited to inflatable survival craft, the limitation should read "Limited to inflatable survival craft only."

5. If the mariner is also qualified for fast rescue boats, in the LIMITATIONS APPLYING section the endorsement "Valid for service in fast rescue boats" will be added.

VII. STCW FORM FOR TANKERMAN-ASSISTANT

1. A tankerman-assistant is qualified under regulation V/1.

2. The tankerman qualifications for deck and engineering officers will appear on the STCW form that validates their license. This section applies only to mariners with the tankerman-assistant-DL and or –LG endorsement on their MMD.

3. In the CAPACITY section of the form, the entry will be "Tankerman-assistant."

4. In the LIMITATIONS section of the form, the entry will be:

a. "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes";

b. "Valid for service on tankships carrying liquefied gas cargoes"; or

c. "Valid for service on tankships carrying dangerous liquid oil or chemical cargoes, or liquefied gas cargoes."

VIII. STCW FORM FOR RATINGS FORMING PART OF A WATCH IN A MANNED ENGINEROOM OR DESIGNATED TO PERFORM DUTIES IN A PERIODICALLY UNMANNED ENGINE ROOM.

1. Qualified members of the engine department (QMED) forming part of an engineering watch on a vessel of 750 kW (1,000 HP) or more are certificated under regulation III/4.

2. The following QMED ratings are eligible for the STCW endorsement: QMED-any rating, oiler, fireman/watertender, junior engineer, deck engine mechanic, or engineman. In the CAPACITY section, the entry will be "Rating forming part of an engineering watch (____QMED rating_____)."

3. A QMED who began before August 1, 1998, the service or training that qualifies for the endorsement is not required to have the STCW form until February 1, 2002. However, the mariner should apply and be issued the form before February 1, 2002. QMEDs holding any of the qualified ratings in paragraph 2 above who renew their MMD before February 1, 2002, will be issued the STCW-95 form if they have proof of basic safety training.

4. A QMED who began the service or training on or after August 1, 1998, that qualifies for the STCW endorsement and all applicants issued an endorsement on or after February 1, 2002, must meet the STCW's requirements including training, assessments, and proof of completion of basic safety training before an STCW-95 form may be issued.

IX. STCW FORM FOR RADIOCOMMUNICATION AND RADIO PERSONNEL

1. Persons performing radio duties on ships operating within the GMDSS must have a course completion certificate from a Coast Guard approved or accepted GMDSS course (or training and assessment program) and a GMDSS operator's license issued by the Federal Communications Commission. This qualification will be endorsed on an STCW form. They are qualified under regulation IV/2.

2. This qualification may be added to the STCW form issued to an officer or rating, or it may stand alone if the mariner is not required to hold an STCW form by another regulation. If the mariner does not hold an STCW form under another regulation, the entry in the CAPACITY section will be "Radio operator." In the LIMITATION APPLYING section, the entry will be "Valid for service on vessels operating in the GMDSS system."

3. Personnel qualified as an at-sea maintainer of GMDSS systems and holding an MMD endorsed as such may be issued an STCW-95 form endorsed as "Radio maintainer." In the LIMITATION APPLYING section, the entry will be "Valid for service on vessels operating in the GMDSS system."

X. SAMPLE STCW FORMS ISSUED UNDER STCW-95

1. The following sample STCW-95 forms illustrate the issuance of the international validation in accordance with the above guidelines.

a. Illustration one is a form issued to a chief mate of unlimited tonnage who is qualified as a tankerman-PIC. He is also qualified to serve on vessels operating within the GMDSS system.

b. Illustration two is a form issued to a QMED with a watchstanding rating as junior engineer. The mariner completed basic safety training and familiarization and elected the option to have it noted on the STCW form.

c. Illustration three is a form issued to a radio officer who is qualified to serve on a vessel operating within the GMDSS system. An STCW form is not required unless the vessel participates within GMDSS. The mariner completed basic safety training and familiarization and elected the option to have it noted on the STCW form.

d. Illustration four is a form issued to an able seaman who is qualified as a tankerman-assistant. This endorsement under STCW-78 would read "Rating forming part of a navigational watch."

United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED IN 1995

The Government of the United States of America certifies that Certificate No.(s) 113069 and 772390419 has been issued to James J. Wilson, who has been found duly qualified in accordance with the provisions of regulation(s) II/2 and V/1 of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated until 10 November 2005.

This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Chief Mate	Valid for service on vessels operating in the GMDSS system. Valid for service on tankships carrying dangerous liquid oil or chemical cargoes.

Endorsement No.: 113069 and 772390419 issued on 1 April 1999 at Toledo, Ohio

23 October 1951
Date of birth of the holder of the certificate

Signature of certificate holder

Photograph area

Signature of duly authorized official

Name of duly authorized official

DEPT. OF TRANS., CG 5611 (10-96)

(Cut on dashed line)

(Emboss Official Seal above this line. ↑)

ILLUSTRATION 1

United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED IN 1995

The Government of the United States of America certifies that Certificate No.(s) 161310199 has been issued to George M. Jackson, who has been found duly qualified in accordance with the provisions of regulation(s) III/4 of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated until 10 November 2005.

This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Rating forming part of an engine room watch (QMED-Junior Engineer)	Basic safety training completed 16 September 2000.

Endorsement No.: 16130199 issued on 10 November 2000 at Anchorage, Alaska

14 June 1977
Date of birth of the holder of the certificate

Signature of certificate holder

Photograph area

Signature of duly authorized official

Name of duly authorized official

DEPT. OF TRANS., CG 5611 (10-96)

(Cut on dashed line!)

(Emboss Official Seal above this line. ↑)

ILLUSTRATION 2

United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED IN 1995

The Government of the United States of America certifies that Certificate No.(s) 113390141 has been issued to Robert F. Sparks, who has been found duly qualified in accordance with the provisions of regulation(s) IV of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated until 16 February 2004.

This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Radio Maintainer Radio Operator	Valid for service on vessels operating in the GMDSS system. Basic safety training completed 14 December 1998.

Endorsement No.: 77326 and 113390141 issued on 16 February 1999 at Long Beach, CA

7 December 1961
Date of birth of the holder of the certificate

Signature of certificate holder

Photograph area

Signature of duly authorized official

Name of duly authorized official

DEPT. OF TRANS., CG 5611 (10-96)

(Cut on dashed line)

(Emboss Official Seal above this line. ↑)

ILLUSTRATION 3

United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED IN 1995

The Government of the United States of America certifies that Certificate No.(s) 287620001 has been issued to Richard A. Willing, who has been found duly qualified in accordance with the provisions of regulation(s) II/4, VI, and V/1 of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated until 23 July 2003.

This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Rating forming part of a navigational watch (Able-seaman unlimited) Tankerman-Assistant Proficient in the use of survival craft (Lifeboatman)	Valid for service on tankships carrying dangerous liquid oil or chemical cargoes.

Endorsement No.: 287620001 issued on 23 July 1998 at Miami, Florida

1 April 1946
Date of birth of the holder of the certificate

Signature of certificate holder

Photograph area

Signature of duly authorized official

Name of duly authorized official

DEPT. OF TRANS., CG 5611 (10-96)

(Cut on dashed line)

(Emboss Official Seal above this line. ↑)

ILLUSTRATION 4

PRIVACY ACT STATEMENT

Mariners who request by mail that the STCW form be issued must provide information to enable the REC to process their request. Specifically, the information is requested under the STCW and either 46 USC 7101 or 7302. It will be used to:

1. Ensure the mariner's license or MMD complies with the STCW;

2. Locate the mariner's records;

3. Verify that the mariner is credited on the STCW form with all of the qualifications to which the mariner is entitled; and

4. Ensure that the entries on the STCW form issued to the mariner are recorded in the mariner's records.

Providing this information is voluntary, but failure to do so would delay or prevent issuance of an STCW endorsement.

U. S. COAST GUARD REGIONAL EXAMINATION CENTERS

COMMANDING OFFICER (REC)
USCG MARINE SAFETY OFFICE
510 L. STREET
SUITE 100
ANCHORAGE AK 99501-1946
(907)271-6736

COMMANDING OFFICER
U.S. COAST GUARD
MARINE SAFETY OFFICE (REC)
196 TRADD STREET
CHARLESTON, SC 29401-1899
(803)720-7693

U.S. COAST GUARD
REGIONAL EXAMINATION CENTER
2760 SHERWOOD LANE
SUITE 2A
JUNEAU, AK 99801-8545
(907)463-2458

COMMANDING OFFICER
USCG MARINE SAFETY OFFICE
REGIONAL EXAMINATION CENTER
CLAUDE PEPPER FEDERAL BUILDING
51 SW 1ST AVENUE 6TH FLOOR
MIAMI, FL 33103-1608
(305)536-6548/49/6874

U.S. COAST GUARD
MARINE SAFETY OFFICE (REC)
6767 NORTH BASIN AVENUE
PORTLAND, OR 97217-3992
(503)240-9346

U.S. COAST GUARD
REGIONAL EXAMINATION CENTER
FEDERAL BUILDING ROOM 501
234 SUMMIT STREET
TOLEDO, OH 43604-1590
(419)259-6395

U.S. COAST GUARD
REGIONAL EXAMINATION CENTER
U.S. CUSTOM HOUSE
40 SOUTH GAY STREET
BALTIMORE, MD 21202-4022
(410)962-5132/33/34/35

COMMANDING OFFICER (REC)
USCG MARINE SAFETY OFFICE
433 ALA MONA BOULEVARD
HONOLULU, HI 96813
(808)522-8264

U.S. COAST GUARD
MARINE SAFETY OFFICE
REGIONAL EXAMINATION CENTER
165 NORTH PICO AVENUE
LONG BEACH, CA 90802
(562)980-4485

COMMANDING OFFICER
USCG MARINE SAFETY OFFICE (REC)
9820 LAKE FOREST BLVD.
SUITE D
NEW ORLEANS, LA 70127-3077
(504)589-6183/84/85

U.S. COAST GUARD
MARINE SAFETY OFFICE
REGIONAL EXAMINATION CENTER
1519 ALASKAN WAY SOUTH
SEATTLE, WA 98134-1192
(206)217-6115

MARINE SAFETY OFFICE
SAN FRANCISCO BAY
BUILDING 14, ROOM 109
COAST GUARD ISLAND
ALAMEDA, CA 94501-5100
(510)437-3092

COMMANDING OFFICER (REC)
USCG MARINE SAFETY OFFICE
455 COMMERCIAL STREET
BOSTON, MA 02109-1899
(617)223-3040/41

U.S. COAST GUARD
REGIONAL EXAMINATION CENTER
8876 GULF FREEWAY
SUITE 200
HOUSTON, TX 77017-6595
(713)948-3350/51

U.S. COAST GUARD
MARINE SAFETY OFFICE
REGIONAL EXAMINATIN CENTER
200 JEFFERSON AVENUE
SUITE 1302
MEMPHIS, TN 38103
(901)544-3297

U.S. COAST GUARD
ACTIVITIES NEW YORK (REC)
BATTERY PARK BUILDING
NEW YORK, NY 10004-8545
(212)668-7492

U.S. COAST GUARD
MARINE SAFETY OFFICE
REGIONAL EXAMINATION CENTER
1222 SPRUCE STREET, SUITE 8104E
ST. LOUIS, MO 63103-2835
(314)539-3091