



## My Mission

The mission of Columbia Pacific Maritime is to provide approved training courses for Merchant Mariner Credential deck endorsements in a small classroom environment with easy access scheduling.

*Approved training courses* means that, after successful completion of the course, no exams are required at the Coast Guard.

*Small classroom environment* means that all courses are limited to a maximum of six students to provide an optimum learning environment that promotes student success.

*Easy access scheduling* means that courses are offered twice a month on a published schedule and I will never cancel a class due to low enrollment, in fact I am happy to conduct a class for a single student seven days a week.

Dennis Degner

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[www.facebook.com/cpmschool](http://www.facebook.com/cpmschool)

To receive this FREE newsletter electronically email your request to [newsletter@ColumbiaPacificMaritime.com](mailto:newsletter@ColumbiaPacificMaritime.com)

Re-distribution of this newsletter, in its entirety, through electronic or printed format is highly encouraged.

## Small Passenger Vessels

All commercial vessels are regulated under Title 46, Shipping, of the Code of Federal Regulations (CFR). Small passenger vessels fall into two general categories; inspected and uninspected.

- Small inspected passenger vessels are regulated under subchapter T regulations and defined as vessels less than 100 tons carrying more than six passengers for hire.
- Small uninspected passenger vessels are regulated under the much less restrictive subchapter C regulations and are defined as vessels less than 100 tons carrying six or fewer passengers for hire.

Any person that contributes, financial or otherwise, to the owner or operator as a condition for being a passenger on the boat means that they are a "passenger for hire".

**Saying to your buddy, "If you want to split the cost of fuel you can go fishing with me" means that your buddy is a passenger for hire.**

If you are carrying passengers for hire on a power-driven vessel you must hold a Merchant Mariner Officer endorsement as Operator of Uninspected Passenger Vessel (OUPV) or higher.

## Employment News

The outlook for employment in the Columbia River towboat fleet is the best it has been in several years. The new grain evaluator in the Long View-Kelso area is expected to increase shipping traffic and increased ship traffic will add jobs. Watch for companies like Shaver Transportation and Tidewater Barge Lines to be hiring this summer.

The Northwest Schooner Society ([www.nwschooner.org](http://www.nwschooner.org)) is looking for a volunteer captain with a Master 100 ton inland or higher license to operate traditional sailing vessels. Contact Skip Noland at [snordal@wavecable.com](mailto:snordal@wavecable.com) or call (360) 697-6013.

## Small Passenger Vessel Regulations

The term "Small passenger vessel" means any vessel of less than 100 gross registered tons (GRT) that carries at least one passenger for hire. A good rule-of-thumb is that most vessels of less than 65 feet in length will be less than 100 GRT.

Any benefit, financial or otherwise, gained by the owner or operator of the vessel as a condition for a passenger to ride on the vessel means that passenger is a "passenger for hire". Carrying even one passenger for hire defines the vessel as a passenger vessel.

All US flagged commercial vessels, from the smallest fishing guide boat to the largest super-tanker, are regulated under Title 46 Shipping, of the Code of Federal Regulations (CFR).

Vessels carrying more than six passengers for hire fall under Subchapter T Small Passenger Vessel regulations. Vessels carrying six or fewer passengers for hire fall under the much less restrictive Subchapter C Uninspected Vessel regulations.

The uninspected six-pack is the most popular small passenger vessel used by fishing guides, small tour boats and many water taxis.

### Safety Regulations

The federal regulations governing uninspected six-packs are contained in 46 CFR, subchapter C Uninspected Vessels, parts 24 through 26. For experienced mariners compliance with these requirements are common sense and good seamanship.

You are required to carry charts and navigation publications on board that are appropriate for the area of operation and the type of navigation in use.

Safety and lifesaving equipment must include a Type I PDF for every person

on board, at least one ring life buoy or other Type IV man overboard recovery device and the appropriate portable fire extinguishers for the size of vessel.

A safety orientation is required for all passengers and new crewmembers. As a minimum the safety orientation must include instructions on the location and use of all lifesaving equipment carried on board and the contents of the emergency instructions for man overboard, fire, and rough weather at sea or crossing hazardous bars.

Small uninspected passenger vessels are limited to a maximum distance of 100 miles offshore when operating on ocean waters. There are no federal requirements for small uninspected passenger vessels to carry an EPIRB or survival craft, but most states have additional requirements for vessels operating on ocean waters.

### Manning Requirements

With the exception of emergency situations a mariner may not work more than twelve hours a day. When a vessel is underway for more than twelve hours a second operator must be available to take command of the watch, not necessarily of the vessel. On ships this second operator is called a mate, on small passenger vessels they are generally called the second captain.

For small uninspected passenger vessels the second captain must hold an endorsement as OUPV. For inspected passenger vessels the second captain must hold an endorsement as Mate or higher.

### The OUPV Endorsement

Operator of Uninspected Passenger Vessel is a Merchant Mariner Cre-

dential (MMC) officer endorsement that authorizes the mariner to operate a small uninspected passenger vessels This endorsement may be issued with one of three different routes; near coastal, inland and restricted.

#### OUPV Near Coastal

The OUPV with a near coastal route authorizes authority over all the inland waters of the United States and all ocean waters within 100 miles offshore. This route is sometimes referred to as "Oceans" when used on an OUPV endorsement.

The sea service requirement for this route is 360 days in the operation of vessels, including at least 90 days on ocean waters.

#### OUPV Inland

The OUPV with an inland route authorizes authority over all inland waters of the United States. This endorsement is not authorized to operate any passenger vessel on any ocean waters, not even in what was once referred to as "bubble zones" near a harbor entrance.

The sea service requirement for this endorsement is 360 days in the operation of vessels.

The exam requirements for the inland route are the same as for the near coastal route. This route can be upgraded to include near coastal waters by documenting 90 days of experience on ocean waters and completing an approved Rules of the Road course.

#### OUPV Restricted

The OUPV with a restricted route authorizes authority over a specific inland waterway described in the endorsement. Each Marine Safety Unit will define their own restricted route or routes using a set of guidelines established by the National Maritime Center .

Small Passenger Vessel Regulations (from page 2)

The sea service requirement for this endorsement is 360 days in the operation of vessels. The exam is a lessor exam, but upgrading this endorsement or adding another restricted route requires completing all the exams for an original issue of the endorsement or route requested.

**Limited OUPV**

Endorsements as Limited OUPV may be issued to employees of yacht clubs, marinas, youth camps, or similar organizations for the operation of vessels owned by the organization and operated in close proximity to the organization or on regular sponsored outings for the organization.

The sea service requirements for a Limited OUPV is only 90 days. Training and exam requirements include completion of a safe boating course and passing a limited exam at the participating Regional Exam Center. Upgrading this endorsement or adding another route requires completing all the exams for an original issue of the endorsement or route requested

**The OUPV Exam**

Taking a approved course is not a requirement for getting an OUPV endorsement. Any mariner approved to test may make an appointment with a Regional Exam Center to take the exams. There are four exams that the applicant must successfully complete before they will be issued the endorsement:

- Rules of the Road
- Deck General, Safety and Environmental Protection
- Navigation General
- Chart Navigation

Visit [www.ColumbiaPacificMaritime.com](http://www.ColumbiaPacificMaritime.com) for more information.

**Tugboat Jobs**

Before you start looking for that tugboat job you need to get some basic credentials.

**TWIC**

The Transportation Workers Identification Credential is not issued by the Coast Guard, it is issued by the Transportation Security Administration and it is the first step in getting a job on a tugboat.

To get a TWIC you must report to an enrollment center with two forms of government issued identification. The cost is \$132.50 and enrollment takes only a few minutes.

**MMC**

The Merchant Mariner Credential is issued by the Coast Guard and contains your mariner qualifications as endorsements. To work as a deckhand on a tug you must hold a rating endorsement as either Ordinary Seaman (OS) or Able Seaman (AB).

The OS rating does not require any sea service experience, training or exams. The only requirements are that you are physically fit for duty and pass a DOT/USCG drug screening. The AB rating requires sea service experience, training and exams.

If you are seeking employment on a sea-going tug you should get an STCW endorsement on your MMC. This endorsement requires completion of a Basic Safety Training (BST) course. An STCW endorsement is not required for tugs working exclusively on inland waters or for tugs that do not enter foreign ports.

**Passport**

If you are seeking employment of tugs that travel into foreign ports, such as Canada, you will need to get a passport in addition to the STCW endorsement.

Summer is a great time to find a job on a tug. Here is a short list of some of the tugboat companies to watch:

**Sause Bros** ([www.sause.com](http://www.sause.com)) is an ocean towing company that is always looking for entry level employees. At times they enter Canadian ports.

**Olympic** ([www.harleymarine.com](http://www.harleymarine.com)) operates tugs out of Portland and Seattle. Their Seattle tugs regularly go into Canadian ports.

**Shaver** ([www.shavertransportation.com](http://www.shavertransportation.com)) does ship assist work and pushes barges on the Columbia River system.

**Tidewater** ([www.tidewater.com](http://www.tidewater.com)) pushes barges on the Columbia and Snake Rivers between Longview, Washington and Lewiston, Idaho.

**Advancement**

From the first day on the job start counting your experience towards that tugboat captains license. MMC advancement is based on qualifying experience, exams and training.

**540 days (1 and a half years) of experience** that includes 360 days on towing vessels can qualify you for an Apprentice Mate (steersman) endorsement.

**900 days (2 and a half years) of experience** that includes 360 days as Apprentice Mate (steersman) can qualify you for a Mate of Towing endorsement.

**1440 days (4 years) of experience** that includes 360 days a Mate can qualify you for a Master of Towing endorsement.

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## Summer (July, August, September) 2011 Course Schedule

Course descriptions and the entire 2011 schedule is published online at [www.ColumbiaPacificMaritime.com](http://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.

- Late Spring Break, June 16 through 19
- Independence Day, June 30 through July 10
- Mid-summer Break, August 8-14
- Labor Day, August 25 through September 4

### 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.

### 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.

#### Courses for the Original Issue of an endorsement

##### *OUPV (\$900)*

- June 20-27
- July 11-18
- July 25-Aug 1
- Aug 15-22
- Sept 5-12
- Sept 19-26

##### *Master 100 ton (\$1,100)*

- June 20-29
- July 11-20
- July 25-Aug 3
- Aug 15-24
- Sept 5-14
- Sept 19-28

##### *Able Seaman (\$700)*

- June 23-28
- July 14-19
- July 28-Aug 2
- Aug 18-23
- Sept 8-13
- Sept 22-27

#### Courses for the Upgrade of an existing endorsement

##### *OUPV to Master (\$400)*

- June 27-29
- July 18-20
- Aug 1-3
- Aug 22-24
- Sept 12-14
- Sept 26-28

##### *OUPV Inland to NC (\$400)*

- June 24-26
- July 15-17
- July 29-31
- Aug 19-21
- Sept 9-11
- Sept 23-25

##### *Master Inland to NC (\$700)*

- June 24-27
- July 15-20
- July 29-Aug 3
- Aug 19-23
- Sept 9-14
- Sept 23-28

##### *Master 100 to 200 tons (\$600)*

- July 21-24
- Aug 4-7
- Aug 25-28
- Sept 15-18
- Sept 29-Oct 2

#### 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)

### How to Prepare for a Successful Class

All course workbooks are available for purchase online and are provided with the intention of preparing students for a successful class. Bring your workbook to class with you to receive full credit off the cost of the course. Here are some tips for using the workbook to prepare for a successful class.

- 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.
- For the chart section read through the solutions. Each solution is associated with a type of question. Learning this association will help a great deal with the chart navigation exam.
- Write down any questions you may have and ask them during the class. This will help everyone.

