

2018

The Coasties' Guide to the Merchant Mariner Credentialing Process



M. D. Howell

Lieutenant, U. S. Coast Guard

Sponsor's Representative,

Office of Cutter Forces (CG-751)

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DISCLAIMER: While we are confident of the accuracy of the information that follows, it is an interpretation of large amounts of highly technical information that is subject to change over time. If at any point you have any questions or want to verify your understanding of something, you are strongly encouraged to visit the NMC website or give them a call. This guide is intended to help you ask informed questions. Additionally, if you find errors in this document, [let us know](#).

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Chapter 1 – Introduction

As an active or former Coast Guard member, you may have considered the possibility of pursuing a Merchant Mariner Credential (MMC) or “license” at some point during your career. You likely have received training and knowledge that transfers over to the merchant maritime industry from your service in the Coast Guard. If you moved beyond consideration and began researching the steps, you may have quickly become intimidated by the process, list of requirements, and financial investment required. If so, you are not alone, as this is a common frustration throughout the Coast Guard. The purpose of this guide is to help you overcome these barriers by providing an explanation of the licensing process, requirements, and how to navigate them efficiently.

It is necessary to hold an MMC to pursue professional maritime occupations outside of the Coast Guard. The Coast Guard’s National Maritime Center (NMC) is responsible for issuing professional credentials to mariners who are fully compliant with current regulations, in the most effective and efficient manner possible, in order to ensure a safe, secure, economically efficient, and environmentally sound Marine Transportation System. The NMC has 20 Regional Exam Centers (RECs) throughout the United States. RECs are servicing centers for mariners that pre-screen applications, administer examinations, conduct oversight of Coast Guard approved courses, and support community outreach programs. It is important that you provide the REC with a complete application package to avoid delay. The [NMC website](#) is an excellent resource, but has so much information that it may be difficult for individuals to understand what they specifically must do in order to obtain the licenses or endorsements they are pursuing. The NMC website and phone number (**1-888-I-ASK-NMC**) provide a venue for asking questions, but even with this responsive service, the answers you get are only as good as the questions you ask.

This guide was written in coordination between the Office of Cutter Forces (COMDT CG-751) and the NMC based on various checklists, policies and Code of Federal Regulations (CFRs). Armed with this guide, a Coast Guard member will be able to accurately assess their Coast Guard experience and professional goals against the licensing requirements and procedures, in order to understand the merchant mariner credentialing process.

Before starting the application process, it is recommended that you acquire/compile the important documents discussed in Chapter 5 of this guide, including:

1. Transportation Worker Identification Card (TWIC)
2. Transcript of Sea Service (TOSS) and other sea service documentation
3. Physical Form (CG-719K)
4. Application Form (CG-719B)
5. Checklist for applicable endorsement
6. Drug Test Verification Letter Memo

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Chapter 2 – Sea Service and Capacities

1. **Elements of Sea Service Consideration and Capacities:** There are several different considerations that may come into play, depending on what level of license you are applying for:
 - a. *Recency:* All licenses require 90 days of sea service in the previous seven years for military applicants.
 - b. *Scope/Route:* This may be relevant depending on the license and waters you are looking to operate within. They are:
 - Western Rivers
 - Great Lakes/Inland
 - Near Coastal (Out to 200 NM)
 - Oceans
 - Coming Soon “Polar” (Oceans for now)
 - c. *Service:* This is your amount of creditable sea time. Sea service is credited differently for military applicants than it is for merchant mariners. Merchant mariners typically only receive time for days aboard a vessel. Since military members receive credit for all time they are assigned to a vessel, whether or not they were aboard (i.e. including time TDY or on leave), military sea service is credited at 60%. For example, a two year tour onboard a Coast Guard cutter will be credited as approximately 438 days $((365 \times 2) \times 0.6)$. The NMC uses 360 days of sea service as equivalent to one year for credentialing.
 - Military sea service is evaluated sequentially in the order obtained over the course of a military career, which reflects the same progression for a merchant mariner. Tonnage limitations are calculated for each license level through the progression. It is not acceptable to average tonnage over a career. Pay particular attention to the recency requirements because recency, or lack thereof, can also limit the tonnage or horsepower for an original license.
 - Request a Transcript of Sea Service (TOSS) from Coast Guard Pay and Personnel Center (PPC) to document cutter sea service. Utilize the Abstract of Operations (AOPs) reports for small boat sea service. Other acceptable military tracking software printouts may be submitted if they document all information required by 46 CFR 10.225(b)(6). *NOTE: A unit generated letter, CG-3307 or DD Form 214 is not acceptable evidence of sea service.*
- d. *Tonnage or Horsepower:* Some licenses require part of the sea service to be on vessels of a minimum tonnage or horsepower (HP). *NOTE: Tonnage for commercial purposes is Gross Registered Tons (GRT), not simple displacement.*

Below are resources for U.S. Coast Guard personnel records:

- | | |
|----------------------------|--------------------------------------|
| 1) USCG PPC TOSS (Primary) | 3) CGBI |
| 2) Direct Access (DA) | 4) Military Personnel Records, SF-18 |

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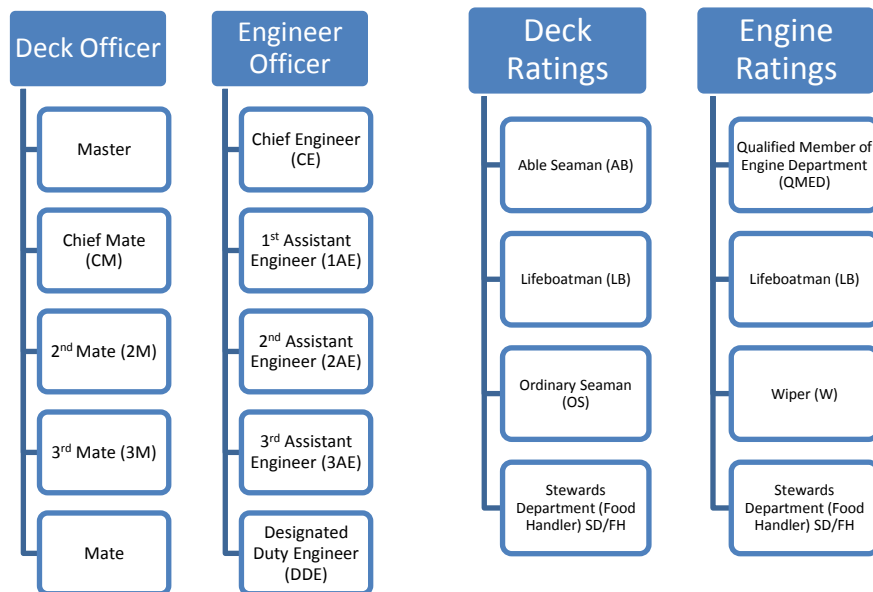
- Cutter Classification by GRT: The TOSS is the most definitive and recommended way to determine the classification of tonnage (see chapter 5 of this guide). As the majority of military vessels are not measured in GRT or net tonnage, below are general calculations for Coast Guard cutters:

Greater than 1600 GRT: Cutters 225 feet in length and above

Less than 1600 but greater than 200 GRT: Cutters 110 feet to 210 feet in length

Less than 200 GRT: Cutters 100 feet in length and below

- Cutter Classification by Horsepower (HP): For engineers, service on vessels of 4,000 HP or more can qualify for Unlimited HP endorsements. Cutters 110 feet in length and above exceed 4,000 HP.
- e. *Position Held/Capacity:* The capacity or your position on the vessel always needs to be listed on your sea service forms. Some licenses require that part of your sea service be as a master/mate or equivalent (MME) or chief/assistant engineer. This requires Coast Guard Coxswain, OOD, EOW, EO/EPO, XO/XPO, or CO/OINC time. Chapter 2 of the Marine Safety Manual Vol. III, [COMDTINST M16000.8 \(series\)](#) lists the suggested acceptance of sea service for military ratings and their equivalencies. The type of credit can be either deck or engine and has stipulations that may limit time creditable to the member.
- For merchant mariner credentials, officer capacities (i.e. Mate) are considered *licensed*, and ratings capacities (i.e. Able Seaman) are considered *unlicensed*. The table below illustrates the merchant marine shipboard hierarchy. Similar to the chain of command aboard a Coast Guard cutter, there is comparable hierarchy in the merchant marines.



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2. Coast Guard Enlisted Personnel Applying For Licenses:

a. *Deck:*

- Service as a Seaman Apprentice (SA) or Seaman (SN) is equivalent to sea service as an Ordinary Seaman or deckhand;
- Service as a Petty Officer in the deck department is considered equivalent to that of an Able Seaman (AB); and
- Deck department Petty Officers and above with a qualification as underway Officer of the Deck (OOD) is equivalent to licensed mate time.
- Service experience obtained as a underway Junior Officer of the Deck (JOOD)/Quartermaster of the Watch (QMOW) is considered equivalent (on a one-for-one basis) to AB time.

b. *Engine:*

- Service as a Fireman Apprentice (FA) or Fireman (FN) is equivalent to sea service as a Wiper or Coal Passer.
- Service as a Petty Officer in the engineering department is considered equivalent to that of a Qualified Member of the Engine Department (QMED).
- Engineering Petty Officers and above with qualifications as Engineer of the Watch (EOW) is equivalent to licensed Assistant Engineer time.

3. Coast Guard Officers Applying For Licenses:

- a. *Deck:* Qualification as an underway OOD is considered equivalent to the watch standing duties performed by licensed mates aboard merchant vessels. Therefore, this qualifying sea service may be used to satisfy the experience requirements for an original mate license or raise of grade. For an original Third Mate's license, up to 18 months service as an underway OOD may be substituted for up to 36 months of unlicensed service. When computing sea service toward a license grade above Third Mate, such as a raise of grade to Second Mate, underway OOD time is creditable on a one-for-one basis. Service experience obtained as an underway JOOD/QMOW is considered equivalent (on a one-for-one basis) to Able Seaman time.
- b. *Engine:* Each day of Engineer of the Watch (EOW) sea service is counted as two days of the required service for an original Third Assistant Engineer's license. As an example, 18 months of sea service as an EOW is equal to 36 months creditable sea service. Service as an EOW is equivalent to licensed merchant marine watchstanding service rather than unlicensed service.

Chapter 3 – Requirements for National Endorsements

1. A National endorsement is a domestic license; Chapter 4 discusses adding International (STCW) endorsements. Training required for an endorsement must be approved by the Coast Guard. A complete listing of approved courses is available at the NMC [“Approved Courses”](#) page. However, the requirements listed may not be necessary for all endorsements, especially for lower level endorsements and ratings. If training within the Coast Guard has not met all of the requirements for a desired endorsement, you may choose to take a commercially offered course on the approved course list.
2. If you have a National endorsement due for renewal and you do not meet all of the requirements, you may request *continuity*, which puts a freeze on the endorsement. This may reduce the effort required to renew it at a later time when you do meet the requirements.
3. **Original Merchant Marine Officer Requirements:**
 - a. *First Aid/CPR*: First Aid (within one year) and current Cardiopulmonary Resuscitation (CPR) certification are required for original officer endorsements. Training can often be provided at no cost by your local Health Services Technician (HS) or arranged through the American Red Cross. If you have completed First Aid and CPR through military training it may be accepted; please submit course certificates with your application for review. For any further application (such as a renewal), these certifications are not necessary.
 - b. *Basic and Advanced Firefighting*: Courses must be completed within 5 years of applying for the license. Navy firefighting courses currently are not on the approved list.
 - c. *Radar-Observer*: Applicants must attend a Coast Guard approved course. This is not a requirement for all licenses, but is a requirement to operate a vessel equipped with radar. All ocean-going vessels have radar and an oceans license with a radar-observer limitation would be a significant caveat. The Coast Guard Academy (CGA) has been listed on the approved courses list for Officer in Charge of a Navigational Watch (OICNW) USCOGA-0695 which includes radar. If you are a CGA graduate, you may already meet this requirement.
4. **Required Ratings for Upper Level Licenses (if applicable)**: Endorsements of greater scope require these ratings.
 - a. *Qualification as an Able Seaman (AB)*: There are multiple versions of the AB endorsement (unlimited, limited, special, offshore supply vessels, fishing, sail, and Mobile Offshore Drilling Unit (MODU)). All ABs must be qualified as Lifeboatman/Lifeboatman Limited. The AB rating can be obtained through sea service with completion of an approved course or passing of a written exam. If you have graduated from CGA or BM “A” school you likely have met parts of this requirement.

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- b.** *Qualification as a Lifeboatman:* There are several different categories for this rating. Commercial courses are available to earn this rating, but the most direct way for individuals not desiring to serve on vessels equipped with lifeboats (i.e. “Lifeboatman Limited”) is through in-service qualification. In this fashion, an applicant can participate in assessments and a written exam. The assessments can be completed on a Coast Guard cutter using an embarked cutter boat. See [NVIC 04-14](#) for specific guidance. If you have graduated from CGA or BM “A” school you likely have met parts of this requirement.
- c.** *Qualification as a Qualified Member of the Engine Department (QMED):* There are several different capacities for this rating: Oiler, Fireman, Pumpman, Electrician and more. This rating can be obtained through sea service with completion of an approved course or by passing a written exam.

Chapter 4 - STCW International Endorsements

- 1. Standards of Training, Certification, and Watchkeeping (STCW) International Endorsements:** These endorsements are evaluated separately from National endorsements. STCW applies to mariners employed on vessels greater than 200GRT/500ITC operating seaward of the boundary line, but smaller tonnages can also be endorsed. The statement “seaward of the boundary line per [46 CFR Part 7](#)” is generally a line drawn between the most seaward points of land at the entrances to rivers, harbors or bays, and will vary by location. STCW requirements may be completed through in-service experience or training. The NMC [STCW](#) page has an abundance of information.
- 2. Officer in Charge of a Navigational Watch (OICNW):** This endorsement is required for any non-maritime academy graduate pursuing a Third Mate’s license. See Navigation Vessel Inspection and Circular ([NVIC](#)) [12-14](#) for more information and the required in-service assessment sheets. To earn the OICNW endorsement, you must also submit documentation of having completed all approved training per 46 CFR 11.309, which is listed in the checklist for OICNW on the NMC website. If you have graduated from CGA or completed the most recent Underway OOD Watchstation Qualification Standards (WQS), you likely have met parts of this requirement.
- 3. Rating Forming Part of a Navigational Watch (RFPNW):** There are two ways to obtain this STCW endorsement:
 - a. Provide evidence of six months of approved, seagoing service that includes training and experience associated with navigational watchkeeping functions and involves duties carried out under the direct supervision of the master, OICNW or qualified ratings. You must also submit assessments from [NVIC 06-14](#).
 - OR
 - b. Provide evidence of satisfactory completion of an approved course or accepted “special training” required by the STCW plus a period of approved seagoing service. The length of the period of approved seagoing service will be specified as part of the course's approval and shall be no less than two months. If you have graduated from CGA, you have likely met parts of this requirement.
- 4. Officer in Charge of an Engineering Watch (OICEW):** This endorsement is required for any non-maritime academy graduate pursuing a Third Assistance Engineer’s license. See [NVIC 17-14](#) for more information and the required in-service assessment sheets. To earn the OICEW endorsement you must also submit documentation of having completed all approved training per 46 CFR 11.329 which is also listed in the checklist for OICEW on the NMC website. If you have graduated from an engineering “A” school or completed EOW WQS, you have likely met parts of this requirement.
- 5. Rating Forming Part of an Engineering Watch (RFPEW):** There are two ways to obtain this STCW endorsement.

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- a. Provide evidence of six months of approved, seagoing service that includes training and experience associated with engine room functions and involves duties carried out under the direct supervision of an engineer officer or qualified STCW rating. You must also submit assessments from [NVIC 07-14](#).

OR

- b. Provide evidence of satisfactory completion of a course approved or accepted as “special training” required by the STCW plus a period of approved seagoing service. The length of the period of approved seagoing service will be specified as part of the course's approval and will not be less than two months. If you have graduated from an engineering “A” school you have likely met parts of this requirement.

6. STCW Approved Training:

- a. *Basic Training (BT)*: To receive a STCW endorsement, all seafarers must receive training or instruction and demonstrate proficiency in BT through completion of Coast Guard approved courses. The four BT courses are: Personal Survival Techniques, Fire Prevention and Fire Fighting, Elementary First Aid, and Personal Safety and Social Responsibilities. Course completion certificates must be dated within five years of your application date.
- b. *Bridge Resource Management (BRM)*: This endorsement can be obtained through a Coast Guard approved course. If you have completed the Coast Guard’s BRM course or Prospective Commanding Officer (PCO)/Prospective Executive Officer (PXO) course, you likely have met this requirement.
- c. *Flashing Light*: Required of any officer on vessels 1600 GRT or above.
- d. *Leadership and Managerial Skills*: Required of Chief Mate, Master, Chief Engineer, or Second Engineering Officer (1AE) who is obtaining an STCW regulation II/2, II/3, III/2, or III/3 credential (not required for STCW II/3 Master less than 500GT near coastal). If you completed a CG Leadership Development Center course you may have met this requirement. Leadership and Managerial Skills will supersede Leadership and Teamworking Skills when applicable.
- e. *Leadership and Teamworking Skills*: Required of OICNW and OICEW who is obtaining an STCW regulation II/1, II/3, or III/1 credential (not required for STCW II/3 OICNW less than 500GT near coastal). If you completed a Coast Guard Leadership Development Center course you may have met this requirement.
- f. *Engine Resource Management (ERM)*: Required of Chief Engineer, Second Engineering Officer (1AE) or OICEW who is obtaining an STCW regulation III/1, III/2, or III/3 credential.
- g. *Management of Electrical and Electronic Control Equipment (MEECE)*: Required of Chief Engineer or Second Engineering Officer (1AE) who is obtaining an STCW regulation III/2, or III/3 credential.

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- h.** *Global Maritime Distress and Safety System (GMDSS) (optional):* Completion of a Coast Guard approved course is required to obtain this endorsement.
 - i.** *Automatic Radar Plotting Aid (ARPA) (optional):* Completion of a Coast Guard approved course is required to obtain this endorsement. If not submitted, a limitation will be placed on your STCW endorsement.
 - j.** *Electronic Chart Display and Information System (ECDIS) (optional):* Completion of a Coast Guard approved course is required to obtain this endorsement. If not submitted, a limitation will be placed on your STCW endorsement.
- 7. STCW Renewal:** The three elements vital to STCW renewal are: BT, Proficiency of Survival Craft (PSC)/PSC Limited, and Advanced Firefighting. For renewal of BT, you must maintain the minimum standards of competence within the previous five years by assessment of a practical demonstration of your skills and abilities.
 - a. BT Renewal:**
 - One year of sea service within past five years in a capacity relevant to BT (shipboard drills) and a BT revalidation course.
 - OR
 - If you do not meet the minimum sea service requirement you must take a BT refresher course and submit the course completion certificate.
 - b. PSC/PSC Limited Renewal:**
 - One year of sea service within past five years in a capacity relevant to BT (shipboard drills) and renewal of BT.
 - OR
 - If you do not meet minimum sea service, you must take a PSC/PSC Limited course or refresher course and submit the course completion certificate.
 - c. Advanced Firefighting Renewal:**
 - One year of sea service within past five years in a capacity relevant to BT AND an Advanced Firefighting revalidation course within five years.
 - OR
 - If you do not meet minimum sea service, you must take an Advanced Firefighting course or refresher course and submit the course completion certificate.
 - d.** Most courses required for STCW are valid for five years. If you are due for a renewal it may be to your benefit to apply prior to the expiration of your previous courses. This will buy you time until they are due at your next renewal.

Chapter 5 – Submitting Your Application

1. Application Definitions:

- a. *Original*: The first credential issued to an applicant.
- b. *Renewal*: Re-issuance of a current or previously held credential with a new five year expiration date.
- c. *Raise of Grade*: Increasing the level of authority and responsibility associated with a credential.
- d. *Modification/Increase of Scope*: Removing limitation previously placed on the credential such as a change in horsepower, tonnage limitation, or geographic route.
- e. *Duplicate*: A replacement credential issued containing the same authority, wording, and expiration date as a lost or destroyed credential.
- f. *Continuity*: Documents issued solely to maintain an individual's eligibility for renewal. The holder is not authorized to work under this document.

- 2. **Transportation Worker Identification Card (TWIC)**: Any mariner applying for an MMC must obtain a valid [TWIC](#). The current price for a TWIC is \$125.25. To apply, go online, register, pre-enroll, and schedule an appointment. At your in-person appointment you will complete required paperwork, answer some basic questions, and have your photo and fingerprints taken. A few weeks later (assuming a clean background check), you will receive your TWIC in the mail. Completing this requirement will also meet the MMC requirement for a Passport-type photo as this will be provided by the Transportation Security Administration (TSA) directly to the NMC.
- 3. **[Request a TOSS](#) or other sea service documentation**: Requests for military sea service documentation may take up to 90 days to process, so ensure this is completed early on in your preparations. Refer to the sea service section (Chapter 2 of this guide) for more information.
- 4. **Complete a physical exam using Form CG-719K**: Your servicing CG or DoD clinic should be able to assist you in fulfilling this requirement. It may be helpful to send them a copy of the form in advance or to fill it out prior to your appointment to expedite the process. The form is available on the NMC website [forms page](#). **NOTE: The physical must be completed within a year of your application.**
- 5. **Complete application Form CG-719B**: This form is available on the NMC website [forms page](#).
- 6. **Review applicable checklists**: The applicable checklist for the endorsement which you are applying for is available at the NMC website [checklist page](#).

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- 7. Verify Drug Testing Compliance:** License applicants have to demonstrate performance in a random drug testing program. As a Coast Guard member, you are enrolled in a random drug testing program. Your command can provide verification with a simple memo as formatted below:



United States Coast Guard
Your Office Name

12345 Coast Guard Drive
Anytown, ST 12345-0001
Phone: (xxx) xxx-xxxx
Fax: (xxx) xxx-xxxx
Email: first.m.last@uscg.mil

5210
DATE

MEMORANDUM

From: **COMMANDING OFFICER**
UNIT NAME

To: National Maritime Center (NMC)

Subj: PERIODIC DRUG TESTING VERIFICATION –**SNM**

Ref: (a) CG-719P

1. In accordance with reference (a) **SNM, RANK/ SSN#** has been subject to a random drug testing program and has never refused to participate in or failed a chemical drug test for dangerous drugs.
2. **SNM** is currently on active duty and attached to **UNIT, UNIT LOCATION**.

#

- 8. Pay Applicable Fees:** Upon submission of your application, you will be required to pay the applicable fees. If you are required to take an exam you will pay an additional fee prior to the exam. The NMC website has a current fee table posted on the [“Fees FAQ”](#) page, however, it is advisable to verify amount payable through the NMC Customer Service Center or local REC. Please note that no payments are received at the NMC. [Pay.gov](#) is the preferred method for payment.

- 9. Overview:** The entire process overview is depicted in the illustration below.



Chapter 6 – Approval to Test and Exams

1. You have submitted your application, physical, and all required documentation and have been approved to test. Congratulations! You are almost done.
2. **Approval To Test:** Upon receiving your Approval To Test (ATT) letter, you will need to schedule your exam at an REC by utilizing the [examinations tab](#) on the NMC website. ATT letters are valid for one year from the date of the letter. You will need to pay the appropriate fee for the exam at [pay.gov](#).
3. **Testing Format:** The exams come in two formats:
 - Standard multiple choice exams.
 - Practical exams requiring plotting, use of tables, etc. The questions themselves are still multiple choice.
4. **Test Preparation:** In preparing for your exam, several study resources are available. A few options include (*This is not an endorsement, these are a few of the many study tools*):
 - Free exam guides, sample exams and references listed on the [examinations tab](#) on the NMC website.
 - “Murphy’s Books” (study books separated into volumes by topic) available online at [MDNautical](#).
 - [USCGQ.com](#) free online practice questions and paid options for studying.
 - [Lapware](#) (a paid for option with extensive resources).
5. **Retest Policy:** If you need to retest reference the “Retest Policy” information at the NMC [Examinations tab](#).
6. **If you passed your examination, congratulations! You should be getting an MMC in the mail soon.**

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Appendix A –Acronyms

A/E: Assistant Engineer
AB: Able Seaman
AGT: Any Gross Tons (also referred to as Unlimited Tonnage)
AHP: Any Horsepower
AMS: Apprentice Mate (Steersman)
ARPA: Automatic Radar Plotting Aid
AS-D: Able Seafarer-Deck
AS-E: Able Seafarer-Engine
BCO: Ballast Control Operator
BRM: Bridge Resource Management
BS: Barge Supervisor
BT: Basic Training
CE: Chief Engineer
CM: Chief Mate
COLREGS: International Regulations for Preventing Collisions at Sea
DDE: Designated Duty Engineer
DEU: Deck Engine Utility
DL/LG: Dangerous Liquid/Liquefied Gas
FCC: Federal Communications Commission
FCP: First Class Pilot
GL: Great Lakes
GMDSS: Global Maritime Distress and Safety System
GRT: Gross Registered Tons (for National endorsements)
GT: Gross Tons (for STCW/International endorsements)
IMO: International Maritime Organization
IN or INL: Inland
ITC: International Tonnage Convention (for STCW/International endorsements)
MMC: Merchant Mariner Credential
MME: Master/Mate Equivalency
MMLD: Merchant Mariner Licensing and Documentation (NMC Database Program)
MODU: Mobile Offshore Drilling Unit
MPTV: Mate (Pilot) Towing Vessels
MSM: Marine Safety Manual
NC: Near Coastal
NMC: National Maritime Center

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NVIC: Navigation Vessel Inspection and Circular (CG Policy)

OC: Oceans

OICEW: Officer In Charge of an Engineering Watch

OICNW: Officer In Charge of a Navigational Watch

OIM: Offshore Installation Manager

OS: Ordinary Seaman

OSV: Offshore Supply Vessel

OUPV: Operator of Uninspected Passenger Vessels

PIC: Person In Charge

PQEB: Professional Qualifications Evaluations Branch (NMC)

QMED: Qualified Member of the Engine Department

REC: Regional Exam Center

RFPEW: Rating Forming Part of an Engineering Watch

RFPNW: Rating Forming Part of a Navigational Watch

SD/FH: Steward Department/Food Handler

SSEB: Safety and Suitability Evaluations Branch (NMC)

STCW: Standards of Training, Certification, and Watchkeeping

TOSS: Transcript of Sea Service

TWIC: Transportation Worker Identification Card

UFIV: Uninspected Fishing Industry Vessel

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Appendix B –References

NMC Website: <http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/National-Maritime-Center/>

The NMC uses governing references to evaluate and issue merchant mariner credentials:

NMC Policy & Regulation: http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/National-Maritime-Center-NMC/policy_regulations/

- United States Code: Policy and guidance are provided for the purpose of clarifying those statutes and regulations. The United States Code (USC) is the official compilation and codification of federal statutes.
- Code of Federal Regulations (CFRs): 46 CFR Parts 10, 11, 12,13,15, and 16 are directly related to the National Maritime Center's credentialing program.
- USCG Policy Letters: Are provided for the purpose of informing the general public of the USCG's standing or views on various subject areas.
- USCG Guidance Documents: Provide detailed guidance about the enforcement of or compliance with certain Federal marine safety regulations and Coast Guard marine safety programs.
- Marine Safety Manual: Provides interpretations on International conventions and regulatory issues relating to marine industry personnel.
- Navigation and Vessel Inspection Circulars (NVICs): Provide detailed guidance about the enforcement of or compliance with certain Federal marine safety regulations and Coast Guard marine safety programs.

NMC Checklists: <http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/National-Maritime-Center-NMC/checklist/>

NMC Forms Page: <http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/National-Maritime-Center-NMC/forms/>

NMC Examinations Page: <http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/National-Maritime-Center-NMC/Examinations/>

NMC Frequently Asked Questions: <http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/National-Maritime-Center-NMC/faq/>

Pay.gov: <https://pay.gov/public/form/start/4795779>

TSA for TWIC: <https://www.tsa.gov/for-industry/twic>

TOSS: <http://www.dcms.uscg.mil/ppc/adv/toss/>

Marine Safety Manual, Volume III:
https://cg.portal.uscg.mil/sites/externaldata/Directives/CIM_16000_8B.pdf

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Electronic Code of Federal Regulations (e-CFR): https://www.ecfr.gov/cgi-bin/text-idx?sid=16f00c4a8660982f17bf2ebf853859ff&c=ecfr&tpl=/ecfrbrowse/Title46/46cfrv1_02.tpl

Officer of Cutter Forces (CG-751): <https://cg.portal.uscg.mil/units/cg751/SitePages/Home.aspx>

Lapware: <https://www.lapware.org/site/>

MD Nautical “Murphy Books:” <https://mdnautical.com/783-murphy-s-deck-officers-guides>

USCGQ: <https://www.uscgq.com/>

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