

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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COMDTCHANGENOTE 16721
NVIC 14-14
19 SEP 2019

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 14-14, CH 3

Subj: CHANGE 3 TO GUIDELINES ON QUALIFICATION FOR STCW ENDORSEMENTS AS ABLE SEAFARER-DECK, NVIC 14-14, COMDTPUB 16721

Ref: (a) Guidelines on Qualification for STCW Endorsement as Able Seafarer-Deck, NVIC 14-14, COMDTPUB 16721

1. PURPOSE. This Commandant Change Notice publishes CH-3 to NVIC 14-14.
2. ACTION. The Coast Guard will use NVIC 14-14 and 46 CFR Part 12 to establish whether mariners are qualified to hold STCW endorsements as Able Seafarer-Deck. Officers in Charge, Marine Inspection (OCMIs) should also bring this notice to the attention of the maritime industry within their zones of responsibility.
3. DIRECTIVES AFFECTED. With the release of this Commandant Change Notice, NVIC 14-14 is updated.
4. DISCUSSION. The Coast Guard has become aware that the “performance conditions” for certain practical demonstrations of competence (assessments) described in Enclosure (2) are overly restrictive with regard to the locations where the assessments can be performed. This change notice revises NVIC 14-14 to allow greater flexibility on where and how assessments can be performed.
5. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is it itself a regulation. It is not intended to, nor does it impose legally binding requirements on any party. It represents the Coast Guard’s current thinking on this topic and is issued for guidance purposes to outline methods of best practice for compliance with applicable law. You can use an alternative approach if the approach satisfies the requirements of the applicable statutes and regulations.

DISTRIBUTION – SDL No. 169

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NON-STANDARD DISTRIBUTION:

6. MAJOR CHANGES. This Commandant Change Notice revises Enclosure (2) of NVIC 14-14 as follows:
 - a. The performance conditions for some practical demonstrations of competence are revised to allow the assessments to be performed in locations other than a ship when the use of shipboard equipment is not needed for the assessment, and to add greater flexibility as to how the assessment may be performed; and
 - b. The performance standard for task no. 4.9.A is revised to omit tying certain knots and making splices as this demonstration of skill is required by 46 CFR 12.405(c) to qualify for an associated national endorsement as Able Seaman.

7. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS.
 - a. The development of this NVIC and the general policies contained within it have been thoroughly reviewed under Department of Homeland Security Directive 023-01 and Environmental Planning COMDTINST 5090.1 (series) by the originating office, and are categorically excluded (CE) from further environmental analysis under paragraph A3 in Table 3-1 of U.S. Coast Guard Environmental Planning Implementing Procedures 5090.1. Because this NVIC implements, without substantive change, the applicable Commandant Instruction or other federal agency regulations, procedures, manuals, and other guidance documents, Coast Guard categorical exclusion A3 is appropriate.
 - b. This Commandant Change Notice will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental conditions; or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment. All future specific actions resulting from the general policies in this NVIC must be individually evaluated for compliance with the National Environmental Policy Act (NEPA), DHS and Coast Guard NEPA policy, and compliance with all other environmental mandates.

8. DISTRIBUTION. No paper distribution will be made of this Commandant Change Notice. An electronic version will be located at <https://www.dco.uscg.mil/Our-Organization/NVIC/>.

9. PROCEDURE. Remove and insert the following pages of NVIC 14-14:

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|---------------|--------------------|
| <u>Remove</u> | <u>Insert</u> |
| Enclosure (2) | Enclosure (2) CH-3 |

10. RECORDS MANAGEMENT CONSIDERATIONS. This NVIC has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with the Federal Records Act (44 U.S.C. 3101 et seq.), NARA requirements, and the Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not create significant or substantial change to existing records management requirements.

11. FORMS/REPORTS. None.

12. REQUEST FOR CHANGES. All requests for changes or questions regarding implementation of NVIC 14-14 and this Commandant Change Notice should be directed to the Mariner Credentialing Program Policy Division (CG-MMC-2), at (202) 372-2357 or MMCPolicy@uscg.mil. To obtain approval for a course or training program, contact the NMC at (888) 427-5662 or IAskNMC@uscg.mil.



R. V. TIMME
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Assistant Commandant for Prevention Policy

U.S. Department of
Homeland Security

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COMDTCHANGENOTE 16721
NVIC 14-14
October 26, 2018

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 14-14, CH 2

Subj: CH-2 TO GUIDELINES ON QUALIFICATION FOR STCW ENDORSEMENTS AS ABLE SEAFARER-DECK, NVIC 14-14, COMDTPUB 16721

Ref: (a) Guidelines on Qualification for STCW Endorsements as Able Seafarer-Deck, NVIC 14-14, COMDTPUB 16721

1. PURPOSE. This Commandant Change Notice publishes CH-2 to reference (a).
2. ACTION. The Coast Guard will use reference (a) and 46 CFR Part 12 to establish whether mariners are qualified to hold STCW endorsements as Able Seafarer-Deck. Officers in Charge, Marine Inspection (OCMIs) should also bring this notice to the attention of the maritime industry within their zones of responsibility.
3. DIRECTIVES AFFECTED. With the release of this Commandant Change Notice, reference (a) is updated.
4. DISCUSSION. After publication of Reference (a), the Coast Guard extended the date for acceptance of assessments of mariner competence that are not signed by a Coast Guard approved Qualified Assessor. This CH-2 revises Reference (a) to reflect this extension.
5. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is it itself a regulation. It is not intended to, nor does it impose legally binding requirements on any party. It represents the Coast Guard's current thinking on this topic and is issued for guidance purposes to outline methods of best practice for compliance with applicable law. You can use an alternative approach if the approach satisfies the requirements of the applicable statutes and regulations.

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NON-STANDARD DISTRIBUTION:

6. MAJOR CHANGES.

- a. This Commandant Change Notice changes the guidance found in reference (a) concerning endorsements as Able Seafarer-Deck. Enclosures (2) and (3) are revised to reflect previously published policy extending the date for acceptance of assessments that were not signed by a Coast Guard approved Qualified Assessor, and to add additional information concerning assessments that are performed on military vessels.
- b. This Change Notice also revises Enclosure (1) to add information concerning the requirement in 46 CFR 12.201(a)(1) that mariners applying for an STCW rating endorsement must hold an appropriate national endorsement.

7. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS.

- a. The development of this NVIC and the general policies contained within it have been thoroughly reviewed by the originating office, and are categorically excluded (CE) under current CE # A3 from further environmental analysis, in accordance with Section 2.B and Appendix A, DHS Instruction Manual 023-01-001-01, Revision 01, Implementation of the National Environmental Policy Act (NEPA). Because this NVIC implements, without substantive change, the applicable Commandant Instruction or other federal agency regulations, procedures, manuals, and other guidance documents, Coast Guard categorical exclusion #A3 is appropriate
- b. This NVIC will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental conditions; or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment. All future specific actions resulting from the general policies in this NVIC must be individually evaluated for compliance with the National Environmental Policy Act (NEPA), DHS and Coast Guard NEPA policy, and compliance with all other environmental mandates.

8. DISTRIBUTION. No paper distribution will be made of this Commandant Change Notice. An electronic version will be located at <https://www.dco.uscg.mil/Our-Organization/NVIC/>.

9. PROCEDURE. Remove and insert the following pages of Reference (a):

| <u>Remove</u> | <u>Insert</u> |
|-----------------------------|------------------------------|
| Enclosure (1), Page 1, CH-1 | Enclosure (1), Page 1, CH-2 |
| Enclosure (2), Page 1 | Enclosure (2), Page 1, CH-2 |
| Enclosure (3), Page 10 | Enclosure (3), Page 10, CH-2 |

10. RECORDS MANAGEMENT CONSIDERATIONS. This NVIC has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with the Federal Records Act (44 U.S.C. 3101 et seq.), NARA requirements, and the Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not create significant or substantial change to existing records management requirements.

9. PROCEDURE. Remove and insert the following pages of Reference (a):

Remove

Enclosure (1), Pages 1 and 3

Enclosure (2), Page 1 CH-1

Enclosure (3), Pages 4, 5, and 10 CH-1

Insert

Enclosure (1), Pages 1 and 3 CH-2

Enclosure (2), Page 1 CH-2

Enclosure (3), Pages, 4, 5, and 10 CH-2

10. RECORDS MANAGEMENT CONSIDERATIONS. This NVIC has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with the Federal Records Act (44 U.S.C. 3101 et seq.), NARA requirements, and the Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not create significant or substantial change to existing records management requirements.

11. FORMS/REPORTS. None.

12. REQUEST FOR CHANGES. All requests for changes or questions regarding implementation of Reference (a) and this Commandant Change Notice should be directed to the Mariner Credentialing Program Policy Division (CG-MMC-2), at (202) 372-2357 or MMCPolicy@uscg.mil. To obtain approval for a course or training program, contact the NMC at (888) 427-5662 or IAskNMC@uscg.mil.



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COMDTCHANGENOTE 16721
NVIC 14-14
September 28, 2017

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 14-14, CH 1

Subj: CH-1 TO GUIDELINES ON QUALIFICATION FOR STCW ENDORSEMENTS AS ABLE SEAFARER-DECK, NVIC 14-14, COMDTPUB 16721

Ref: (a) Guidelines on Qualification for STCW Endorsements as Able Seafarer-Deck, NVIC 14-14, COMDTPUB 16721

1. PURPOSE. This Commandant Change Notice publishes CH-1 to reference (a).
2. ACTION. The Coast Guard will use reference (a) and 46 CFR 12.603 when establishing whether candidates are qualified to hold STCW endorsements as Able Seafarer-Deck (AS-D). Officers in Charge, Marine Inspection (OCMIs) should bring this notice to the attention of the maritime industry within their zones of responsibility.
3. DIRECTIVES AFFECTED. With the release of this Commandant Change Notice, reference (a) is updated.
4. DISCUSSION. Reference (a) included transition or “grandfathering” provisions by which mariners could qualify for an endorsement as AS-D before January 1, 2017. This CH-1 removes the now expired transition provisions.
5. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is it itself a regulation. It is not intended to, nor does it impose legally binding requirements on any party. It represents the Coast Guard’s current thinking on this topic and is issued for guidance purposes to outline methods of best practice for compliance with applicable law. You can use an alternative approach if the approach satisfies the requirements of the applicable statutes and regulations.
6. MAJOR CHANGES. This Commandant Change Notice removes expired grandfathering provisions for mariners to qualify for the AS-D endorsement before January 1, 2017.

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NON-STANDARD DISTRIBUTION:

7. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS.

- a. The development of this NVIC and the general policies contained within it have been thoroughly reviewed by the originating office, and are categorically excluded (CE) under current USCG CE # 33 from further environmental analysis, in accordance with Section 2.B.2. and Figure 2-1 of the National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST M16475.1 (series). Because this NVIC implements, without substantive change, the applicable Commandant Instruction or other federal agency regulations, procedures, manuals, and other guidance documents, Coast Guard categorical exclusion #33 is appropriate
- b. This NVIC will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental conditions; or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment. All future specific actions resulting from the general policies in this NVIC must be individually evaluated for compliance with the National Environmental Policy Act (NEPA), DHS and Coast Guard NEPA policy, and compliance with all other environmental mandates.

8. DISTRIBUTION. No paper distribution will be made of this Commandant Change Notice. An electronic version will be located at <http://www.uscg.mil/hq/cg5/nvic>.

9. PROCEDURE. Remove and insert the following pages:

Remove

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Enclosure (1)

Enclosure (1) CH-1

10. RECORDS MANAGEMENT CONSIDERATIONS. This NVIC has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with the Federal Records Act (44 U.S.C. 3101 et seq.), NARA requirements, and the Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not create significant or substantial change to existing records management requirements.

11. FORMS/REPORTS. None.

12. REQUEST FOR CHANGES. All requests for changes or questions regarding implementation of Reference (a) and this Commandant Change Notice should be directed to the Mariner Credentialing Program Policy Division (CG-MMC-2), at (202) 372-2357 or MMCPolicy@uscg.mil. To obtain approval for a course or training program, contact the NMC at (888) 427-5662 or IAskNMC@uscg.mil.



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Rear Admiral, U. S. Coast Guard
Assistant Commandant for Prevention Policy

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 14-14

- b. The International Maritime Organization (IMO) amended the STCW Convention and STCW Code on June 25, 2010. These amendments entered into force for all ratifying countries, including the United States, on January 1, 2012, and include the establishment of certain new endorsements, including Able Seafarer-Deck.
- c. The Convention is not self-implementing; therefore, the U.S., as a signatory to the STCW Convention, initiated regulatory changes to ensure full implementation of the amendments to the STCW Convention and STCW Code. The U.S. implements these provisions under the Convention and under the authority of United States Code, Titles 33 and 46. The Coast Guard published a final rule in the Federal Register on December 24, 2013, (78 FR 77796) that implements the STCW, including the 2010 amendments. This rule became effective on March 24, 2014.
- d. The Coast Guard is publishing this NVIC to provide guidance on complying with the new regulations and is cancelling previous policy. Accordingly, this NVIC cancels those portions of CG-CVC Policy Letter 12-07 that are applicable to AS-D.

5. DISCUSSION.

- a. Policy regarding endorsement as AS-D is located in this NVIC. Enclosure (1) details specific qualification requirements for this endorsement. Enclosure (2) contains the national assessment guidelines for this endorsement. Enclosure (3) may be used to record completion of assessments. Enclosure (4) provides relevant excerpts from the STCW Convention and STCW Code.
- b. When assessing demonstrations of skills, Qualified Assessors (QAs) are encouraged to use the guidelines in Enclosure (2) or an approved alternative. Shipboard QAs may make minor changes to the assessments in Enclosure (2) to reflect differences in shipboard equipment and operating procedures. QAs may not make other changes unless prior approval is given by the National Maritime Center (NMC) (46 CFR 12.601(a)(1)(i)).
- c. A training institution applying for approval of a course or program that leads to an endorsement as AS-D should state either that the guidelines in Enclosure (2) will apply, or provide the guidelines it proposes to use. Under 46 CFR 10.402(e), a training institution or a QA must submit any deviations from these guidelines to the Coast Guard for approval before use.
- d. When applying for an AS-D endorsement, the applicant need only submit the completed Enclosure (3), Record of Assessment (or equivalent evidence of demonstration of competency), to the Coast Guard. The Coast Guard recommends that the applicant retain a copy of Enclosure (3) (or equivalent evidence of demonstration of competency) for his or her records.

- 6. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is it itself a regulation. It is not intended to nor does it impose legally-binding requirements on any party. It represents the Coast Guard's current thinking on this topic and is issued for guidance purposes to outline methods of best practice for compliance with the applicable

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 14-14

law. Alternatives can be used with prior approval if the approach satisfies the requirements of the applicable statutes and regulations.


7. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS.

a. The development of this NVIC and the general policies contained within it have been thoroughly reviewed by the originating office, and are categorically excluded (CE) under current USCG CE # 33 from further environmental analysis, in accordance with Section 2.B.2. and Figure 2-1 of the National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST M16475.1 D. Because this NVIC implements, without substantive change, the applicable Commandant Instruction or other federal agency regulations, procedures, manuals, and other guidance documents, Coast Guard categorical exclusion #33 is appropriate.

b. This NVIC will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental conditions; or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment.

8. RECORDS MANAGEMENT CONSIDERATIONS. This NVIC has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with Federal Records Act, 44 U.S.C. 3101 et seq., National Archives and Records Administration requirements, and Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not create a significant or substantial change to existing records management requirements.

9. QUESTIONS. All questions regarding implementation of this NVIC should be directed to the Mariner Credentialing Program Policy Division (CG-CVC-4), at (202) 372-2357 or MMCPolicy@uscg.mil. To obtain approval for an alternative to the assessments described in Enclosure (2), contact the NMC at (888) 427-5662 or IAAskNMC@uscg.mil.



J. A. SERVIDIO
Rear Admiral, U. S. Coast Guard
Assistant Commandant for Prevention Policy

- Encl: (1) Discussion of Qualification Requirements for Able Seafarer-Deck
(2) Assessment Guidelines for Able Seafarer-Deck
(3) Record of Assessment for Able Seafarer-Deck
(4) Excerpts from STCW Convention and STCW Code

DISCUSSION OF QUALIFICATION REQUIREMENTS FOR ABLE SEAFARER-DECK

1. **GENERAL**. This enclosure provides guidance to qualify for an International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW) endorsement as Able Seafarer-Deck (AS-D) as specified in 46 Code of Federal Regulations (CFR) 12.603.

As specified in 46 CFR 12.201(a)(1), an applicant for an STCW rating endorsement must hold the appropriate national endorsement. To be eligible for an STCW endorsement as AS-D, mariners must hold or qualify for any national endorsement as Able Seaman. As certain national Able Seaman endorsements require less sea service than is required for AS-D, mariners who hold endorsements as Able Seaman – Offshore Supply Vessels, Able Seaman – Sail, or Able Seaman – Fishing Industry must provide evidence of meeting the sea service required for the AS-D endorsement, as discussed below.

2. **SEA SERVICE AND TRAINING**.

- a. As specified in 46 CFR 12.603(a), to qualify for an AS-D endorsement a mariner must:
 - 1) Meet the requirements for an endorsement as a Rating Forming Part of a Navigational Watch (RFPNW). It is not necessary to hold the endorsement for RFPNW, but all training, sea service and/or assessments required for RFPNW must be completed before accruing the sea service for AS-D;
 - 2) While qualified as RFPNW have either 18 months of seagoing service in the deck department, or 12 months of seagoing service in the deck department with completed approved training;
 - 3) Meet the standard of competence specified in Table A-II/5 of the STCW Code;
 - 4) Complete approved training for Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats (PSC) or Proficiency in Survival Craft and Rescue Boats other than Lifeboats or Fast Rescue Boats (PSC-Limited); and
 - 5) Have currently valid Basic Training (46 CFR 12.602).
- b. Mariners holding a rating endorsement as able seaman before January 1, 2017, will be eligible for this endorsement if they:
 - 1) Hold an endorsement as RFPNW and have completed approved training for PSC or PSC-Limited (46 CFR 12.603(c)(2)); and
 - 2) Have currently valid Basic Training (46 CFR 12.602).

3. **ASSESSMENT**. As set forth in 46 CFR 12.603(a)(4), mariners qualifying for an endorsement as described in paragraph 2.a above must demonstrate having achieved the standards of competence in Table A-II/5 of the STCW Code. Mariners may demonstrate achieving the standards of competence by completing the assessments in Enclosure (2), or an equivalent alternative.

4. **RENEWAL OF ENDORSEMENT**. In order to renew an endorsement as AS-D, an applicant must have currently valid Basic Training as set forth in 46 CFR 12.602 and meet the general requirements for renewal of their national able seaman endorsement found in 46 CFR 10.227.

Assessment Guidelines for Able Seafarer-Deck

Standard of Competence

Successful completion of these Assessment Guidelines will provide satisfactory evidence of meeting the standard of competence specified in Section A-II/5 of the STCW Code. The use of these Assessment Guidelines is not mandatory and alternative means of having achieved the standards of competence in the STCW Code will be considered. In accordance with 46 CFR 12.601(b)(1)(i), alternative Assessment Guidelines must be approved by the National Maritime Center before use.

Practical Skill Demonstrations

These assessment guidelines establish the conditions under which the assessment will occur, the performance or behavior the candidate is to demonstrate, and the standards against which the performance is measured.

Qualified Assessors

A shipboard Qualified Assessor (QA) who witnesses a practical demonstration may sign the appropriate blocks and pages in the Record of Assessment in Enclosure (3) or an equivalent record. All assessments must be signed by a QA approved by the Coast Guard in accordance with 46 CFR 10.405. In order to facilitate the transition to this new requirement, the Coast Guard will accept assessments that have been demonstrated in the presence of and signed by an assessor who has not been Coast Guard approved until December 31, 2019, provided that the assessor meets the professional requirements in 46 CFR 10.405(a)(3) to assess competence for the specific endorsement. Assessors must be in possession of the level of endorsement, or other professional credential, which provides proof that he or she has attained a level of experience and qualification equal or superior to the relevant level of knowledge, skills, and abilities to be assessed (46 CFR 10.405(a)(3)). In the interim, the Coast Guard will accept assessments signed by mariners who hold an appropriate national endorsement and have at least 1 year of experience as the officer in charge of a navigational watch on vessels greater than 200 GRT or 500 GT. For assessments signed on a military vessel, the assessor should be authorized to conduct similar assessments for the U.S. Navy or U.S. Coast Guard Personnel Qualification Standards (PQS) for Deck Watch Officer or be a First Class Boatswains Mate or above. After December 31, 2019, QAs must be approved by the National Maritime Center to conduct the assessment (46 CFR 10.405). Qualified military personnel need not be approved as QAs and may continue to sign assessments on military vessels after December 31, 2019.

Notes

The following notes are referred to in the “Task No.” column of the assessment table that follows:

RFPNW The assessments are met by holding or qualifying for an STCW endorsement as Rating Forming Part of a Navigational Watch (RFPNW).

Course The assessment may only be satisfied by successful completion of a Coast Guard approved or accepted course.

Successful completion of these Assessment Guidelines will provide satisfactory evidence of meeting the standard of competence specified in Section A-II/5 of the STCW Code. The use of these Assessment Guidelines is not mandatory and alternative means of having achieved the standards of competence in the STCW Code will be considered. In accordance with 46 CFR 12.601(b)(1)(i), alternative Assessment Guidelines must be approved by the National Maritime Center before use.

Assessment Guidelines for Able Seafarer-Deck

| Task No. | STCW Competence | Knowledge, Understanding, and Proficiency | Performance Condition | Performance Behavior | Performance Standard |
|-----------------------|--|---|---|---|---|
| 1.1.A <i>RFPNW</i> | Contribute to a safe navigational watch | Ability to understand orders and to communicate with the officer of the watch in matters relevant to watch keeping duties | This KUP is satisfied if the mariner holds or has qualified for an endorsement as RFPNW. | | |
| 1.2.A <i>RFPNW</i> | Contribute to a safe navigational watch | Procedures for the relief, maintenance, and handover of a watch | This KUP is satisfied if the mariner holds or has qualified for an endorsement as RFPNW. | | |
| 1.3.A <i>RFPNW</i> | Contribute to a safe navigational watch | Information required to maintain a safe watch | This KUP is satisfied if the mariner holds or has qualified for an endorsement as RFPNW. | | |
| 2.1.A | Contribute to berthing, anchoring and other mooring operations | Working knowledge of the mooring system and related procedures including the function of mooring and tug lines and how each line functions as part of an overall system | On board ship or in a laboratory, when asked to identify and describe the functions of the mooring and tug lines, | the candidate describes the functions of the mooring and tug lines. | The candidate's description includes established safety practices and equipment operating instructions applicable to the following lines and how these lines function as part of an overall system: <ul style="list-style-type: none"> 1. Spring lines; 2. Breast lines; and 3. Head and stern line. |

Successful completion of these Assessment Guidelines will provide satisfactory evidence of meeting the standard of competence specified in Section A-II/5 of the STCW Code. The use of these Assessment Guidelines is not mandatory and alternative means of having achieved the standards of competence in the STCW Code will be considered. In accordance with 46 CFR 12.601(b)(1)(i), alternative Assessment Guidelines must be approved by the National Maritime Center before use.

| Task No. | STCW Competence | Knowledge, Understanding, and Proficiency | Performance Condition | Performance Behavior | Performance Standard |
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| 2.1.B | Contribute to berthing, anchoring and other mooring operations | Working knowledge of the mooring system and related procedures, including the function of mooring and tug lines and how each line functions as part of an overall system | On board ship or in a laboratory, when asked to identify and describe shipboard mooring equipment, | the candidate describes the characteristics of mooring equipment. | The candidate's description includes the safe practices involving mooring wires, synthetic, and fiber lines, winches, anchor windlasses, capstans, bitts, chocks, and bollards. |
| 2.2.A | Contribute to berthing, anchoring and other mooring operations | Working knowledge of the mooring system and related procedures, including the capacities, safe working loads, and breaking strengths of mooring equipment, including mooring wires, synthetic and fiber lines, winches, anchor windlasses, capstans, bitts, chocks, and bollards | On board ship or in a laboratory, when asked to identify and describe lines and wire rope commonly found on seagoing vessels, | the candidate describes characteristics of various lines including wire ropes. | The candidate's description includes: <ol style="list-style-type: none"> 1. Nature of various lines including: <ol style="list-style-type: none"> a. Natural fiber lines; b. Nylon line; c. Polypropylene line; and d. Wire lines; 2. Combining wire and synthetic lines should only be done by using a thimble; 3. Braided vs. laid line; and 4. Need for and placement of chafing gear. |

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| 2.2.B | Contribute to berthing, anchoring and other mooring operations | Working knowledge of the mooring system and related procedures, including the capacities, safe working loads, and breaking strengths of mooring equipment, including mooring wires, synthetic and fiber lines, winches, anchor windlasses, capstans, bitts, chocks, and bollards | On board a ship or in a laboratory, when asked to describe vessel anchoring operations, | the candidate describes various anchoring operations. | <p>The candidate's description includes:</p> <ol style="list-style-type: none"> 1. Preparing for letting go anchor; 2. Backing out the anchor with the anchor windlass engaged; 3. Taking the anchor windlass out of gear with the anchor windlass brake engaged; 4. Letting go the anchor; 5. Paying out the anchor chain as directed, but under control; 6. Heaving anchor; 7. Cleaning anchor chain and anchor as it is brought aboard; and 8. Securing the anchor for sea. |
| 2.2.C | Contribute to berthing, anchoring and other mooring operations | Working knowledge of the mooring system and related procedures, including the capacities, safe working loads, and breaking strengths of mooring equipment, including mooring wires, synthetic and fiber lines, winches, anchor windlasses, capstans, bitts, chocks, and bollards | On board a ship or in a laboratory, when asked to identify and describe deck fittings on seagoing vessels, | the candidate describes the characteristics and function of deck fittings. | <p>The candidate's description includes the use of fittings on deck including:</p> <ol style="list-style-type: none"> 1. Bitts: <ol style="list-style-type: none"> a. Single bitt; b. H-bitt; and c. Cruciform bitt; 2. Cleats; 3. Padeyes; 4. Bollards; 5. Chocks; and 6. Towing pad. |

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| 2.2.D | Contribute to berthing, anchoring and other mooring operations | Working knowledge of the mooring system and related procedures, including the capacities, safe working loads, and breaking strengths of mooring equipment, including mooring wires, synthetic and fiber lines, winches, anchor windlasses, capstans, bitts, chocks, and bollards | On board a ship or in a laboratory, when asked to identify and describe shipboard line handling equipment, | the candidate describes the characteristics and function of line handling equipment. | The candidate's description includes the nature of various line handling equipment or machinery on deck, including: <ol style="list-style-type: none"> 1. Capstans; 2. Winches; and 3. Wildcats. |

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| 2.3.A | Contribute to berthing, anchoring and other mooring operations | Working knowledge of the mooring system and related procedures, including the procedures and order of events for making fast and letting go mooring and tug lines and wires, including towing lines | On board ship or in a laboratory, when asked to describe shipboard mooring operations, | the candidate describes the mooring system and related procedures and order of events for making fast and letting go the vessel's lines at a specific port. | <p>The candidate describes in proper order the procedures for berthing the vessel, including:</p> <ol style="list-style-type: none"> 1. The call out of crewmembers who will be involved on deck; 2. Establishing the person in charge of mooring operations; 3. Pre-mooring conference; 4. Pulling lines and wires on deck to the chocks to be used; 5. Preparing stoppers, heaving lines, and messengers, if used; 6. Exchange of pilots and docking master; 7. Taking tug's lines aboard (if applicable); 8. Passing lines and/or wires between the ship and the pier; 9. Positioning ship (warping); 10. Letting go of tugs; 11. Making fast; 12. Setting up the gangway; 13. Rigging pilots ladder, or ladder-gangway combination; 14. Bringing pilot safely on board; 15. Stowing pilot ladder or ladder-gangway 16. Pilots away; and 17. Securing from berthing operations. <p>NOTE: Particular attention should be paid to the use of safety equipment and precautions to minimize the risk of injury.</p> |

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| 2.3.B | Contribute to berthing, anchoring and other mooring operations | Working knowledge of the mooring system and related procedures, including the procedures and order of events for making fast and letting go mooring and tug lines and wires, including towing lines | On board ship or in a laboratory, when asked to describe making fast and letting go mooring and tug lines and wires, | the candidate describes the mooring system and related procedures, including the procedures and order of events for making fast and letting go mooring and tug lines and wires, at a specific port. | <p>The candidate describes in proper order the procedures for unberthing the vessel, including:</p> <ol style="list-style-type: none"> 1. The call out of crewmembers who will be involved on deck; 2. Establishing the person in charge of mooring operations; 3. Bringing pilot aboard; 4. Preparing stoppers, heaving lines, messengers, if used; 5. Taking tug's lines aboard (if applicable); 6. Securing the gangway; 7. Bringing lines and/or wires aboard, as directed; 8. Warping the ship; 9. Letting go of tugs, if applicable; 10. Stowing lines and wires in assigned areas and using proper techniques (faking, rope baskets, coiling, etc.); 11. Exchange of pilots and docking master; and 12. Securing from berthing operations. <p>NOTE: Particular attention should be paid to the use of safety equipment and precautions to minimize the risk of injury.</p> |

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| 2.4.A | Contribute to berthing, anchoring and other mooring operations | Working knowledge of the mooring system and related procedures, including the procedures and order of events for the use of anchors in various operations | On board ship, | the candidate assists in the anchoring of the vessel. | <p>The candidate demonstrates anchoring procedures including:</p> <ol style="list-style-type: none"> 1. Preparing for letting go anchor; 2. Backing out the anchor with the anchor windlass engaged; 3. Taking the anchor windlass out of gear with the anchor windlass brake engaged; 4. Letting go the anchor; 5. Paying out the anchor chain as directed, but under control; 6. Heaving anchor; 7. Cleaning anchor chain and anchor as it is brought aboard; and 8. Securing anchor for sea. <p>NOTE: Particular attention should be paid to the use of safety equipment and precautions to minimize the risk of injury.</p> |
| 2.5.A | Contribute to berthing, anchoring and other mooring operations | Working knowledge of the procedures and order of events associated with mooring to a buoy or buoys | On board ship or in a laboratory, when asked to describe mooring to buoys, | the candidate describes the procedures and order of events associated with mooring to a buoy or buoys. | <p>The candidate's description includes:</p> <ol style="list-style-type: none"> 1. Procedures when using the anchor chain; 2. Procedures when using a special heavy wire rope; 3. Use of messengers; 4. Use of slip ropes; and 5. Particular hazards associated with mooring to a buoy. <p>NOTE: Particular attention should be paid to the use of safety equipment and precautions to minimize the risk of injury.</p> |

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| 3.1.A | Contribute to the handling of cargo and stores | Knowledge of procedures for safe handling, stowage, and securing of cargoes and stores, including dangerous, hazardous and harmful substances and liquids | On board ship or in a laboratory, when asked about cargo and stores handling procedures, | the candidate describes and demonstrates the safe handling, stowage, and securing of cargoes and stores, including dangerous, hazardous and harmful substances and liquids. | The candidate: <ol style="list-style-type: none"> 1. Describes shipboard safety procedures and equipment operating instructions, including securing gear, cargo-handling gear, and the stowage of cargo; 2. Demonstrates lashing a standard load; and 3. Demonstrates securing a non-standard load. NOTE: For this purpose, a non-standard load is a load of unusual shape, weight, and/or is in a location where cargo or stores are not normally located. |
| 3.2.A | Contribute to the handling of cargo and stores | Basic knowledge of and precautions to observe in connection with particular types of cargo and identification of IMDG labeling | On board ship or in a laboratory, when asked to describe the handling of dangerous goods, | the candidate describes the International Maritime Dangerous Goods Code (IMDG) labels, marks, and signs. | The candidate's description includes: <ol style="list-style-type: none"> 1. Hazardous material labels and placards including the general hazards to personnel, the ship, and the environment; 2. Marine pollutant marks; 3. Elevated temperature marks; and 4. Orientation labels. |
| 4.1.A | Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including function and uses of valves and pumps, hoists, cranes, booms, and related equipment | On board ship, or in a laboratory, when given a list of a vessel's deck equipment, | the candidate describes the operation of deck equipment, including functions and uses of valves, pumps, hoists, cranes, booms, and related equipment. | The candidate's description includes: <ol style="list-style-type: none"> 1. Proper use of personal safety equipment; 2. Safety procedures when working with or near valves, pumps, hoists, cranes, booms, and related equipment; and 3. Limitations of the valves, pumps, hoists, cranes, booms, and related equipment including, but not limited to: <ol style="list-style-type: none"> a. Safe working loads; b. Rigging; and c. Fairleads and swing arcs. |

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| 4.2.A | Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including function and uses of winches, windlasses, capstans, and related equipment | On board ship or in a laboratory, when given a list of a vessel's deck equipment, | the candidate describes the safe operation of deck equipment, including functions and uses of winches, windlasses, capstans, and related equipment. | <p>The candidate's description includes:</p> <ol style="list-style-type: none"> 1. Proper use of personal safety equipment; 2. Safety procedures when working with or near winches, windlasses, capstans; and related equipment; and 3. Limitations of the winches, windlasses, and capstans including, but not limited to: <ol style="list-style-type: none"> a. Safe working loads; b. Rigging; and c. Fairleads and swing arcs. |
| 4.3.A | Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including hatches, watertight doors, ports, and related equipment | On board ship or in a laboratory, | the candidate demonstrates the safe operation of deck equipment, including hatches, watertight doors, ports, and related equipment. | <p>The candidate demonstrates the safe operation of hatches, watertight doors, ports, and related equipment including:</p> <ol style="list-style-type: none"> 1. Use of dogs and other securing devices; 2. Maintenance of sealing material and knife edges to create a watertight seal; 3. Inspection and repair of gouges, fractures, and other damage that may affect the strength or watertight integrity of the opening; 4. Normal operating position of the ship's watertight openings when at sea; and 5. Normal operating position of the ship's watertight openings when in port. |

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| 4.4.A | Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including fiber and wire ropes, cables and chains, including their construction, use, markings, maintenance, and proper stowage | On board ship or in a laboratory, when asked to identify and describe using and maintaining fiber lines, | the candidate describes the safe use and maintenance of fiber lines. | The candidate's description includes: <ol style="list-style-type: none"> 1. Personal Protective Equipment (PPE) and safe working practices; 2. Warning signs that fiber lines are about to part; 3. Proper stowage of fiber lines; 4. Maintenance of fiber lines; and 5. Limitations in the use of fiber lines. |
| 4.4.B | Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including fiber and wire ropes, cables and chains, including their construction, use, markings, maintenance, and proper stowage | On board ship or in a laboratory, when asked to identify and describe using and maintaining synthetic lines, | the candidate describes the safe use and maintenance of synthetic lines. | The candidate's description includes: <ol style="list-style-type: none"> 1. PPE and safe working practices; 2. Difference between nylon, polypropylene, polyethylene and aramid line; 3. Difference between laid line and braided line; 4. Warning signs that synthetic lines are about to part; 5. Proper stowage of synthetic lines; 6. Maintenance of synthetic lines; and 7. Limitations in the use of synthetic lines. |
| 4.4.C | Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including fiber and wire ropes, cables and chains, including their construction, use, markings, maintenance, and proper stowage | On board ship or in a laboratory, when asked to identify and describe using and maintaining wire rope, | the candidate describes the safe use and maintenance of wire rope. | The candidate's description includes: <ol style="list-style-type: none"> 1. PPE and safe working practices; 2. Warning signs that wire rope is about to part; 3. Specifications and information tags; 4. Proper stowage of wire rope; 5. Maintenance wire rope; and 6. Limitations in the use of wire rope. |

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| 4.4.D | Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including fiber and wire ropes, cables and chains, including their construction, use, markings, maintenance, and proper stowage | On board ship or in a laboratory, when asked to identify and describe the use and maintenance of chain, | the candidate describes the safe use and maintenance of chain. | The candidate's description includes: <ol style="list-style-type: none"> 1. PPE and safe working practices; 2. Warning signs that chain is about to part; 3. Proper stowage; 4. Maintenance; and 5. Limitations in the use of chain. |
| 4.5.A | Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including ability to use and understand basic signals for the operation of equipment, including winches, windlasses, cranes, and hoists | On board ship or in a laboratory, | the candidate demonstrates the basic signals for the operation of winches, windlasses, cranes, and hoists. | The candidate demonstrates the safe operation of winches, windlasses, cranes, and hoists including: <ol style="list-style-type: none"> 1. Hand signals to communicate instructions and information from supervisors, spotters, and other personnel; and 2. Possible hazards, including: <ol style="list-style-type: none"> a. Description of hazards; and b. Preventative measures. |

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| 4.6.A | Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including ability to operate anchoring equipment under various conditions, such as anchoring, weighing anchor, securing for sea, and in emergencies | On board ship or in a laboratory, during an anchoring operation, | the candidate demonstrates the use of anchoring equipment under various conditions. | <p>The candidate demonstrates the use of anchoring equipment including:</p> <ol style="list-style-type: none"> 1. The anchor windlass: <ol style="list-style-type: none"> a. Placing in gear; b. Taking out of gear; c. Use during mooring operations; and d. Use of brake (when heaving mooring lines or for anchor operations); 2. Riding pawl; 3. Wildcat; 4. Hawse pipe; 5. Chain locker; 6. Anchor chain attachments (e.g., padeye and pin, shackle); 7. Spill pipe; 8. Stripping bar (pawl); 9. Warping head; 10. Anchor swivel; 11. Anchor chain washing operations; 12. Chain stoppers, wire pendants, devil's claws for securing the chain; 13. Vessel security equipment (e.g., hawse pipe covers); and 14. Personnel safety. |

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| 4.6.B | Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including ability to operate anchoring equipment under various conditions, such as anchoring, weighing anchor, securing for sea, and in emergencies | On board ship or in a laboratory, when asked to describe the markings on anchor chain, | the candidate describes anchor chain shot markings. | The candidate's description includes: <ol style="list-style-type: none"> 1. Markings for each shot; 2. Marking of chain to indicate number of shots the detachable link is from anchor; and 3. Painting of the last two shots of the anchor chain. |
| 4.6.C | Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including ability to operate anchoring equipment under various conditions, such as anchoring, weighing anchor, securing for sea, and in emergencies | On board ship or in a laboratory, when asked to describe emergency anchoring, | the candidate describes emergency anchoring procedures. | The candidate's description includes: <ol style="list-style-type: none"> 1. Standing by anchors in restricted or confined waters; 2. Letting go anchors with little headway; 3. Letting go anchors with significant headway; 4. Leaving the area if the anchor chain control is lost and the next to last and last shot is seen on the wildcat; and 5. Safety procedures and equipment used to minimize risk of injury during anchoring procedures. |

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| 4.7.A | Contribute to the safe operation of deck equipment and machinery | Knowledge of the following procedures and ability to rig and unrig bosun's chairs and staging | On board ship or in a laboratory, | the candidate rigs and unrigs a bosun's chair. | <p>The candidate:</p> <ol style="list-style-type: none"> 1. Gathers all required materials; 2. Inspects the bosun's chair: <ol style="list-style-type: none"> a. The material has not been chafed or compromised by the sun or chemicals; and b. Strapping and hardware are undamaged and unworn; 3. Inspects the gantline and the material has not been chafed or compromised by the sun or chemicals; 4. Inspects that hardware is serviceable; 5. Inspects the safety harness: <ol style="list-style-type: none"> a. The material has not been chafed compromised by the sun or chemicals; and b. Strapping and hardware is undamaged and unworn; 6. Gathers personnel and briefs them on commands to be used and safety precautions; 7. Rigs the gantline; 8. Rigs the bosun's chair; 9. Tests the rigged bosun's chair and gantlines by sitting in and/or standing on at the lowest point of the drop and bounce in the rig; 10. When raised so that feet clear the deck, secures themselves and performs a small task with both hands; 11. Frees the securing and lowers themselves to the deck; and 12. Unrigs and stows all equipment per the manufacturer's instructions |

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| 4.8.A | Contribute to the safe operation of deck equipment and machinery | Knowledge of the following procedures and ability to rig and unrig pilot ladders, hoists, rat guards, and gangways | On board ship or in a laboratory, when asked to describe rigging and unrigging pilot ladders, | the candidate describes the procedures to rig and unrig pilot ladders. | <p>The candidate's description includes:</p> <ol style="list-style-type: none"> 1. Inspecting the pilot ladder: <ol style="list-style-type: none"> a. No shackles, knots or splices below the top step; b. Steps equally spaced and of equal width; c. No crooked steps; d. Spreaders used as step, bottom spreader is fifth step; e. No eyes or loops on lower end; and f. Lighting, if needed, is functioning and illuminates the deck work area and pilot ladder; 2. Rigging the pilot ladder: <ol style="list-style-type: none"> a. No overboard discharges in the area where pilot will board; b. Man-ropes are ready or paid out (as required by pilot); c. Handhold stanchions on deck or accommodation ladder is rigged; d. Bottom rung of pilot ladder is at height; requested by pilot; and e. Communications are set up with bridge; and 3. Unrig and stow pilot ladder: <ol style="list-style-type: none"> a. Pilot ladder is brought up onto deck and stowed; b. If used, the accommodation ladder is brought up onto deck and secured; and c. Man ropes are stowed. |

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| 4.8.B | Contribute to the safe operation of deck equipment and machinery | Knowledge of the following procedures and ability to rig and unrig pilot ladders, hoists, rat guards, and gangways | On board ship or in a laboratory, when asked to describe rat guards, | the candidate describes how to rig and unrig rat guards. | The candidate's description includes: <ol style="list-style-type: none"> 1. Inspection for condition and securing lines attached; and 2. Installing rat guards on lines and other shore connections. |
| 4.8.C | Contribute to the safe operation of deck equipment and machinery | Knowledge of the following procedures and ability to rig and unrig pilot ladders, hoists, rat guards, and gangways | On board ship or in a laboratory, | the candidate rigs and unrigs a gangway. | The candidate: <ol style="list-style-type: none"> 1. Inspects gangway for cracks, broken steps, frozen block and tackle, or missing parts; 2. Sets up gangway in preparation for use; 3. Brings gangway aboard in preparation for departure; and 4. Breaks down gangway and secures it for sea. |
| 4.9.A | Contribute to the safe operation of deck equipment and machinery | Knowledge of the following procedures and ability to use marlin spike seamanship skills, including the proper use of knots, splices, and stoppers | On board ship or in a laboratory, | the candidate demonstrates marlinspike seamanship skills including the use of block and tackle. | The candidate: <ol style="list-style-type: none"> 1. Identifies various block and tackle rigs, rove to advantage, or not rove to advantage, and identifies their parts and their use; and 2. Demonstrates the proper methods of: <ol style="list-style-type: none"> a. Handling lines, wires, cables and chains; b. Securing and un-securing canvas; and c. Serving line. |

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| Task No. | STCW Competence | Knowledge, Understanding, and Proficiency | Performance Condition | Performance Behavior | Performance Standard |
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| 4.10.A | Contribute to the safe operation of deck equipment and machinery | Use and handling of deck and cargo-handling gear and equipment access arrangements, hatches and hatch covers, ramps, side/bow/stern doors, or elevators | On board ship, or in a laboratory, | the candidate demonstrates the use of cargo-handling gear and equipment access arrangements. | <p>The candidate demonstrates the use of onboard cargo handling gear and access arrangements including:</p> <ol style="list-style-type: none"> 1. Inspecting the equipment to be used to ensure that it is in good operating condition; 2. Performing any rigging and ensuring that all of the related equipment is readily available; 3. Releasing the dogs or other securing arrangement; 4. Opening the access way; 5. Installing or set any safety equipment and other equipment normally used when the access is open; 6. Demonstrating the use of the open access; 7. Securing the access to its “at sea” position; 8. Checking for water tightness as specified in the vessel’s operations procedures; and 9. Stowing all equipment. |

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| 4.11.A | Contribute to the safe operation of deck equipment and machinery | Use and handling of deck and cargo-handling gear and equipment pipeline systems – bilge and ballast suctions and wells | On board ship, or in a laboratory, | the candidate traces out and describes a piping system specified by the assessor. | <p>The candidate’s description includes:</p> <ol style="list-style-type: none"> 1. Purpose of the system traced; 2. Location of the valves to be used to normally start and shutdown the system; 3. Location of the valves to be used in the event of an emergency shutdown of the system, including emergency shutdown devices; 4. Manual operation of each type of valve in that system, both locally and remotely operated; 5. Manual operation of any in-tank measuring devices; 6. Probable location of any leakage, what form that leakage may take, onboard notification procedures, and what precautions are to be followed; 7. Any topping off procedures that are followed; and 8. Any stripping procedures that are followed. |
| 4.12.A | Contribute to the safe operation of deck equipment and machinery | Use and handling of deck and cargo-handling gear and equipment cranes, derricks, winches | On board ship, or in a laboratory, | the candidate demonstrates proper use of deck and cargo-handling gear and equipment cranes, derricks, and winches. | <p>The candidate:</p> <ol style="list-style-type: none"> 1. Inspects the equipment and ensures that it is in good operating condition and suitable for the load to be lifted; 2. Unstows the equipment to be used; 3. performs any rigging and ensures that all required equipment is available; 4. Lifts a load and moves it to a location designated by the assessor; 5. Secures the equipment; and 6. Stows all equipment. |

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| 4.13.A | Contribute to the safe operation of deck equipment and machinery | Knowledge of hoisting and dipping flags and the main single-flag signals (A, B, G, H, O, P, Q) | On board ship or in a laboratory, when given Publication 102 and shown the signal flags A, B, G, H, O, P, and Q, | the candidate correctly identifies each flag and its meaning and describes hoisting procedures. | <p>The candidate:</p> <ol style="list-style-type: none"> 1. Identifies the flag by: <ol style="list-style-type: none"> a. Letter; b. Phonetic alphabet; and c. Meaning; and 2. Describes: <ol style="list-style-type: none"> a. Hauling the flag hoist “close up;” b. Lowering the flag hoist “at the dip;” and c. Reason and procedure for dipping a ship’s ensign. |
| 5.1.A | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including working aloft | On board ship or in a laboratory, | the candidate demonstrates safe working practices and personal shipboard safety when working aloft. | <p>The candidate:</p> <ol style="list-style-type: none"> 1. Identifies and complies with applicable regulatory and/or company standards; 2. Follows safe working practices; 3. Notifies other personnel as appropriate; 4. Confirms that all equipment that may create a hazard has been turned off and tagged accordingly; 5. Confirms that the ship’s motion and weather conditions will remain within safe limits; 6. Selects appropriate safety equipment, and inspects and confirms as that it is safe for use; 7. Confirms that the area below has been cordoned off and placarded; and 8. Attaches lanyards to tools (if practical). |

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| 5.2.A | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including working over the side | On board ship or in a laboratory, when asked to describe working over the side of a vessel, | the candidate describes safe working practices and personal shipboard safety when working over the side. | <p>The candidate's description includes:</p> <ol style="list-style-type: none"> 1. Awareness of applicable company or regulatory standards; 2. Knowledge of safe working practices; 3. Notifying personnel as appropriate; 4. Obtaining authorization from the appropriate vessel authority before beginning work over the side; 5. Notifying the officer in charge of the navigational watch (OICNW); 6. Confirming that all equipment that may create a hazard has been turned off and tagged accordingly; 7. Confirming that the ship's motion and weather conditions will remain within safe limits; 8. Confirming that safety equipment is used and has been checked for operational integrity and suitability for the work to be performed; 9. Confirming that lanyards are attached to tools (if practical); 10. Confirming that safety placards in the area have been read and appropriate actions taken; and 11. Notifying appropriate personnel in addition to the OICNW. |

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| 5.3.A | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety including working in enclosed spaces | On board ship or in a laboratory, when asked to describe enclosed spaces, | the candidate describes the characteristics of an enclosed space. | The candidate's description includes that an enclosed space: <ol style="list-style-type: none"> 1. Has limited openings for entry and exit; 2. Has poor natural ventilation; and 3. Is not designed for continuous occupancy. |
| 5.3.B | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including working in enclosed spaces | On board ship or in a laboratory, when asked to describe entering enclosed spaces, | the candidate describes possible scenarios that could occur during an enclosed space entry and the dangers involved in an enclosed space entry. | The candidate's description includes: <ol style="list-style-type: none"> 1. Workers being overcome by fumes and lack of oxygen; 2. Rescuers not using proper safety equipment and being overcome by the hazard; and 3. Stand-by personnel not being trained in their duties and what they may do that would be a hazard to themselves and others while trying to effect a rescue without proper equipment. |
| 5.3.C | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including working in enclosed spaces | On board ship or in a laboratory, | the candidate demonstrates procedures designed to safeguard personnel working in enclosed spaces. | The candidate demonstrates procedures to safeguard personnel and the ship, including: <ol style="list-style-type: none"> 1. Assessment of risk; 2. Entry authorization procedures; 3. General precautions: 4. Hazards isolated; 5. Ventilation; 6. Interior and exterior illumination; 7. Communications; 8. Rescue and resuscitation equipment; 9. Proper dress and safety equipment; and 10. Entry crew briefed; <ol style="list-style-type: none"> a. Atmosphere safe for men and work to be performed; and b. Potential hazards. |

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| 5.4.A | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including permit to work systems | On board ship or in a laboratory, when asked to describe work permits, | the candidate describes procedures for and spaces that require a permit to work. | The candidate's description includes: <ol style="list-style-type: none"> 1. Hot work; 2. Confined spaces; and 3. Other policies that require a permit to work (e.g., working aloft, over the side). |
| 5.5.A | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety including line handling | On board ship or in a laboratory, during an actual or simulated berthing operation, | the candidate demonstrates the proper handling of a heaving line. | The candidate: <ol style="list-style-type: none"> 1. Inspects the heaving line for damage, wear and tear, knots, and tangling before using; 2. Untangles a heaving line that has been knotted and tangled; and 3. Coils and heaves a heaving line during mooring operations. |
| 5.5.B | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including line handling | On board ship or in a laboratory, | the candidate pulls mooring lines on deck. | The candidate: <ol style="list-style-type: none"> 1. Fakes the mooring lines so that they can run free; 2. Coils the mooring lines so that they can run free; and 3. Secures mooring lines on deck so that they do not run free until ready for use. |

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| 5.5.C | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety including line handling | On board ship or in a laboratory, during an actual or simulated berthing operation, | the candidate uses a messenger line. | <p>The candidate:</p> <ol style="list-style-type: none"> 1. Selects the properly sized messenger for the anticipated strain; 2. Bends the messenger onto the eye of a mooring wire or line; then moves mooring wire or line to another location using a winch with at least one change of direction; and 3. Bends the messenger onto a straight section of wire or line; then moves mooring wire or line to another location using a winch with at least one change of direction. <p>NOTE: The knots used are suitable for the service and size of lines involved. When heaving, ensure appropriate safety precautions are observed, including proper number of turns on the capstan, hand placement, body position in relation to the messenger under tension, and avoiding the piling up of the messenger while heaving.</p> |

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| 5.5.D | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety including line handling | On board ship moored alongside a dock, or in a laboratory, | the candidate adjusts the tension on mooring lines and wires. | <p>The candidate:</p> <ol style="list-style-type: none"> 1. Adjusts the tension of lines using the ship's winches; 2. Pays out mooring wires, under load, in a controlled manner; 3. Pays out mooring lines, on bitts, under load, in a controlled manner; 4. Takes in slack on mooring wires without sufficient tension; and 5. Takes in slack on mooring lines, on bitts and cleats, so that they have sufficient tension. <p>NOTE: The above is performed with regard to personnel working in the area, weather (both present and anticipated), cargo movement, and limitations of the ship's operations. When heaving, appropriate safety precautions are observed, including proper number of turns on the capstan, hand placement, body position, and avoiding the piling up of line.</p> |

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| 5.5.E | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety including line handling | On board ship or in a laboratory, when asked to describe working with lines, wire rope, and chain, | the candidate describes the safety precautions to be used when working with lines, wire rope, and chains. | <p>The candidate's description includes:</p> <ol style="list-style-type: none"> 1. Never stand in or reach through a bight; 2. Be aware of the tension on nearby lines, wire rope and chain in the event that they break free or snap; 3. Wear gloves when handling wire rope; 4. Keep hands at least 18 inches from a bit, padeye, capstan, warping head, block, etc.; 5. Be aware of snapback areas and avoid them; and 6. At least two people should handle mooring lines and wires on winches: one to handle the line or wire, and one on the winch controls. |
| 5.6.A | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including lifting techniques and methods of preventing back injury | On board ship or in a laboratory, when asked to describe back injuries, | the candidate describes factors that can cause or exacerbate back injury. | <p>The candidate's description includes:</p> <ol style="list-style-type: none"> 1. Stress; 2. Lack of sleep/fatigue; 3. Poor physical condition; 4. Excessive weight; 5. Excessive exercise; 6. Heavy physical work; 7. Static posture (not moving); 8. Repetitive work (involving bending, twisting, etc.); and 9. Slips, trips, and falls. |

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| 5.6.B | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety including lifting techniques and methods of preventing back injury | On board ship, or in a laboratory, | the candidate demonstrates lifting techniques and methods of preventing back injury. | The candidate demonstrates: <ol style="list-style-type: none"> 1. Proper lifting procedures; 2. Proper procedures to set down a load; and 3. The use of back support or movement limiting devices. |
| 5.6.C | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety including lifting techniques and methods of preventing back injury | On board ship, or in a laboratory, when asked to describe the use of labor-saving devices commonly used on board ships, | the candidate describes the proper use of labor-saving devices found aboard ship. | The candidate's description includes: <ol style="list-style-type: none"> 1. Dollies; 2. Carts; 3. Ramps; 4. Block and tackle; 5. Cranes; 6. Elevators; and 7. Davits. |

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| 5.7.A | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including electrical safety | On board ship or in a laboratory, | the candidate demonstrates electrical safety procedures. | <p>The candidate:</p> <ol style="list-style-type: none"> 1. Observes all pertinent instructions and warning signs aboard ship; 2. Observes all safety precautions regarding portable electric lights and tools; 3. Does not touch or operate any device that has a tag attached; 4. Does not go behind electrical switchboards; 5. Does not touch bare electric wires or connections; 6. Assumes that all circuits are live; 7. Does not remove explosion proofing globes from lighting fixtures; 8. Does not use electric cable runs to hoist or support any weight; 9. Does not use the wire ways for storage; 10. Does not permit water to get into electrical equipment; 11. Is aware that electrolyte from a storage battery can cause severe burns and can damage equipment and clothing; 12. When working on electrical motors or other equipment, has an electrician disconnect the circuit and tag it as out of commission; 13. Does not start or operate electrical equipment when flammable vapors are present; and 14. Reports any damaged electrical equipment or wiring to superior. |

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| 5.8.A | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including mechanical safety | On board ship or in a laboratory, when asked to describe safe working practices on board ship, | the candidate describes the hazards of shipboard equipment and the reasons for guards and safety features. | <p>The candidate's description includes:</p> <ol style="list-style-type: none"> 1. Hazards that exist; 2. Whether safety guards or devices be removed or not used; 3. Procedures to minimize the hazards, including; <ol style="list-style-type: none"> a. Portable tools; b. Hand tools; c. Machinery; d. Galley equipment; e. Low clearance areas; f. Cargo securing gear; g. Line handling; h. Unsecured material; i. High noise areas; j. High heat or cold areas (burn or freezing hazards); and k. Visibility hazards |
| 5.9.A | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including chemical and biohazard safety | On board ship or in a laboratory, during the simulation of a chemical or biohazard spill or incident, | the candidate simulates the proper response in accordance with Safety Data Sheet (SDS). | <p>The candidate:</p> <ol style="list-style-type: none"> 1. Reports the spill; 2. Refers to the SDS or is informed accordingly by a supervisor with access to an SDS; 3. Isolates the chemical or bio-hazardous material; and 4. Monitors the spill until relieved by an emergency team. |

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| 5.10.A | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety. including personal safety equipment | On board ship or in a laboratory, | the candidate uses personal safety equipment. | <p>The candidate demonstrates and describes the purpose and intended use of the following personal safety equipment:</p> <ol style="list-style-type: none"> 1. Gloves; 2. Goggles; 3. Respirators; 4. Aprons; 5. Face shields; 6. Steel-toed shoes; 7. Hearing protection; 8. Clothing; 9. Safety harness; and 10. Head protection. |
| 5.10.B | Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety including personal safety equipment | On board ship or in a laboratory, | the candidate demonstrates the proper use of a safety harness. | <p>The candidate:</p> <ol style="list-style-type: none"> 1. Inspects the safety harness, line and hardware; 2. Inspects the point and area the safety harness hardware will be attached; 3. Rigs the safety harness, line, and hardware; and 4. Briefs the safety harness line handler about his/her duties (if one is assigned). |

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| 6.1.A | Apply precautions and contribute to the prevention of pollution of the marine environment | Knowledge of the precautions to be taken to prevent pollution of the marine environment | On board ship or in a laboratory, when asked to describe pollution from shipboard operations, | the candidate describes the sources of operational pollution. | The candidate's description includes: <ol style="list-style-type: none"> 1. Oil; 2. Noxious liquid substances; 3. Packaged goods and non-liquid substances; 4. Sewage; 5. Garbage; and 6. Air pollution. |
| 6.1.B | Apply precautions and contribute to the prevention of pollution of the marine environment | Knowledge of the precautions to be taken to prevent pollution of the marine environment | On board ship or in a laboratory, when asked to describe pollution prevention, | the candidate describes the precautions to be taken to prevent pollution of the marine environment. | The candidate's description includes: <ol style="list-style-type: none"> 1. Collection, sorting by type, storage of garbage on board; 2. Deck preparations for preventing or controlling pollutants due to the transfer of cargo, fuel, or passengers; 3. Transferring garbage ashore for disposal; and 4. Making rounds of areas that are under the responsibility of the deck department for pollution prevention and control. |
| 6.2.A | Apply precautions and contribute to the prevention of pollution of the marine environment | Knowledge of the use and operation of anti-pollution equipment | On board ship or in a laboratory, when asked to describe the use of shipboard pollution prevention equipment, | the candidate describes the use of shipboard pollution prevention equipment. | The candidate's description includes the location of: <ol style="list-style-type: none"> 1. Spill response kits including spill mitigation equipment and types of spills that the equipment is effective on; and 2. Fittings and materials such as plugs, caps, flanges, and other equipment that can be used to stop leaks in the cargo, ballast, bunker, etc., systems. |

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| 6.3.A | Apply precautions and contribute to the prevention of pollution of the marine environment | Knowledge of the approved methods for disposal of marine pollutants | On board ship or in a laboratory, when asked to describe wastes generated onboard ship, | the candidate lists the expected types of waste that could be generated aboard the vessel and describes the proper manner of collection and storage so that the pollution potential of that waste is minimized. | The candidate's description includes: <ol style="list-style-type: none"> 1. Contaminated rags; 2. Contaminated booms; 3. Garbage; 4. Damaged drums; 5. Contaminated sorbents; and 6. Other contaminated material specific to the type of vessel the assessment is performed on. |
| 7.1.A <i>Course</i> | Operate survival craft and rescue boats | Knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment Knowledge of survival at sea techniques | This KUP is satisfied if the candidate holds or qualifies for an STCW endorsement for Proficiency in Survival Craft or Proficiency in Survival Craft-Limited or by the successful completion of an approved or accepted Proficiency in Survival Craft or Proficiency in Survival Craft-Limited course. | | |

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| 8.1.A | Contribute to shipboard maintenance and repair | Knowledge of surface preparation techniques | On board ship or in a laboratory, | the candidate prepares a surface for paint, caulk, or sealant | <p>The candidate:</p> <ol style="list-style-type: none"> 1. Evaluates the surface to be prepared: <ol style="list-style-type: none"> a. Type of material; b. Current coating (or caulk, or sealant); c. Condition of coating; and d. Area to be coated; 2. Evaluates the coating (or caulk, sealant) to be used: <ol style="list-style-type: none"> a. Coating (or caulk, sealant) bonds to surface and/current coating; b. The need for primer needed; c. Hazards of using the coating (and primer); and d. Equipment needed to coat the surface; 3. Evaluates the hazards involved in the area surrounding the surface to be prepared; 4. Evaluates the resources available to prepare the surface: <ol style="list-style-type: none"> a. Power sources available; b. Man-power available; and c. Safety equipment available; 5. Identifies the correct tools to be used; 6. Uses correct products; and 7. Prepares the surface to ensure that it has a clean surface with the proper texture so coating will bond securely. |

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| 8.2.A | Contribute to shipboard maintenance and repair | Ability to use painting, lubrication and cleaning materials and equipment | On board ship or in a laboratory, | the candidate prepares and paints a surface. | <p>The candidate:</p> <ol style="list-style-type: none"> 1. Applies the proper primer (if required); 2. Applies the coating; 3. Uses the proper tool for spreading the coating onto the prepared surface (e.g., brush, roller, sprayer); 4. Blocks off of the area to be coated and secures ship's equipment that may be affected; 5. Mixes the primer and coating as required (in accordance with manufacturer's instructions); 6. Uses appropriate protective equipment; and 7. Marks off the coated area so that it is not disturbed until ready for use. |
| 8.3.A | Contribute to shipboard maintenance and repair | Ability to understand and execute routine maintenance and repair procedures | On board ship or in a laboratory, | the candidate demonstrates the lubrication of shipboard equipment. | <p>The candidate properly lubricates the following:</p> <ol style="list-style-type: none"> 1. Roller chocks/fairleads so they turn freely; 2. Gangways and associated tackle; 3. Safety equipment (in accordance with manufacturer's and company's recommendations); 4. Cargo equipment (in accordance with manufacturer's and company's recommendations); and 5. Other ship's equipment, as needed. |

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| 8.3.B | Contribute to shipboard maintenance and repair. | Ability to understand and execute routine maintenance and repair procedures | On board ship or in a laboratory, | the candidate demonstrates inspection of shipboard equipment. | The candidate inspects for proper operation of the following: <ol style="list-style-type: none"> 1. Watertight doors; 2. Winches; 3. Cranes; and 4. Valves. |
| 8.4.A | Contribute to shipboard maintenance and repair. | Understanding manufacturer's safety guidelines and shipboard instructions | On board ship or in a laboratory, | the candidate demonstrates tag out/lock out procedures. | The candidate demonstrates tag out/lock out procedures. |
| 8.4.B | Contribute to shipboard maintenance and repair. | Understanding manufacturer's safety guidelines and shipboard instructions | On board ship or in a laboratory, when asked to locate manufacturer's safety guidelines and/or shipboard instructions, | the candidate locates the guidelines and instructions specified by the assessor. | The candidate locates the correct manuals and/or instructions. |
| 8.5.A | Contribute to shipboard maintenance and repair. | Knowledge of safe disposal of waste materials | On board ship or in a laboratory, | the candidate safely disposes of shipboard waste materials. | The candidate demonstrates the proper disposal of waste materials from: <ol style="list-style-type: none"> 1. Surface preparations; 2. Coating surfaces; 3. Lubricating; 4. Hand and power tool maintenance; and 5. Placing equipment in service (i.e., packaging). |

Successful completion of these Assessment Guidelines will provide satisfactory evidence of meeting the standard of competence specified in Section A-II/5 of the STCW Code. The use of these Assessment Guidelines is not mandatory and alternative means of having achieved the standards of competence in the STCW Code will be considered. In accordance with 46 CFR 12.601(b)(1)(i), alternative Assessment Guidelines must be approved by the National Maritime Center before use.

| Task No. | STCW Competence | Knowledge, Understanding, and Proficiency | Performance Condition | Performance Behavior | Performance Standard |
|----------|---|---|--|---|--|
| 8.6.A | Contribute to shipboard maintenance and repair. | Knowledge of the application, maintenance and use of hand and power tools | On board ship or in a laboratory, when provided with hand and power tools, | the candidate demonstrates the use and maintenance of hand and power tools. | The candidate demonstrates proper maintenance and use of: <ol style="list-style-type: none"> 1. Wrenches; 2. Screwdrivers; 3. Air-powered or electrical hand grinders; 4. Files; and 5. Knives. |

Successful completion of these Assessment Guidelines will provide satisfactory evidence of meeting the standard of competence specified in Section A-II/5 of the STCW Code. The use of these Assessment Guidelines is not mandatory and alternative means of having achieved the standards of competence in the STCW Code will be considered. In accordance with 46 CFR 12.601(b)(1)(i), alternative Assessment Guidelines must be approved by the National Maritime Center before use.

Record of Assessment

for

Able Seafarer – Deck

For: _____
Print Name of Candidate *Candidate's Signature* *Candidate's Mariner Reference No.*

RECORD OF ASSESSMENT

Able Seafarer – Deck

NOTE TO QUALIFIED ASSESSOR(S): In performing your function as a qualified assessor, you may use your initials only to indicate that you have personally witnessed the demonstration of skill or ability by the person being assessed. The Assessment Guidelines in Enclosure (2) will provide satisfactory evidence of meeting the standard of competence specified in Section A-II/5 of the STCW Code. The use of these Assessment Guidelines is not mandatory and an alternative means of having achieved the standards of competence in the STCW Code will be considered as described in paragraph 10 of this NVIC. In accordance with 46 CFR 12.601(b), alternative Assessment Guidelines must be submitted to the National Maritime Center and approved before use.

| STCW Competence | Knowledge, Understanding, and Proficiency | Task No. | Task Name | Assessor's Initials | Date |
|--|---|-----------------------|---|---------------------|------|
| Contribute to a safe navigational watch | Ability to understand orders and to communicate with the officer of the watch in matters relevant to watch keeping duties | 1.1.A <i>RFPNW</i> | Understand orders | RFPNW | |
| | Procedures for the relief, maintenance and handover of a watch | 1.2.A <i>RFPNW</i> | Watch relief | RFPNW | |
| | Information required to maintain a safe watch | 1.3.A <i>RFPNW</i> | Watchkeeping | RFPNW | |
| Contribute to berthing, anchoring and other mooring operations | Working knowledge of the mooring system and related procedures, including the function of mooring and tug lines | 2.1.A | Describe functions of mooring and tug lines | | |
| | | 2.1.B | Describe characteristics of mooring equipment | | |

Notes:

RFPNW The assessments are met by holding or qualifying for an STCW endorsement as Rating Forming Part of a Navigational Watch (RFPNW).

COURSE The assessment are satisfied by successful completion of a Coast Guard approved or accepted course.

RECORD OF ASSESSMENT

Able Seafarer – Deck

| STCW Competence | Knowledge, Understanding, and Proficiency | Task No. | Task Name | Assessor's Initials | Date |
|--|---|-----------------|--|----------------------------|-------------|
| Contribute to berthing, anchoring and other mooring operations | Working knowledge of the mooring system and related procedures, including the capacities, safe working loads, and breaking strengths of mooring equipment | 2.2.A | Describe characteristics of various lines | | |
| | | 2.2.B | Describe anchoring operations | | |
| | | 2.2.C | Describe characteristics and function of deck fittings | | |
| | | 2.2.D | Describe characteristics and function of line handling equipment | | |
| | Working knowledge of the mooring system and related procedures, including the procedures and order of events for making fast and letting go mooring and tug lines and wires, including towing lines | 2.3.A | Describe berthing operations | | |
| | | 2.3.B | Describe unberthing operations | | |
| | Working knowledge of the mooring system and related procedures, including the procedures and order of events for the use of anchors in various operations | 2.4.A | Demonstrate anchoring procedures | | |
| | Working knowledge of the procedures and order of events associated with mooring to a buoy or buoys | 2.5.A | Describe procedures for mooring to a buoy | | |

RECORD OF ASSESSMENT

Able Seafarer – Deck

| STCW Competence | Knowledge, Understanding, and Proficiency | Task No. | Task Name | Assessor's Initials | Date |
|--|--|-----------------|--|----------------------------|-------------|
| Contribute to the handling of cargo and stores | Knowledge of procedures for safe handling, stowage and securing of cargoes and stores, including dangerous, hazardous and harmful substances and liquids | 3.1.A | Handling, stowage and securing of cargoes and stores | | |
| | Basic knowledge of and precautions to observe in connection with particular types of cargo and identification of IMDG labeling | 3.2.A | Describe IMDG labels, marks, and signs | | |
| Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including function and uses of valves and pumps, hoists, cranes, booms, and related equipment | 4.1.A | Describe operation of valves and pumps, hoists, cranes, booms, and related equipment | | |
| | Knowledge of deck equipment, including function and uses of winches, windlasses, capstans and related equipment | 4.2.A | Describe operation of winches, windlasses, capstans and related equipment | | |
| | Knowledge of deck equipment, including hatches, watertight doors, ports, and related equipment | 4.3.A | Demonstrate operation of deck equipment, including hatches, watertight doors, ports, and related equipment | | |

RECORD OF ASSESSMENT

Able Seafarer – Deck

| STCW Competence | Knowledge, Understanding, and Proficiency | Task No. | Task Name | Assessor's Initials | Date | |
|--|--|--|---|---|------|--|
| Contribute to the safe operation of deck equipment and machinery | Knowledge of deck equipment, including fiber and wire ropes, cables and chains, including their construction, use, markings, maintenance and proper stowage | 4.4.A | Describe use and maintenance fiber lines | | | |
| | | 4.4.B | Describe use and maintenance of synthetic lines | | | |
| | | 4.4.C | Describe use and maintenance of wire rope | | | |
| | | 4.4.D | Describe use and maintenance of chain | | | |
| | | Knowledge of deck equipment, including ability to use and understand basic signals for the operation of equipment, including winches, windlasses, cranes, and hoists | 4.5.A | Demonstrate basic signals for operation of equipment, including winches, windlasses, cranes, and hoists | | |
| | Knowledge of deck equipment, including ability to operate anchoring equipment under various conditions, such as anchoring, weighing anchor, securing for sea, and in emergencies | 4.6.A | Demonstrate use of anchoring equipment | | | |
| | | 4.6.B | Describe anchor chain markings | | | |
| | | 4.6.C | Describe emergency anchoring procedures | | | |
| | | Knowledge of the following procedures and ability to rig and unrig bosun's chairs and staging | 4.7.A | Demonstrate rigging and unrigging a bosun's chair | | |
| | Knowledge of the following procedures and ability to rig and unrig pilot ladders, hoists, rat guards and gangways | 4.8.A | Describe rigging and unrigging pilot ladder | | | |
| | | 4.8.B | Describe rigging and unrigging rat guards | | | |
| | | 4.8.C | Demonstrate rigging and unrigging a gangway | | | |

RECORD OF ASSESSMENT

Able Seafarer – Deck

| STCW Competence | Knowledge, Understanding, and Proficiency | Task No. | Task Name | Assessor's Initials | Date |
|--|--|----------|--|---------------------|------|
| Contribute to the safe operation of deck equipment and machinery | Knowledge of the following procedures and ability to use marlin spike seamanship skills, including the proper use of knots, splices and stoppers | 4.9.A | Demonstrate marlinspike seamanship | | |
| | Use and handling of deck and cargo-handling gear and equipment access arrangements, hatches and hatch covers, ramps, side/bow/stern doors or elevators | 4.10.A | Demonstrate use of cargo-handling gear and equipment access arrangements | | |
| | Use and handling of deck and cargo-handling gear and equipment pipeline systems – bilge and ballast suctions and wells | 4.11.A | Trace out and describe a piping system | | |
| | Use and handling of deck and cargo-handling gear and equipment cranes, derricks, winches | 4.12.A | Demonstrate use of cargo and equipment handling gear | | |
| | Knowledge of hoisting and dipping flags and the main single-flag signals. (A, B, G, H, O, P, Q) | 4.13.A | Identify single letter flags and describe hoisting procedures | | |
| Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including working aloft | 5.1.A | Demonstrate working aloft | | |

RECORD OF ASSESSMENT

Able Seafarer – Deck

| STCW Competence | Knowledge, Understanding, and Proficiency | Task No. | Task Name | Assessor's Initials | Date |
|--|---|-----------------|---|----------------------------|-------------|
| Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including working over the side | 5.2.A | Describe procedures for working over the side | | |
| | Working knowledge of safe working practices and personal shipboard safety including working in enclosed spaces | 5.3.A | Describe characteristics of an enclosed space | | |
| | | 5.3.B | Describe risks of enclosed spaces and safety procedures | | |
| | | 5.3.C | Demonstrate enclosed space safety procedures | | |
| | Working knowledge of safe working practices and personal shipboard safety, including permit to work systems | 5.4.A | Describe procedures for work permits | | |
| | Working knowledge of safe working practices and personal shipboard safety including line handling | 5.5.A | Demonstrate use of a heaving line | | |
| | | 5.5.B | Demonstrate pulling mooring lines | | |
| | | 5.5.C | Demonstrate use of a messenger line | | |
| | | 5.5.D | Adjust tension on mooring lines | | |
| | | 5.5.E | Describe line handling safety | | |
| | Working knowledge of safe working practices and personal shipboard safety, including lifting techniques and methods of preventing back injury | 5.6.A | Describe causes of back injury | | |
| | | 5.6.B | Demonstrate lifting techniques to avoid back injury | | |
| | | 5.6.C | Describe use of labor saving devices | | |

RECORD OF ASSESSMENT

Able Seafarer – Deck

| STCW Competence | Knowledge, Understanding, and Proficiency | Task No. | Task Name | Assessor's Initials | Date |
|---|--|-----------------|--|----------------------------|-------------|
| Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety, including electrical safety | 5.7.A | Demonstrate electrical safety procedures | | |
| | Working knowledge of safe working practices and personal shipboard safety, including mechanical safety | 5.8.A | Describe mechanical equipment safety procedures | | |
| | Working knowledge of safe working practices and personal shipboard safety, including chemical and biohazard safety | 5.9.A | Simulate response to hazardous material spill | | |
| | Working knowledge of safe working practices and personal shipboard safety, including personal safety equipment | 5.10.A | Demonstrate use of PPE | | |
| | | 5.10.B | Demonstrate use of a safety harness | | |
| Apply precautions and contribute to the prevention of pollution of the marine environment | Knowledge of the precautions to be taken to prevent pollution of the marine environment | 6.1.A | Describe sources of operational pollution | | |
| | | 6.1.B | Describe pollution prevention procedures | | |
| | Knowledge of the use and operation of anti-pollution equipment | 6.2.A | Describe use of anti-pollution equipment | | |
| | Knowledge of the approved methods for disposal of marine pollutants | 6.3.A | Describe collection and storage of shipboard waste | | |

RECORD OF ASSESSMENT

Able Seafarer – Deck

| STCW Competence | Knowledge, Understanding, and Proficiency | Task No. | Task Name | Assessor's Initials | Date |
|--|--|----------|---|---------------------|------|
| Operate survival craft and rescue boats | Knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment Knowledge of survival at sea techniques | 7.1.A | Operation of survival craft and rescue boats | COURSE | |
| Contribute to shipboard maintenance and repair | Knowledge of surface preparation techniques | 8.1.A | Demonstrate surface preparation techniques | | |
| | Ability to use painting, lubrication and cleaning materials and equipment | 8.2.A | Demonstrate painting techniques | | |
| | Ability to understand and execute routine maintenance and repair procedures | 8.3.A | Demonstrate lubrication of shipboard equipment | | |
| | | 8.3.B | Demonstrate inspection of shipboard equipment | | |
| | Understanding manufacturer's safety guidelines and shipboard instructions | 8.4.A | Demonstrate tag out/lock out procedures | | |
| | Understanding manufacturer's safety guidelines and shipboard instructions | 8.4.B | Locate safety guidelines and shipboard instructions | | |
| | Knowledge of safe disposal of waste materials | 8.5.A | Demonstrate disposal of waste materials | | |
| | Knowledge of the application, maintenance and use of hand and power tools | 8.6.A | Demonstrate use and maintenance of hand and power tools | | |

RECORD OF ASSESSMENT

Able Seafarer - Deck

Qualified Assessors (QAs) witnessing the successful demonstrations noted in this record should provide the information below relative to their service with the candidate. Prospective QAs should have a minimum of at least 1 year of experience as Officer in Charge of a Navigational Watch on seagoing vessels of at least 200 GRT and/or 500 GT. For assessments signed on a military vessel, the assessor should be authorized to conduct similar assessments for the U.S. Navy or U.S. Coast Guard Personnel Qualification Standards (PQS) for Deck Watch Officer or be a First Class Boatswains Mate or above. After December 31, 2019, QAs must be approved by the National Maritime Center (46 CFR 10.107). Qualified military personnel will not need to be approved as QAs and may continue to sign assessments on military vessels after December 31, 2019.

| Vessel Name | Gross Tonnage (GT or GRT) | Dates of Service | | Assessor Name | Assessor Signature | Sample Initials of Assessor | Assessor's Mariner Reference No. | Assessor's Shipboard Position |
|----------------|---------------------------|------------------|-----------|------------------|-------------------------|-----------------------------|----------------------------------|-------------------------------|
| | | From | To | | | | | |
| M/V Onderbroek | 8,892 GRT | 7/7/2014 | 12/6/2014 | Alfred Wunsiedel | <i>Alfred Wunsiedel</i> | <i>AW</i> | 1234567 | Master |
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 Print Name of Candidate

 Candidate's Mariner Reference No.

RECORD OF ASSESSMENT

Able Seafarer – Deck

| Vessel Name | Gross Tonnage (GRT or GT) | Dates of Service | | Assessor Name | Assessor Signature | Initials of Assessor | Assessor Mariner Ref. No. | Assessor Shipboard Position |
|-------------|---------------------------|------------------|----|---------------|--------------------|----------------------|---------------------------|-----------------------------|
| | | From | To | | | | | |
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_____ *Print Name of Candidate*

_____ *Candidate's Mariner Reference No.*

Excerpts from the International Convention on Standards of Training,
Certification and Watchkeeping for Seafarers, 1978, as amended

and

Seafarers' Training, Certification and Watchkeeping Code, as amended

Notice: These excerpts are provided for background information only. By themselves, they do not constitute U. S. Coast Guard policy.

The Manila Amendments to the annex to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978

Chapter I
General provisions

Regulation I/6

Training and assessment

Each Party shall ensure that:

- .1 the training and assessment of seafarers, as required under the Convention, are administered, supervised and monitored in accordance with the provisions of section A-I/6 of the STCW Code; and
- .2 those responsible for the training and assessment of competence of seafarers, as required under the Convention, are appropriately qualified in accordance with the provisions of section A-I/6 of the STCW Code for the type and level of training and assessment involved.

Regulation I/12

Use of simulators

1 The performance standards and other provisions set forth in section A-I/12 and such other requirements as are prescribed in part A of the STCW Code for any certificate concerned shall be complied with in respect of:

- .1 all mandatory simulator-based training;
- .2 any assessment of competency required by part A of the STCW Code which is carried out by means of a simulator; and
- .3 any demonstration, by means of a simulator, of continued proficiency required by part A of the STCW Code.

Chapter II
Master and deck department

Regulation II/5

Mandatory minimum requirements for certification of ratings as able seafarer deck

1 Every able seafarer deck serving on a seagoing ship of 500 gross tonnage or more shall be duly certificated.

2 Every candidate for certification shall:

- .1 be not less than 18 years of age;
- .2 meet the requirements for certification as a rating forming part of a navigational watch;
- .3 while qualified to serve as a rating forming part of a navigational watch, have approved seagoing service in the deck department of:

.3.1 not less than 18 months, or

.3.2 not less than 12 months and have completed approved training; and

.4 meet the standard of competence specified in section A-II/5 of the STCW Code.

3 Every Party shall compare the standards of competence which it required of Able Seamen for certificates issued before 1 January 2012 with those specified for the certificate in section A-II/5 of the STCW Code, and shall determine the need, if any, for requiring these personnel to update their qualifications.

4 Until 1 January 2012, a Party which is also a Party to the International Labour Organization Certification of Able Seamen Convention, 1946 (No. 74) may continue to issue, recognize and endorse certificates in accordance with the provisions of the aforesaid convention.

5 Until 1 January 2017, a Party which is also a Party to the International Labour Organization Certification of Able Seamen Convention, 1946 (No. 74) may continue to renew and revalidate certificates and endorsements in accordance with the provisions of the aforesaid convention.

6 Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity in the deck department for a period of not less than 12 months within the last 60 months preceding the entry into force of this regulation for that Party.

**The Manila Amendments to the Seafarers' Training, Certification and Watchkeeping
(STCW) Code**

Chapter I

Standards regarding general provisions

Section A-I/6

Training and assessment

1 Each Party shall ensure that all training and assessment of seafarers for certification under the Convention is:

- .1** structured in accordance with written programmes, including such methods and media of delivery, procedures, and course material as are necessary to achieve the prescribed standard of competence; and
- .2** conducted, monitored, evaluated and supported by persons qualified in accordance with paragraphs 4, 5 and 6.

2 Persons conducting in-service training or assessment on board ship shall only do so when such training or assessment will not adversely affect the normal operation of the ship and they can dedicate their time and attention to training or assessment.

Qualifications of instructors, supervisors and assessors*

3 Each Party shall ensure that instructors, supervisors and assessors are appropriately qualified for the particular types and levels of training or assessment of competence of seafarers either on board or ashore, as required under the Convention, in accordance with the provisions of this section.

In-service training

4 Any person conducting in-service training of a seafarer, either on board or ashore, which is intended to be used in qualifying for certification under the Convention, shall:

- .1** have an appreciation of the training programme and an understanding of the specific training objectives for the particular type of training being conducted;
- .2** be qualified in the task for which training is being conducted; and
- .3** if conducting training using a simulator:
 - .3.1** have received appropriate guidance in instructional techniques involving the use of simulators; and

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

- .3.2 have gained practical operational experience on the particular type of simulator being used.

5 Any person responsible for the supervision of in-service training of a seafarer intended to be used in qualifying for certification under the Convention shall have a full understanding of the training programme and the specific objectives for each type of training being conducted.

Assessment of competence

6 Any person conducting in-service assessment of competence of a seafarer, either on board or ashore, which is intended to be used in qualifying for certification under the Convention, shall:

- .1 have an appropriate level of knowledge and understanding of the competence to be assessed;
- .2 be qualified in the task for which the assessment is being made;
- .3 have received appropriate guidance in assessment methods and practice;
- .4 have gained practical assessment experience; and
- .5 if conducting assessment involving the use of simulators, have gained practical assessment experience on the particular type of simulator under the supervision and to the satisfaction of an experienced assessor.

Training and assessment within an institution

7 Each Party which recognizes a course of training, a training institution, or a qualification granted by a training institution, as part of its requirements for the issue of a certificate required under the Convention, shall ensure that the qualifications and experience of instructors and assessors are covered in the application of the quality standard provisions of section A-I/8. Such qualification, experience and application of quality standards shall incorporate appropriate training in instructional techniques, and training and assessment methods and practice, and shall comply with all applicable requirements of paragraphs 4 to 6.

Section A-I/12

Standards governing the use of simulators

Part 1 – Performance standards

General performance standards for simulators used in training

- 1 Each Party shall ensure that any simulator used for mandatory simulator-based training shall:
- .1 be suitable for the selected objectives and training tasks;

- .2 be capable of simulating the operating capabilities of shipboard equipment concerned, to a level of physical realism appropriate to training objectives, and include the capabilities, limitations and possible errors of such equipment;
- .3 have sufficient behavioural realism to allow a trainee to acquire the skills appropriate to the training objectives;
- .4 provide a controlled operating environment, capable of producing a variety of conditions, which may include emergency, hazardous or unusual situations relevant to the training objectives;
- .5 provide an interface through which a trainee can interact with the equipment, the simulated environment and, as appropriate, the instructor; and
- .6 permit an instructor to control, monitor and record exercises for the effective debriefing of trainees.

General performance standards for simulators used in assessment of competence

2 Each Party shall ensure that any simulator used for the assessment of competence required under the Convention or for any demonstration of continued proficiency so required shall:

- .1 be capable of satisfying the specified assessment objectives;
- .2 be capable of simulating the operational capabilities of the shipboard equipment concerned to a level of physical realism appropriate to the assessment objectives, and include the capabilities, limitations and possible errors of such equipment;
- .3 have sufficient behavioural realism to allow a candidate to exhibit the skills appropriate to the assessment objectives;
- .4 provide an interface through which a candidate can interact with the equipment and simulated environment;
- .5 provide a controlled operating environment, capable of producing a variety of conditions, which may include emergency, hazardous or unusual situations relevant to assessment objectives; and
- .6 permit an assessor to control, monitor and record exercises for the effective assessment of the performance of candidates.

* * * * *

Part 2 – Other provisions

Simulator training objectives

6 Each Party shall ensure that the aims and objectives of simulator-based training are defined within an overall training programme and that specific training objectives and tasks are selected so as to relate as closely as possible to shipboard tasks and practices.

Training procedures

7 In conducting mandatory simulator-based training, instructors shall ensure that:

- .1 trainees are adequately briefed beforehand on the exercise objectives and tasks and are given sufficient planning time before the exercise starts;
- .2 trainees have adequate familiarization time on the simulator and with its equipment before any training or assessment exercise commences;
- .3 guidance given and exercise stimuli are appropriate to the selected exercise objectives and tasks and to the level of trainee experience;
- .4 exercises are effectively monitored, supported as appropriate by audio and visual observation of trainee activity and pre- and post-exercise evaluation reports;
- .5 trainees are effectively debriefed to ensure that training objectives have been met and that operational skills demonstrated are of an acceptable standard;
- .6 the use of peer assessment during debriefing is encouraged; and
- .7 simulator exercises are designed and tested so as to ensure their suitability for the specified training objectives.

Assessment procedures

8 Where simulators are used to assess the ability of candidates to demonstrate levels of competency, assessors shall ensure that:

- .1 performance criteria are identified clearly and explicitly and are valid and available to the candidates;
- .2 assessment criteria are established clearly and are explicit to ensure reliability and uniformity of assessment and to optimize objective measurement and evaluation, so that subjective judgements are kept to the minimum;
- .3 candidates are briefed clearly on the tasks and/or skills to be assessed and on the tasks and performance criteria by which their competency will be determined;

- .4 assessment of performance takes into account normal operating procedures and any behavioural interaction with other candidates on the simulator or with simulator staff;
- .5 scoring or grading methods to assess performance are used with caution until they have been validated; and
- .6 the prime criterion is that a candidate demonstrates the ability to carry out a task safely and effectively to the satisfaction of the assessor.

Qualifications of instructors and assessors*

9 Each Party shall ensure that instructors and assessors are appropriately qualified and experienced for the particular types and levels of training and corresponding assessment of competence as specified in regulation I/6 and section A-I/6.

* The relevant IMO Model Course(s) and resolution MSC.64(67), *Recommendations on new and amended performance standards*, may be of assistance in the preparation of courses.

Chapter II

Standards regarding the master and deck department

Section A-II/5

Mandatory minimum requirements for certification of ratings as able seafarer deck

Standard of competence

- 1** Every able seafarer deck serving on a seagoing ship of 500 gross tonnage or more shall be required to demonstrate the competence to perform the functions at the support level, as specified in column 1 of table A-II/5.
- 2** The minimum knowledge, understanding and proficiency required of an able seafarer deck serving on a seagoing ship of 500 gross tonnage or more is listed in column 2 of table A-II/5.
- 3** Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-II/5.

Table A-II/5*Specification of minimum standards of competence of ratings as able seafarer deck***Function: Navigation at the support level**

| Column 1 | Column 2 | Column 3 | Column 4 |
|--|--|--|--|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| Contribute to a safe navigational watch | <p>Ability to understand orders and to communicate with the officer of the watch on matters relevant to watchkeeping duties</p> <p>Procedures for the relief, maintenance and handover of a watch</p> <p>Information required to maintain a safe watch</p> | Assessment of evidence obtained from in-service experience or practical test | <p>Communications are clear and concise</p> <p>Maintenance, handover and relief of the watch is in conformity with acceptable practices and procedures</p> |
| Contribute to berthing, anchoring and other mooring operations | <p>Working knowledge of the mooring system and related procedures, including:</p> <p>.1 the function of mooring and tug lines and how each line functions as part of an overall system</p> <p>.2 the capacities, safe working loads, and breaking strengths of mooring equipment, including mooring wires, synthetic and fibre lines, winches, anchor windlasses, capstans, bitts, chocks and bollards</p> <p>.3 the procedures and order of events for making fast and letting go mooring and tug lines and wires, including towing lines</p> <p>.4 the procedures and order of events for the use of anchors in various operations</p> | <p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p> <p>.5 approved simulator training, where appropriate</p> | Operations are carried out in accordance with established safety practices and equipment operating instructions |

| Column 1 | Column 2 | Column 3 | Column 4 |
|-------------------|--|---|---|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| | Working knowledge of the procedures and order of events associated with mooring to a buoy or buoys | | |

Function: Cargo handling and stowage at the support level

| Column 1 | Column 2 | Column 3 | Column 4 |
|--|--|--|---|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| Contribute to the handling of cargo and stores | <p>Knowledge of procedures for safe handling, stowage and securing of cargoes and stores, including dangerous, hazardous and harmful substances and liquids</p> <p>Basic knowledge of and precautions to observe in connection with particular types of cargo and identification of IMDG labelling</p> | <p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p> <p>.5 approved simulator training, where appropriate</p> | <p>Cargo and stores operations are carried out in accordance with established safety procedures and equipment operating instructions</p> <p>The handling of dangerous, hazardous and harmful cargoes or stores complies with established safety practices</p> |

Function: Controlling the operation of the ship and care for persons on board at the support level

| Column 1 | Column 2 | Column 3 | Column 4 |
|--|---|---|--|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| Contribute to the safe operation of deck equipment and machinery | <p>Knowledge of deck equipment, including:</p> <p>.1 function and uses of valves and pumps, hoists, cranes, booms, and related equipment</p> <p>.2 function and uses of winches, windlasses, capstans and related equipment</p> <p>.3 hatches, watertight doors, ports, and related equipment</p> | <p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p> | <p>Operations are carried out in accordance with established safety practices and equipment operating instructions</p> |

| Column 1 | Column 2 | Column 3 | Column 4 |
|--|---|---|---|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| <p>Contribute to the safe operation of deck equipment and machinery <i>(continued)</i></p> | <p>.4 fibre and wire ropes, cables and chains, including their construction, use, markings, maintenance and proper stowage</p> <p>.5 ability to use and understand basic signals for the operation of equipment, including winches, windlasses, cranes, and hoists</p> <p>.6 ability to operate anchoring equipment under various conditions, such as anchoring, weighing anchor, securing for sea, and in emergencies</p> <p>Knowledge of the following procedures and ability to:</p> <p>.1 rig and unrig bosun's chairs and staging</p> <p>.2 rig and unrig pilot ladders, hoists, rat-guards and gangways</p> <p>.3 use marlin spike seamanship skills, including the proper use of knots, splices and stoppers</p> <p>Use and handling of deck and cargo-handling gear and equipment:</p> <p>.1 access arrangements, hatches and hatch covers, ramps, side/bow/stern doors or elevators</p> <p>.2 pipeline systems – bilge and ballast suction and wells</p> | <p>Assessment of evidence obtained from practical demonstration</p> <p>Assessment of evidence obtained from practical demonstration</p> <p>Assessment of evidence obtained from practical demonstration</p> | <p>Communications within the operator's area of responsibility are consistently successful</p> <p>Equipment operation is safely carried out in accordance with established procedures</p> <p>Demonstrate the proper methods for rigging and unrigging in accordance with safe industry practice</p> <p>Demonstrate the proper creation and use of knots, splices, stoppers, whippings, servings as well as proper canvas handling</p> |

| Column 1 | Column 2 | Column 3 | Column 4 |
|--|--|--|---|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| Contribute to the safe operation of deck equipment and machinery <i>(continued)</i> | .3 cranes, derricks, winches Knowledge of hoisting and dipping flags and the main single-flag signals. (A, B, G, H, O, P, Q) | | Demonstrate the proper use of blocks and tackle Demonstrate the proper methods for handling lines, wires, cables and chains |
| Apply occupational health and safety precautions | Working knowledge of safe working practices and personal shipboard safety including: .1 working aloft .2 working over the side .3 working in enclosed spaces .4 permit to work systems .5 line handling .6 lifting techniques and methods of preventing back injury .7 electrical safety .8 mechanical safety .9 chemical and biohazard safety .10 personal safety equipment | Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience | Procedures designed to safeguard personnel and the ship are observed at all times Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times |

| Column 1 | Column 2 | Column 3 | Column 4 |
|---|---|---|--|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| Apply precautions and contribute to the prevention of pollution of the marine environment | <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Knowledge of the use and operation of anti-pollution equipment</p> <p>Knowledge of the approved methods for disposal of marine pollutants</p> | <p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p> | Procedures designed to safeguard the marine environment are observed at all times |
| Operate survival craft and rescue boats | <p>Knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment</p> <p>Knowledge of survival at sea techniques</p> | Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4 | Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards |

Function: Maintenance and repair at the support level

| Column 1 | Column 2 | Column 3 | Column 4 |
|---|---|--|---|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| <p>Contribute to shipboard maintenance and repair</p> | <p>Ability to use painting, lubrication and cleaning materials and equipment</p> <p>Ability to understand and execute routine maintenance and repair procedures</p> <p>Knowledge of surface preparation techniques</p> <p>Understanding manufacturer's safety guidelines and shipboard instructions</p> <p>Knowledge of safe disposal of waste materials</p> <p>Knowledge of the application, maintenance and use of hand and power tools</p> | <p>Assessment of evidence obtained from practical demonstration</p> <p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p> | <p>Maintenance and repair activities are carried out in accordance with technical, safety and procedural specifications</p> |

**GUIDANCE REGARDING PROVISIONS OF THE ANNEX TO
THE STCW CONVENTION
PART B**

Chapter I

Guidance regarding general provisions

Section B-I/6

Guidance regarding training and assessment

Qualifications of instructors and assessors

1 Each Party should ensure that instructors and assessors are appropriately qualified and experienced for the particular types and levels of training or assessment of competence of seafarers, as required under the Convention, in accordance with the guidelines in this section.

In-service training and assessment

2 Any person, on board or ashore, conducting in-service training of a seafarer intended to be used in qualifying for certification under the Convention should have received appropriate guidance in instructional techniques*.

3 Any person responsible for the supervision of in-service training of a seafarer intended to be used in qualifying for certification under the Convention should have appropriate knowledge of instructional techniques and of training methods and practice.

4 Any person, on board or ashore, conducting an in-service assessment of the competence of a seafarer intended to be used in qualifying for certification under the Convention should have:

- .1** received appropriate guidance in assessment methods and practice*; and
- .2** gained practical assessment experience under the supervision and to the satisfaction of an experienced assessor.

5 Any person responsible for the supervision of the in-service assessment of competence of a seafarer intended to be used in qualifying for certification under the Convention should have a full understanding of the assessment system, assessment methods and practice*.

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Chapter II

Guidance regarding the master and the deck department

Section B-II/5

Guidance regarding the certification of ratings as able seafarer deck

Onboard training should be documented in an approved training record book.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.