

STCW Frequently Asked Questions: OSV Endorsements

- 1. For Officer endorsements for Offshore Supply Vessels (OSVs). The text of 46 CFR 11.493 master (OSV) says that at least one-half of the required experience must be served as chief mate. The FR defines chief mate as the deck officer next in rank to the master and upon whom the command of the vessel will fall in the event of incapacity of the master. On nearly all OSVs there is no requirement for an officer to hold a national endorsement as chief mate on the Certificate of Inspection due to the two-watch system in effect, yet the person serving as mate meets the definition of chief mate stated above. Yet in multiple locations in the preamble the text says, “Where the mariner holds a management-level credential, and fills the position as mate, and the position meets the definition of chief mate found in 10.107, then that service will be credited as chief mate.” The preamble view would make achievement of master (OSV) not possible by a person holding and serving as mate (OSV). Please confirm that a mate (OSV) serving on a vessel where the only required deck officers are a master and a mate will be given chief mate service credit despite text in the preamble that attempts to override the chief mate definition in the FR text?**

For Officer endorsements for Offshore Supply Vessels (OSVs). “Chief Mate” is defined in 46 CFR 10.107 as “the deck officer next in rank to the master and upon whom the command of the vessel will fall in the event of incapacity of the master.” In the event that a vessel’s Certificate of Inspection does not require that a licensed chief mate be assigned, service credit will be granted to the officer onboard who serves the chief mate’s function. In regard to the STCW endorsement, the mariner must also meet the requirements for master as identified in the regulations (46 CFR 11.305 or 11.311 as applicable).

- 2. I currently hold a Master OSV 6,000 ITC endorsement, have been working under authority of that license as chief mate on an OSV of over 4,000 GT for well over 360 days, and have completed all of the master’s assessments. It appears that, under this final rule, I may be able to test directly for a master unlimited endorsement and bypass the chief mate endorsement. I want to be sure that that is the case so I can make application immediately.**

Yes, you may use documented service as chief mate towards the master unlimited endorsement. You may receive a tonnage limitation based upon the service that you submit. (In this case, the mariner would not receive a limitation since all service is over 3,000 GT.)

3. **Mate (OSV).** The requirements for Master and Chief Mate (OSV) have qualification provisions leading to tonnage limitations set above or below 3,000 GT up to a limit of 10,000 GRT/GT. The requirements in 11.497 for Mate (OSV) have such no provisions for any tonnage limitation. Does this mean that a person endorsed for Mate (OSV) under 11.497 will have a tonnage limitation automatically set at 10,000 GRT/GT?

The requirements for an endorsement as mate (OSV) may be found in 46 CFR 11.497. Mariners found qualified for this endorsement will be issued a mate (OSV) endorsement with no tonnage limitations and, comparable to OICNW, will authorize service on vessels of 500 GT or more.

4. **(**ADDED 02/14/14**) Liftboat endorsements.** Can the Coast Guard create a liftboat-only endorsement allowing the same or closely related sea service requirements for equivalent licensing?

Creation of liftboat endorsements was not included in this rulemaking. We will forward this e-mail to the appropriate Coast Guard office for consideration.

5. **(**ADDED 02/14/14**) Offshore supply vessels (OSVs).** How does a mariner who holds an officer endorsement as master or chief mate that allows them to work on an OSV up to 6,000 GT (ITC) get a master or chief mate endorsement for service on OSV's up to 10,000 GT (ITC), as we now have OSV's coming in over 7,000 GT (ITC)?

As masters and chief mates of offshore supply vessels gain experience on vessels of higher tonnage, they may request that the Coast Guard increase the tonnage on their endorsement as described in 46 CFR 11.493(c) and 11.495(c).

6. **(**ADDED 07/07/14**) Q – I currently hold a national endorsement as mate (OSV) 3,000 GT (ITC).** What are the requirements to upgrade to a national endorsement as Master (OSV) 3,000 GT (ITC)?

As stated in 46 CFR 11.493(b), the minimum service required to qualify an applicant for a national endorsement as master (OSV) of 1,600 GRT/3,000 GT or more is 24 months of total service as mate, chief mate, or master of ocean or near-coastal and/or Great Lakes on self propelled vessels of more than 100 GRT. At least one-half of the required experience must be served as chief mate. The national endorsement also requires completion of an examination. Those mariners seeking this endorsement, with service or training that began before March 24, 2014, may qualify under the regulations in effect at that time, which included meeting the appropriate requirements of STCW Regulation II/2.

7. (**ADDED 07/07/14**) Mate (OSV) tonnage limitations: I was recently issued an MMC endorsement as mate (OSV). It does not have a tonnage limitation on it. What tonnage OSVs can I serve on?

Mariners with a national endorsement as mate (OSV) may serve on any vessel **inspected and operated** as an offshore supply vessel, regardless of its tonnage.