



Preparing for a Successful Class

I recommend purchasing the workbook and previewing the lessons prior to taking the class. Bring the workbook to class with you to receive full credit off the cost of the course. Here are some tips to keep in mind when previewing the lessons.

1. Don't focus on the questions at the end of each lesson; focus on the information in the lesson. Read the lecture notes carefully, this is the important stuff. If you know this information the questions will answer themselves.
2. When reading the chart navigation section focus on the solution. Each solution is associated with a type of question. Learning this association can help a great deal.
3. Write down any questions you may have and ask them during the class. This will help everyone.

My job is help get you through the course as painlessly as possible. Your job is to pay attention and follow the instructions. If you put as much effort into the class as I do we can both have a successful class!

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Maritime Employment Outlook

Fall is not the best time of the year to look for a job but, employment options may be better this fall than they have been over the past few years.

The Gulf of Mexico (GOM) is expected to increase oil production and so this may be a good place to look for employment. To sail as first or second captain on a crew or supply boat you will need a near coastal Master or Mate endorsement with a tonnage limitation of at least 100 tons (bigger is better). To work as a deck had you will need either Ordinary Seaman or Able Seaman endorsement (AB is preferred). Holding both the Master (or Mate) and AB endorsements can be a considerable advantage for finding employment in the GOM. Most companies work a 28-day on / 14-day off rotation schedule, so living in the GOM is not a requirement for working there.

The Columbia River tugboat companies have been hiring off and on since spring and it is likely that this trends will continue over the next few years. Most companies are looking for dependable employees are capable of advancing into the wheelhouse. Holding an OUPV, Master or Mate endorsement does not qualify you to work on any towing vessel, but it does demonstrate that you have experience and these endorsement can be upgrade once you gain experience on towing vessels. If the company operates tugs the enter ocean waters, then some of the deck crew is required to have Able Seaman endorsements. Because of this holding an AB endorsement may make you a better hire for some of these companies.

Sause Bros (sause.com) out of Coos Bay is almost always looking for Ordinary Seaman (OS) to train as cook/deckhands or assistant engineers. Their turnover is fairly high for these positions, but it is an excellent place to get started. Getting an OS endorsement does not require any experience or training classes (holding an OUPV, Master or Mate endorsement does NOT qualify you to sail as an OS).

Late winter and early spring is when charter companies are looking to fill their captain positions for the summer. While some charter boats operate as 6-packs, most require a Master 25 ton or higher endorsement with a near coastal route. So start thinking now about where you want to be next summer and get the training courses you need so that you are qualified for the job you want.





Tugboat Jobs

If you ever thought of working on a tug now is the time. If you already have a job working on a tug, then you should be counting the days towards that officer of towing vessel endorsement.

To work on a seagoing tug greater than 100 tons the mariner must have a rating endorsement as either an able seaman (AB) or ordinary seaman (OS). Holding an endorsement as Master, Mate or OUPV does not qualify you to serve as an AB or OS. The good news is that you can use the same qualifying sea service experience that you used to qualify for your officer endorsement to qualify for a rating endorsement and the OS rating does not require any experience or training at all. These endorsements are not required for towing vessels working exclusively on inland waters, but many towing companies require their employees to hold these endorsements and they can help you advance your Merchant Mariner Credential.

Once you get a job on a towing vessel keep close track of your sea service experience so that you can advance your credentials and be ready for that wheelhouse job when it becomes available. Here are some sea-service benchmarks to watch for.

- **540-days (one and a half years)** that includes 1-year on towing vessels is required for the Apprentice Mate (steersman) endorsement.
- **900-days (two and a half years)** that includes 1-year as Apprentice Mate is required for the Mate of Towing endorsement
- **1440-days (four years)** that includes 1-year as Mate of Towing is required for the Master of Towing endorsement.

These bench marks represent the Apprentice Mate (steersman) route to Master of Towing vessels. Apprentice Mate (steersman) is an on-the-job training position supported by most towing companies. During this one-year training period the Apprentice Mate gains experience in the operation of towing vessels while completing the Towing Officer Assessment Record (TOAR) under the supervision of the company's "Designated Examiner" (DE). In addition to completing the one-year training period and the TOAR the mariner must also complete an approved Radar Observer course before being qualified to sail as Mate of Towing Vessels. After gaining one-year of experience as Mate of Towing Vessels the mariner can advance to Master of Towing Vessels based on qualifying experience alone, no additional training or testing is required.

If you already have considerable experience working on vessels than you may meet the sea service requirements for one of the other two routes to Master or Mate of Tow-

ing Vessels. Here is a summary of the three ways to get an endorsement as Mate of Towing.

1. Hold an endorsement as Apprentice Mate (steersman) for 360-days while completing the TOAR.
2. Have 3-years experience working under the authority of a Master 200 ton or less endorsement; complete the apprentice mate exam and 30-days of training on towing vessels and the TOAR.
3. Hold an endorsement as Mate 500 tons or greater and complete 30-days of training on a towing vessel and a TOAR.

There are two ways to get an endorsement as Master of Towing.

1. Hold an endorsement as Mate of Towing and work as mate on a tug for 360-days.
2. Hold an endorsement as Master 500 tons or higher; complete 30-days of training on towing vessels and the TOAR.

The qualifying sea service requirements for 500 and 1600 ton officer endorsements with an inland route are.

- **Mate 500 ton:** Two-years that includes one-year on vessels greater than 50 tons and 90-days while holding an AB on vessels greater than 50 tons.
- **Mate 1600 ton:** Two-years that includes One-year on vessels greater than 100 tons and 180-days while holding an AB on vessels greater than 100 tons.
- **Master 500 ton:** Three-years that includes one-year as Master or Mate on vessels greater than 50 tons while holding an endorsement as Master, Mate or OUPV.
- **Master 1600 ton:** Three-years that includes eighteen-months on vessels greater than 100 tons and one-year as Master or Mate on vessels greater than 100 tons while holding an endorsement as Master, Mate or OUPV.

Master and Mate endorsements greater than 200 tons requires the mariner to hold an AB endorsement and to complete advanced firefighting and Radar Observer training.

The sea-service requirements for Mate 500/1600 ton near coastal and Master 500 ton near coastal routes are the same, except at least half the qualifying experience must be on oceans and the mariner must also meet the STCW requirements for OICNW.





MMC Endorsements

Hawsepipe Reopens!

Merchant Mariner Credential (MMC) endorsements are issued as Officer Endorsements, Rating Endorsements and STCW Endorsements.

Officer Endorsements authorize authority to be the officer in charge of the watch. Entry level deck endorsements include Operator of Uninspected Passenger Vessel (OUPV), Master 100 tons or less and Mate 200 tons or less. For endorsements greater than these some of the required sea service must be while holding an MMC endorsement. An officer endorsement is required to operate any vessel carrying passengers or cargo for hire or any commercial fishing industry vessel greater than 200 tons. The minimum qualifying experience for an officer endorsement is 180 days, with most endorsements requiring 360 days or more.

An officer endorsement as Master qualifies the mariner to serve as captain or mate on any vessel, except for a towing vessel, within the limitations on the endorsement or as OUPV within the route restrictions on the endorsements.

An officer endorsement as Mate qualifies the mariner to serve as mate (second captain) on any vessel, except for a towing vessel, within the limitations on the endorsement or as OUPV within the route restrictions on the endorsement.

To serve as officer (Master or Mate) on a towing vessel the mariner must hold an officer endorsement as either Master or Mate of Towing Vessels.

An officer endorsement as Master or Mate of Fishing Vessels allows the mariner to serve as captain or second captain on fishing industry vessels only (catchers, processors, packers and tenders). An officer endorsement is not required to serve as captain on fishing industry vessel less than 200 tons.

Rating Endorsements authorize authority to participate as part of the ship's crew. Ordinary Seaman (OS) is the entry level rating that does not require any experience or training. Holding an officer endorsement does not qualify the mariner as an OS. They must have the rating stamped on their MMC to serve in this position. Able Seaman (AB) is the deck rating for this endorsement. The minimum qualifying experience for an AB rating is 180 days. Deck ratings are required to work as a deckhand on all sea-going merchant vessels greater than 100 tons and on commercial fishing industry vessels greater than 200 tons.

STCW Endorsements are international endorsements required on sea-going merchant vessel greater than 200 tons and all merchant vessel sailing into foreign ports. STCW endorsements require mariners to meet international training and proficiency requirements established in "Standards in Training and Certification for Watchstanders". This requires various training or proficiency demonstrations depending on the endorsement.

Recent changes published in US Coast Guard policy letter 11-07, released on June 17, 2011 has re-opened the hawsepipe for mariners seeking officer endorsements on seagoing vessels greater than 200 gross registered tons (500 gross tons, ITC).

Standards in Training and Certification for Watchstanders (STCW) endorsements are international endorsements that apply to sea-going vessels of greater than 200 gross registered tons (500 gross tons ITC). There are many different STCW endorsements, but most common of these endorsements are Officer In Charge of a Navigational Watch (OICNW) and Rating Forming Part of a Navigational Watch (RFPNW). Having an STCW endorsement on your MMC shows that you meet the international standards for seafarers.

The RFPNW endorsement allows the mariner to hold a position as helmsman or lookout on sea-going vessels greater than 200 tons. It is not required for any vessel less than 200 tons or any vessel sailing exclusively on inland routes. To qualify for this endorsement the mariner must either complete an approved course OR the practical ship-board assessments. The ship-board assessments are required to be completed over a six-month training period on vessels greater than 100 tons with at least half this service on vessels greater than 200 tons. Presenting the completed assessments with documentation of the training service, along with the application package, to a Regional Exam Center and the STCW endorsement will be added to the MMC without any additional testing.

The OICNW endorsement is required for all mariners holding an endorsement as Master or Mate 500 tons or higher. Prior to July 2011 this endorsement required completion of approved courses AND practical assessments completed onboard a sea-going vessel or in an approved simulator. The approved courses and simulator assessments requires about five-months of schooling at a cost of \$17,000 or more. In July 2011 the Coast Guard changed the word AND to OR; thereby re-opening the hawsepipe for mariners and saving them thousands of dollars and months of schooling. The new STCW policy for OICNW requires completion of either the practical assessments OR approved schooling. The assessment or approved training must be completed prior to receiving approval to test for near coastal or ocean endorsements of 500 tons or greater.

A manning requirement for all STCW endorsements is completion of an approved five-day Basic Safety Training (BST) course. BST is also required for all U.S. mariners sailing on international voyages and most mariners sailing into foreign ports.





Fall (October, November, December) 2011 Course Schedule

Course descriptions and the entire 2011 schedule is published online at www.ColumbiaPacificMaritime.com. For more information or to schedule a course call (503) 841-6066 and ask for Pat. If you are unable to reach her at this number please leave a message and she will get back to you as soon as possible.

Columbia Pacific Maritime will be closed on the following dates.

- Labor Day, August 25 through September 4
- Thanksgiving, November 24-27
- Christmas, December 22, 2011 - January 1, 2012

Lecture Courses

Lecture courses are taught on a structured from 8AM to 5PM over consecutive days that may include a weekend. All lecture courses are limited to a maximum of six students and I will never cancel a class due to low enrollment.

Courses for the Original Issue of an endorsement

OUPV (\$900)

- Oct 3-10
- Oct 17-24
- Oct 31-Nov 7
- Nov 14-21
- Nov 28-Dec 5
- Dec 12-19

Master 100 ton (\$1,100)

- Oct 3-12
- Oct 17-26
- Oct 31-Nov 9
- Nov 14-23
- Nov 28-Dec 7
- Dec 12-21

Able Seaman (\$700)

- Oct 6-11
- Oct 20-25
- Nov 3-8
- Nov 17-22
- Dec 1-6
- Dec 15-20

Courses for the Upgrade of an existing endorsement

OUPV to Master or Master 100 tons Inland to Near Coastal (\$400)

- Oct 10-12
- Oct 24-26
- Nov 7-9
- Nov 21-23
- Dec 5-7
- Dec 19-21

OUPV Inland to NC (\$400)

- Oct 7-9
- Oct 21-23
- Nov 4-6
- Nov 18-20
- Dec 2-4
- Dec 16-18

Master 200 tons Inland to NC (\$700)

- Oct 7-12
- Oct 21-26
- Nov 4-9
- Nov 18-23
- Dec 2-7
- Dec 16-21

Master 100 to 200 tons (\$600)

- Oct 13-16
- Nov 10-13
- Dec 8-11

Non-Lecture Courses

Non-lecture courses use workbooks containing self-paced lessons that build skills and reinforce principles. These courses are scheduled weekdays one student at a time by appointment.

Radar Observer Courses

- Radar Observer Unlimited (\$800)
- Radar Renewal (\$250)

Courses for the Upgrade of an existing endorsement

- Apprentice Mate (steersman) (\$300)
- Master / Mate Fishing Industry Vessel (\$200)
- Master 200 tons or less Near Coastal to Oceans (\$1,200)

Courses for Adding an Endorsement

- Assistance Towing Endorsement (\$100)
- Auxiliary Sail Endorsement (\$100)

Other Courses

- Flashing Light (\$200)

Fall and Winter Schedule

Generally my schedule is very busy October through June and it is highly recommended that you register for classes thirty to sixty days in advance. I take a MAXIMUM of six students per class and I do not over-book classes. To reserve a spot I require a non-refundable deposit of \$100. This deposit is deducted from the total cost of the course, which is due the first day of class.

My "Success Guarantee"

No one can guarantee that any student will pass any given class and my classes are no exception. But by limiting enrollment to six or fewer students I am able to maintain a 97% success rate. My "Success Guarantee" to you is that if you do not pass the class I will give you a second class for free.

