

§ 12.40-15

(i) The emergency-related duties do not require any other rating or endorsement, except lifeboatman as specified in paragraph (a)(3) of this section;

(ii) The non-resident alien has completed familiarization and basic safety training, as required in § 15.1105 of this subchapter;

(iii) That if the non-resident alien serves as a lifeboatman, he or she must have the necessary lifeboatman's endorsement; and

(iv) The non-resident alien has completed the training for crewmembers on passenger ships performing duties involving safety or care for passengers, as required in subpart 12.35 of this part.

(c) A non-resident alien may only serve for an aggregate period of 36 months actual service on all authorized U.S.-flag large passenger vessels combined under the provisions of this subpart:

(1) Once this 36-month limitation is reached, the merchant mariner's document becomes invalid and must be returned to the Coast Guard under § 12.40-7(d), and the non-resident alien is no longer authorized serve in a position requiring a merchant mariner's document on any U.S.-flag large passenger vessel; and

(2) An individual who successfully adjusts his or her immigration status to become either a alien lawfully admitted for permanent residence to the United States or citizen of the United States may apply for a merchant mariner's document, subject to the requirements of §§ 12.02-10, 12.02-12 and 12.02-14 of this part, without any restrictions or limitations imposed by this subpart.

§ 12.40-15 Alternative means of compliance.

(a) The owner or managing operator of a U.S.-flag large passenger vessel, or U.S.-flag large passenger vessels, seeking to employ non-resident aliens issued merchant mariner's documents under this subpart may submit a plan to the Coast Guard, which, if approved, will serve as an alternative means of complying with the requirements of this subpart.

(b) The plan must address all of the elements contained in this subpart, as well as the related elements contained

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in § 15.530 of this subchapter, to the satisfaction of the Coast Guard.

PART 13—CERTIFICATION OF TANKERMEN

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AUTHORITY: 46 U.S.C. 3703, 7317, 8105, 8703, 9102; Department of Homeland Security Delegation No. 0170.1.

SOURCE: CGD 79-116, 60 FR 17142, Apr. 4, 1995, unless otherwise noted.

Subpart A—General

§ 13.101 Purpose.

This part describes the various tankerman endorsements issued by the Coast Guard and prescribes the requirements for obtaining an endorsement as a “Tankerman-PIC,” “Tankerman-PIC (Barge),” “Tankerman-Assistant,” or “Tankerman-Engineer” to a merchant mariner’s document.

§ 13.103 Definitions.

As used in this part:

Approved training means training that is approved by the Coast Guard or meets the requirements of §10.309 of this chapter.

Cargo engineer means a licensed person on a dangerous-liquid tankship or a liquefied-gas tankship whose primary responsibility is maintaining the cargo system and cargo-handling equipment.

Competent person means a person designated as such in accordance with 29 CFR 1915.7.

Dangerous liquid means a liquid listed in 46 CFR 153.40 that is not a liquefied gas as defined in this part. Liquid cargoes in bulk listed in 46 CFR Part 153, Table 2, are not dangerous-liquid cargoes when carried by non-oceangoing barges.

Directly supervised means being in the direct line of sight of the person in charge, or maintaining direct, two-way communications by a convenient, reliable means, such as a predetermined working frequency over a hand-held radio.

DL means dangerous liquid.

IMO means the International Maritime Organization.

Liquefied gas means a cargo that has a vapor pressure of 172 kPa (25 psia) or more at 37.8 C (100 F).

LG means liquefied gas.

Liquid cargo in bulk means a liquid or liquefied gas listed in 46 CFR 153.40 and carried as a liquid cargo or liquid-cargo residue in integral, fixed, or portable

tanks, except a liquid cargo carried in a portable tank actually loaded and discharged from a vessel with the contents intact.

Marine chemist means a person certified by the National Fire Protection Association.

MMD means a merchant mariner’s document issued by the Coast Guard.

Officer in Charge, Marine Inspection (OCMI) for the purposes of part 13 means the officer or individual so designated at one of the Regional Examination Centers, or any person so designated by the Commandant.

Participation, when used with regard to the service on transfers required for tankerman by §13.120, 13.203, or 13.303, means either actual participation in the transfers or close observation of how the transfers are conducted and supervised.

PIC means a person in charge.

Regional examination center (REC) means an office of an OCMI that performs licensing and certification.

Restricted Tankerman endorsement means a valid tankerman endorsement on an MMD restricting its holder as the OCMI deems appropriate—for instance, to one or a combination of the following: A specific cargo or cargoes; a specific vessel or vessels; a specific facility or facilities; a specific employer or employers; a specific activity or activities (such as loading or unloading in a cargo transfer); or a particular area of water.

Self-propelled tank vessel means a self-propelled tank vessel other than a tankship.

Simulated transfer means a transfer practiced in a course meeting the requirements of §13.121 that uses simulation supplying part of the service on transfers required for tankerman by §13.203 or 13.303.

Tank barge means a non-self-propelled tank vessel.

Tankship means a self-propelled tank vessel constructed or adapted primarily to carry oil or hazardous material in bulk in the cargo spaces.

Tank vessel means a vessel that is constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue, and that—

(a) Is a vessel of the United States;

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(b) Operates on the navigable waters of the United States; or

(c) Transfers oil or hazardous material in a port or place subject to the jurisdiction of the United States.

Tankerman-Assistant means a person holding a valid “Tankerman-Assistant” endorsement to his or her MMD.

Tankerman-Engineer means a person holding a valid “Tankerman-Engineer” endorsement to his or her MMD.

Tankerman-PIC means a person holding a valid “Tankerman-PIC” endorsement to his or her MMD.

Tankerman-PIC (Barge) means a person holding a valid “Tankerman-PIC (Barge)” endorsement to his or her MMD.

Tankship means any tank vessel constructed or adapted primarily to carry oil or hazardous material in bulk as cargo or as cargo residue and propelled by power or sail.

Transfer means any movement of dangerous liquid or liquefied gas as cargo in bulk or as cargo residue to, from, or within a vessel by means of pumping, gravitation, or displacement. Section 13.127 describes what qualifies as participation in a creditable transfer.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25127, May 8, 1997; USCG-2006-25535, 71 FR 48483, Aug. 21, 2006]

§ 13.105 Paperwork approval.

(a) This section lists the control numbers assigned by the Office of Management and Budget (OMB) under the Paperwork Reduction Act of 1980 [Pub. L. 96-511] for the reporting and record-keeping requirements in this part.

(b) OMB has assigned the following control numbers to the sections indicated:

(1) OMB 1625-0040—46 CFR 13.113, 13.115, 13.117, 13.201, 13.203, 13.205, 13.301, 13.303, 13.305, 13.401, 13.403, 13.405, 13.501, 13.503, 13.505.

(2) OMB 1625-0028—46 CFR 13.121, 13.207, 13.209, 13.307, 13.309, 13.407, 13.409, 13.507, 13.509.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by USCG-2004-18884, 69 FR 58343, Sept. 30, 2004]

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§ 13.107 Tankerman endorsement: General.

(a) If an applicant meets the requirements of subpart B of this part, the OCMI at an REC may endorse his or her MMD as “Tankerman-PIC” with the appropriate cargo classification or classifications. A person holding this endorsement and meeting the other requirements of 33 CFR 155.710(a) may act as a PIC of a transfer of fuel oil, of a transfer of liquid cargo in bulk, or of cargo-tank cleaning on any tank vessel. That person may also act as a Tankerman-Engineer, provided that he or she also holds an engineer’s license.

(b) If an applicant meets the requirements of subpart C of this part, the OCMI at an REC may endorse his or her MMD as “Tankerman-PIC (Barge)” with the appropriate cargo classification or classifications. A person holding this endorsement and meeting the other requirements of 33 CFR 155.710(b) may act as a PIC of a transfer of liquid cargo in bulk only on a tank barge.

(c) If an applicant meets the requirements of subpart D of this part, the OCMI at an REC may endorse his or her MMD as “Tankerman-Assistant” with the appropriate cargo classification or classifications. No person holding this endorsement may act as a PIC of any transfer of fuel oil, of any transfer of liquid cargo in bulk, or of cargo-tank cleaning unless he or she also holds an endorsement authorizing service as PIC. He or she may, however, without being directly supervised by the PIC, perform duties relative to cargo and cargo-handling equipment assigned by the PIC of transfers of fuel oil, of transfers of liquid cargo in bulk, or of cargo-tank cleaning. When performing these duties, he or she shall maintain continuous two-way voice communications with the PIC.

(d) If an applicant meets the requirements of subpart E of this part, the OCMI at an REC may endorse his or her MMD as Tankerman-Engineer. No person holding this endorsement may act as a PIC or “Tankerman-Assistant” of any transfer of fuel oil, of any transfer of liquid cargo in bulk, or of cargo-tank cleaning unless he or she also holds an endorsement authorizing such service. A person holding this endorsement and acting in this capacity

has the primary responsibility, on his or her self-propelled tank vessel carrying DL or LG, for maintaining both the cargo systems and equipment for transfer of liquids in bulk and the bunkering systems and equipment. No person licensed under part 10 of this chapter may serve as a chief engineer, first assistant engineer, or cargo engineer aboard an inspected self-propelled tank vessel when liquid cargo in bulk or cargo residue is carried unless he or she holds this endorsement or equivalent.

(e) If an applicant meets the requirements of §13.111, the OCMI at an REC may place on his or her MMD an endorsement as a “Tankerman-PIC” restricted according to the definitions of “restricted Tankerman endorsement” in §13.103.

(f) A tankerman wishing to obtain an endorsement that he or she does not hold shall apply at an REC referenced in §10.105 of this chapter. If he or she meets all requirements for the new endorsement, the REC may issue a new MMD including the endorsement.

(g) This section does not apply to any person solely by reason of his or her involvement in bunkering or fueling.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25127, May 8, 1997; USCG-2008-0906, 73 FR 56508, Sept. 29, 2008]

§13.109 Tankerman endorsement: Authorized cargoes.

(a) Each tankerman endorsement described in §13.107 will expressly limit the holder’s service under it to transfers involving one or both of the following cargo classifications:

- (1) Dangerous liquid (DL).
- (2) Liquefied gas (LG).

(b) No tankerman endorsement is necessary to transfer the liquid cargoes in bulk listed in Table 2 of Part 153 of this chapter when those cargoes are carried on barges not certified for ocean service.

(c) A tankerman having qualified in one cargo classification and wishing to qualify in another shall apply at an REC referenced in §10.105 of this chapter. If he or she meets all requirements

for the other, the REC may issue a new MMD including the endorsement.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by USCG-2008-0906, 73 FR 56508, Sept. 29, 2008]

§ 13.111 Restricted endorsement.

(a) An applicant may apply at an REC listed in 46 CFR 10.105 for a tankerman endorsement restricted to specific cargoes, specific vessels or groups of vessels (such as uninspected towing vessels and Oil Spill Response Vessels), specific facilities, specific employers, or otherwise as the OCMI deems appropriate. The OCMI will evaluate each application and may modify the applicable requirements for the endorsement, allowing for special circumstances and for whichever restrictions the endorsement will state.

(b) To qualify for a restricted “Tankerman-PIC” endorsement, an applicant shall meet §§13.201, excluding paragraph (f); 13.203; and 13.205.

(1) Twenty-five percent of the service described in §13.203(a) must have occurred within the past five years.

(2) Two of the transfers described in §13.203(b) must have occurred within the past five years.

(c) To qualify for a restricted “Tankerman-PIC (Barge)” endorsement, an applicant shall meet §§13.301, excluding paragraph (f); and 13.305.

(1) Twenty-five percent of the service described in §13.303(a) must have occurred within the past five years.

(2) Two of the transfers described in §13.303(b) must have occurred within the past five years.

(d) To qualify for a restricted “Tankerman-PIC (Barge)” endorsement restricted to a tank-cleaning and gas-freeing facility, an applicant shall—

- (1) Be at least 18 years old;
- (2) Apply on a Coast Guard form;
- (3) Present evidence of passing a physical examination in accordance with §13.125;

(4) Present evidence in the form of a letter on company letterhead from the operator of the facility stating that OSHA considers the applicant a “competent person” for the facility and that the applicant has the knowledge necessary to supervise tank-cleaning and gas-freeing; and

(5) Be capable of speaking and understanding, in English, all instructions needed to commence, conduct, and complete a transfer of cargo, and of reading the English found in the Declaration of Inspection, vessel response plans, and Cargo Information Cards.

(e) The restricted “Tankerman-PIC (Barge)” endorsement restricted to a tank-cleaning and gas-freeing facility is valid only while the applicant is employed by the operator of the facility that provided the letter of service required by paragraph (d)(4) of this section, and this and any other appropriate restrictions will appear in the endorsement.

(f) Because the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), does not recognize restricted Tankerman-PIC endorsements, persons may act under these only aboard vessels conducting business inside the Boundary Line.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25128, May 8, 1997]

§§ 13.113–13.117 [Reserved]

§ 13.119 Expiration of endorsement.

An endorsement as tankerman is valid for the duration of the MMD.

§ 13.120 Renewal of endorsement.

An applicant wishing to renew a tankerman’s endorsement shall meet the requirements of §12.02–27 of this chapter for renewing an MMD and prove either participation in at least two transfers within the last 5 years in accordance with §13.127(b) or completion of an approved course as described in §10.304.

[CGD 79-116, 62 FR 25130, May 8, 1997]

§ 13.121 Courses for training tankerman.

(a) This section prescribes the requirements, beyond those in §§10.203 and 10.303 of this chapter, applicable to schools offering courses required for a tankerman endorsement and courses that are a substitute for experience with transfers of liquid cargo in bulk required for the endorsement.

(b) Upon satisfactory completion of an approved course, each student shall

receive a certificate, signed by the head of the school offering the course or by a designated representative, indicating the title of the course, the duration, and, if appropriate, credit allowed towards meeting the transfer requirements of this part.

(c) A course that uses simulated transfers to train students in loading and discharging tank vessels may replace up to 2 loadings and 2 discharges, 1 commencement and 1 completion of loading, and 1 commencement and 1 completion of discharge required for a Tankerman-PIC or Tankerman-PIC (Barge) endorsement. The request for approval of the course must specify those segments of a transfer that the course will simulate. The letter from the Coast Guard approving the course will state the number and kind of segments that the course will replace.

(d) The course in liquid cargo required for an endorsement as—

- (1) “Tankerman-PIC DL” is Tankship: Dangerous Liquids;
- (2) “Tankerman-PIC (Barge) DL” is Tank Barge: Dangerous Liquids;
- (3) “Tankerman-PIC LG” is Tankship: Liquefied Gases;
- (4) “Tankerman-PIC (Barge) LG” is Tank Barge: Liquefied Gases;
- (5) “Tankerman-Assistant DL” is Familiarization with DL Tankship; and
- (6) “Tankerman-Assistant LG” is Familiarization with LG Tankship.

(e) The course in firefighting required for an endorsement as—

- (1) “Tankerman-PIC (Barge)” is Tank Barge: Firefighting; and
- (2) “Tankerman-PIC”, “Tankerman-Assistant”, and “Tankerman-Engineer” is a firefighting course that meets the basic firefighting section of the IMO’s Resolution A.437 (XI), “Training of Crews in Fire Fighting”.

(f) No school may issue a certificate unless the student has successfully completed an approved course with the appropriate curriculum outlined in Table 13.121(f) or §13.121(h).

(g) An organization with a course in DL or LG or a course in tank-barge firefighting taught before March 31, 1996, that substantially covered the material required by Table 13.121(f) for liquid cargoes, Table 13.121(g) for firefighting, or §13.121(h) for familiarization with tankships, may seek approval

under §10.302 of this chapter from the Coast Guard for any course taught up to ten years before March 31, 1996.

(h) The Coast Guard will evaluate the curricula of courses for Familiarization with DL and LG Tankships to ensure adequate coverage of the required subjects. Training may employ classroom instruction, demonstrations, or simulated or actual operations.

(1) The curricula of courses for Familiarization with DL Tankships must consist of the following:

(i) General characteristics, compatibility, reaction, firefighting, and safety precautions for bulk liquid cargoes defined as DL in this part.

(ii) Terminology of tankships carrying oil and other chemicals.

(iii) General arrangement and construction of cargo tanks, vapor control, and venting.

(iv) Cargo-piping systems and valves.

(v) General operation of cargo pumps.

(vi) General discussion of the following operations connected with the loading and discharging of cargo:

(A) Pre-transfer inspection and conference and Declaration of Inspection.

(B) Lining up of the cargo and vapor-control systems and starting of liquid flow.

(C) Connecting and disconnecting of cargo hoses and loading arms.

(D) Loading.

(E) Ballasting and de-ballasting.

(F) Discharging.

(G) Tank-gauging (open and closed).

(vii) Rules of the Coast Guard governing operations in general and prevention of pollution in particular.

(viii) Prevention and control of pollution.

(ix) Emergency procedures.

(x) Safety precautions relative to:

(A) Entering cargo tanks and pump room.

(B) Dangers of contact with skin.

(C) Inhalation of vapors.

(D) Protective clothing and equipment.

(E) Hot work.

(F) Precautions respecting electrical hazards, including hazards of static electricity.

(xi) General principles and procedures of Crude-Oil Washing (COW) Systems and inert-gas systems.

(xii) Tank-cleaning procedures and precautions.

(xiii) Principles and procedures of vapor-control systems.

(xiv) Cargo-hazard-information systems.

(2) To ensure adequate coverage of the required subjects, training may employ classroom instruction, demonstrations, or simulated or actual operations. The curricula of courses for Familiarization with LG Tankships must consist of the following:

(i) General characteristics, compatibility, reaction, firefighting, and safety precautions for cargoes defined as LG in this part.

(ii) Terminology of tankships carrying LG.

(iii) Physical properties of LG.

(iv) Potential hazards and safety precautions of LG:

(A) Combustion characteristics.

(B) Hot work.

(C) Results of release of LG to the atmosphere.

(D) Health hazards (skin contact, inhalation, and ingestion).

(E) Protective clothing and equipment.

(F) Tank-entry procedures and precautions.

(G) Thermal stresses.

(H) Precautions respecting electrical hazards, including hazards of static electricity.

(v) Cargo-containment systems.

(vi) General arrangement and construction of cargo tanks.

(vii) Cargo-piping systems and valves.

(viii) Instrumentation:

(A) Cargo-level indicators.

(B) Gas-detecting systems.

(C) Systems for monitoring temperatures of hulls and cargoes.

(D) Automatic shut-down systems.

(ix) Heating systems for cofferdams and ballast tanks.

(x) General discussion of the following operations connected with the loading and discharging of cargo:

(A) Pre-transfer inspection and conference and Declaration of Inspection.

(B) Lining up of the cargo and vapor-control systems and starting of liquid flow.

(C) Connecting and disconnecting of cargo hoses and loading arms.

- (D) Loading.
- (E) Ballasting and de-ballasting.
- (F) Discharging.
- (xi) Disposal of boil-off.
- (xii) Emergency procedures.
- (xiii) Rules of the Coast Guard governing operations in general and prevention of pollution in particular.
- (xiv) Principles and procedures of IGSSs.
- (xv) Tank-cleaning procedures and precautions.
- (xvi) Principles and procedures of vapor-control systems.
- (xvii) Cargo-hazard-information systems.
- (i) A company that offers approved DL training for its employees shall ensure discussion of the following topics (further discussed in STCW Regulation V, Section A-V/1, paragraphs 9 through 21):
 - (1) Treaties and rules.
 - (2) Design and equipment.
 - (3) Cargo characteristics.
 - (4) Ship operations.
 - (5) Repair and maintenance.
 - (6) Emergency procedures.
 - (j) A company that offers approved LG training for its employees shall ensure discussion of the following topics (further discussed in STCW Regulation V, Section A-V/1, paragraphs 22 through 34):
 - (1) Treaties and rules.
 - (2) Chemistry and physics.
 - (3) Health hazards.
 - (4) Cargo containment.
 - (5) Pollution.
 - (6) Cargo-handling systems.
 - (7) Ship operations.
 - (8) Safety practices and equipment.
 - (9) Emergency procedures.
 - (10) General principles of cargo operations.

TABLE 13.121(F)

Course topics	1	2	3	4
General characteristics, compatibility, reaction, firefighting procedures, and safety precautions for the cargoes of:				
Bulk liquids defined as Dangerous Liquids in 46 CFR Part 13	x	x		
Bulk liquefied gases & their vapors defined as Liquefied Gases in 46 CFR Part 13			x	x
Physical phenomena of liquefied gas, including:				
Basic concept			x	x
Compression and expansion			x	x
Mechanism of heat transfer			x	x
Potential hazards of liquefied gas, including:				
Chemical and physical properties			x	x
Combustion characteristics			x	x
Results of gas release to the atmosphere			x	x
Health hazards (skin contact, inhalation, and ingestion)			x	x
Control of flammability range with inert gas			x	x
Thermal stress in structure and piping of vessel			x	x
Cargo systems, including:				
Principles of containment systems	x	x	x	x
Construction, materials, coating, & insulation of cargo tanks			x	x
General arrangement of cargo tanks	x	x	x	x
Venting and vapor-control systems	x	x	x	x
Cargo-handling systems, including:				
Piping systems, valves, pumps, and expansion systems	x	x	x	x
Operating characteristics	x	x	x	x
Instrumentation systems, including:				
Cargo-level indicators	x	x	x	x
Gas-detecting systems	x		x	x
Temperature-monitoring systems, cargo	x		x	x
Temperature-monitoring systems, hull			x	x
Automatic-shutdown systems	x		x	x
Auxiliary systems, including:				
Ventilation, inerting	x	x	x	x
Valves, including:				
Quick-closing	x	x	x	x
Remote-control	x	x	x	x
Pneumatic	x	x	x	x
Excess-flow	x	x	x	x
Safety-relief	x	x	x	x
Pressure-vacuum	x	x	x	x
Heating-systems: cofferdams & ballast tanks			x	x
Operations connected with the loading and discharging of cargo, including:				
Lining up the cargo and vapor-control systems	x	x	x	x
Pre-transfer inspections and completion of the Declaration of Inspection	x	x	x	x

TABLE 13.121(F)—Continued

Course topics	1	2	3	4
Hooking up of cargo hose, loading arms, and grounding-strap	x	x	x	x
Starting of liquid flow	x	x	x	x
Calculation of loading rates	x		x	
Discussion of loading	x	x	x	x
Ballasting and deballasting	x	x	x	x
Topping off of the cargo tanks	x	x	x	x
Discussion of discharging	x	x	x	x
Stripping of the cargo tanks	x	x		
Monitoring of transfers	x	x	x	x
Gauging of cargo tanks	x	x	x	x
Disconnecting of cargo hoses or loading arms	x	x	x	x
Cargo-tank-cleaning procedures and precautions	x	x		
Operating procedures and sequence for:				
Inerting of cargo tanks and void spaces	x	x	x	x
Cooldown and warmup of cargo tanks			x	x
Gas-freeing	x	x	x	x
Loaded or ballasted voyages	x		x	
Testing of cargo-tank atmospheres for oxygen & cargo vapor	x	x	x	x
Stability and stress considerations connected with loading and discharging of cargo	x	x	x	x
Loadline, draft, and trim	x	x	x	x
Disposal of boil-off, including:				
System design			x	x
Safety features			x	x
Stability-letter requirements	x		x	
Emergency procedures, including notice to appropriate authorities, for:				
Fire	x	x	x	x
Collision	x	x	x	x
Grounding	x	x	x	x
Equipment failure	x	x	x	x
Leaks and spills	x	x	x	
Structural failure	x	x	x	x
Emergency discharge of cargo	x	x	x	x
Entering cargo tanks	x	x	x	x
Emergency shutdown of cargo-handling	x	x	x	x
Emergency systems for closing cargo tanks	x	x		
Rules & regulations (international and Federal, for all tank vessels) on conducting operations and preventing pollution	x	x	x	x
Pollution prevention, including:				
Procedures to prevent air and water pollution	x	x	x	x
Measures to take in event of spillage	x	x	x	x
Danger from drift of vapor cloud	x	x	x	x
Terminology for tankships carrying oil and chemicals	x			
Terminology for tank barges carrying oil and chemicals		x		
Terminology for tankships carrying liquefied gases			x	
Terminology for tank barges carrying liquefied gases				x
Principles & procedures of crude-oil-washing (COW) systems, including:				
Purpose	x			
Equipment and design	x			
Operations	x			
Safety precautions	x			
Maintenance of plant and equipment	x			
Principles & procedures of the inert-gas systems (IGSs), including:				
Purpose	x		x	
Equipment and design	x		x	
Operations	x		x	
Safety precautions	x		x	
Maintenance of plant and equipment	x		x	
Principles & procedures of vapor-control systems, including:				
Purpose	x	x	x	x
Principles	x	x	x	x
Coast Guard regulations	x	x	x	x
Hazards	x	x	x	x
Active system components	x	x	x	x
Passive system components	x	x	x	x
Operating procedures, including:				
Testing and inspection requirements	x	x	x	x
Pre-transfer procedures	x	x	x	x
Connecting sequence	x	x	x	x
Start-up sequence	x	x	x	x
Normal operations	x	x	x	x
Emergency procedures	x	x	x	x
Cargo-hazard-information systems	x	x	x	x

TABLE 13.121(F)—Continued

Course topics	1	2	3	4
Safe entry into confined spaces, including:				
Testing tank atmospheres for oxygen & hydrocarbon vapors	x	x		
Definition and hazards of confined spaces	x	x	x	x
Cargo tanks and pumprooms	x	x	x	x
Evaluation and assessment of risks and hazards	x	x	x	x
Safety precautions and procedures	x	x	x	x
Personnel protective equipment (PPE) and clothing	x	x	x	x
Maintenance of PPE	x	x	x	x
Dangers of skin contact	x	x	x	x
Inhalation of vapors	x	x		
Electricity and static electricity—hazards and precautions	x	x	x	x
Emergency procedures	x	x	x	x
Federal regulations, national standards & industry guidelines	x	x	x	x
Inspections by marine chemists & competent persons, including hot-work permits & procedures	x	x	x	x
Vessel response plans:				
Purpose, content, and location of information	x	x	x	x
Procedures for notice and mitigation of spills	x	x	x	x
Geographic-specific appendices	x	x	x	x
Vessel-specific appendices	x	x	x	x
Emergency-action checklist	x	x	x	x

Column 1—Tankerman-PIC DL.
 Column 2—Tankerman-PIC (Barge) DL.
 Column 3—Tankerman-PIC LG.
 Column 4—Tankerman-PIC (Barge) LG.

TABLE 13.121(G)

Course topics	1	2
Elements of fire (Fire triangle):		
Fuel	X	X
Source of ignition	X	X
Oxygen	X	X
Ignition sources (general):		
Chemical		X
Biological		X
Physical		X
Ignition sources applicable to barges	X	
Definitions of flammability and combustibility:		
Flammability	X	X
Ignition point	X	X
Burning temperature	X	X
Burning speed		X
Thermal value		X
Lower flammable limit	X	X
Upper flammable limit	X	X
Flammable range	X	X
Inerting		X
Static electricity	X	X
Flash point	X	X
Auto-ignition	X	X
Spread of fire:		
By radiation	X	X
By convection	X	X
By conduction	X	X
Reactivity	X	X
Fire classifications and applicable extinguishing agents	X	X
Main causes of fires:		
Oil leakage	X	X
Smoking	X	X
Overheating pumps	X	X
Galley appliances		X
Spontaneous ignition	X	X
Hot work	X	X
Electrical apparatus		X
Reaction, self-heating, and auto-ignition		X

TABLE 13.121(G)—Continued

Course topics	1	2
Fire prevention:		
General	X	X
Fire hazards of DL and LG	X	X
Fire detection:		
Fire- and smoke-detection systems		X
Automatic fire alarms		X
Firefighting equipment:		
Fire mains, hydrants		X
International shore-connection		X
Smothering-installations, carbon dioxide (CO ₂), foam		X
Halogenated hydrocarbons		X
Pressure-water spray system in special-category spaces		X
Automatic sprinkler system		X
Emergency fire pump, emergency generator		X
Chemical-powder applicants		X
General outline of required and mobile apparatus		X
Fireman's outfit, personal equipment		X
Breathing apparatus		X
Resuscitation apparatus		X
Smoke helmet or mask		X
Fireproof life-line and harness		X
Fire hose, nozzles, connections, and fire axes		X
Fire blankets		X
Portable fire extinguishers	X	X
Limitations of portable and semiportable extinguishers	X	X
Emergency procedures:		
Arrangements:		
Escape routes	X	X

TABLE 13.121(G)—Continued

Course topics	1	2
Means of gas-freeing tanks	X	X
Class A, B, and C divisions		X
Inert-gas system		X
Ship firefighting organization:		
General alarms		X
Fire-control plans, muster stations, and duties		X
Communications		X
Periodic shipboard drills		X
Patrol system		X
Basic firefighting techniques:		
Sounding alarm	X	X
Locating and isolating fires	X	X
Stopping leakage of cargo	X	X
Jettisoning		X
Inhibiting		X
Cooling		X
Smothering		X
Sizing up situation	X	
Locating information on cargo	X	
Extinguishing	X	X
Extinguishing with portable units	X	X
Setting refash watch	X	X
Using additional personnel	X	X
Firefighting extinguishing-agents:		
Water (solid jet, spray, fog, and flooding)		X
Foam (high, medium and low expansion)		X
Carbon dioxide (CO ₂)	X	X
Halon		X
Aqueous-film-forming foam (AFFF)		X
Dry chemicals	X	X
Use of extinguisher on:		
Flammable and combustible liquids	X	X
Manifold-flange fire	X	X
Drip-pan fire	X	X
Pump fire	X	X
Drills for typical fires on barges	X	
Field exercises:		
Extinguish small fires using portable extinguishers:		
Electrical	X	X
Manifold-flange	X	X
Drip-pan	X	X
Pump	X	X
Use self-contained breathing apparatus		X
Extinguish extensive fires with water		X
Extinguish fires with foam, or chemical		X
Fight fire in smoke-filled enclosed space wearing SCBA		X
Extinguish fire with water fog in an enclosed space with heavy smoke		X
Extinguish oil fire with fog applicator and spray nozzles, dry-chemical, or foam applicators		X
Effect a rescue in a smoke-filled space while wearing breathing apparatus		X

(1) Course in tank-barge firefighting.
 (2) From the basic firefighting section of the IMO's Resolution A.437 (XI), "Training of Crews in Fire Fighting".

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25130, 25131, 25133, May 8, 1997]

§ 13.123 Recency of service or experience for original tankerman endorsement.

An applicant for an original tankerman endorsement in subpart B, C, D, or E of this part shall have obtained at least 25% of the qualifying service and, if the endorsement requires transfers, at least two of the qualifying transfers, within five years of the date of application.

§ 13.125 Physical requirements.

Each applicant for an original tankerman endorsement shall meet the physical requirements of §10.205(d) of this chapter, excluding paragraph (d)(2) of that section.

§ 13.127 Service: General.

(a) A service letter must be signed by the owner, operator, master, or chief engineer of the vessel and must specify—

(1) The classification of cargo (DL, LG, or, for a restricted endorsement, a specific product) handled while the applicant accumulated the service;

(2) The dates, the number and kinds of transfers the applicant has participated in, and the number of transfers that involved commencement or completion; and

(3) That the applicant has demonstrated to the satisfaction of the signer that he or she is fully capable of supervising transfers of liquid cargo, including

- (i) Pre-transfer inspection;
- (ii) Pre-transfer conference and execution of the Declaration of Inspection;
- (iii) Connection of cargo hoses or loading-arms;
- (iv) Line-up of the cargo system for loading and discharge;
- (v) Start of liquid flow during loading;
- (vi) Start of cargo pump and increase of pressure to normal discharge pressure;
- (vii) Calculation of loading-rates;
- (viii) Monitoring;
- (ix) Topping-off of cargo tanks during loading;
- (x) Stripping of cargo tanks;

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(xi) Ballasting and deballasting, if appropriate;

(xii) Disconnection of the cargo hoses or loading-arms; and

(xiii) Securing of cargo systems.

(b) In determining the numbers and kinds of transfers that the applicant has participated in under paragraph (a)(2) of this section, the following rules apply:

(1) A transfer must involve the loading or discharge from at least one of the vessel's cargo tanks to or from a shore facility or another vessel. A shift of cargo from one tank to another tank is not a transfer for this purpose.

(2) Regardless of how long the transfer lasts beyond four hours, it counts as only one transfer.

(3) A transfer must include both a commencement and a completion.

(4) Regardless of how many tanks or products are being loaded or discharged at the same time, a person may receive credit for only one transfer, one loading, and one discharge a watch.

(5) Credit for a transfer during a watch of less than four hours accrues only if the watch includes either the connection and the commencement of transfer or the completion of transfer and the disconnection.

(6) Credit for a commencement of loading accrues only if the applicant participates in the pre-transfer inspection, the pre-transfer conference including execution of the Declaration of

Inspection, the connection of cargo hoses or loading-arms, the line-up of the cargo system for the loading, the start of liquid flow, and the calculation of loading-rates, where applicable.

(7) Credit for a commencement of discharge accrues only if the applicant participates in the pre-transfer inspection, the pre-transfer conference including execution of the Declaration of Inspection, the connection of cargo hoses or loading-arms, the line-up of the cargo system for the discharge, the start of the cargo pump or pumps and increase of pressure to normal pressure for discharge, and the monitoring of discharge rates.

(8) Credit for a completion of transfer, whether loading or discharge, accrues only if the applicant participates in the topping-off at the loading port, or in the stripping of cargo tanks and the commencement of ballasting, if required by the vessel's transfer procedures, at the discharge port.

(9) Personnel desiring credit for transfers during off-duty hours may satisfy requirements of competence through incremental training periods that include segments of transfers. The cumulative number of transfers must equal the minimum specified in §13.203(b) or 13.303(b).

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25133, May 8, 1997]

§ 13.129 Quick-reference table for tankerman.

Table 13.129 provides a guide to the requirements for various tankerman endorsements. Provisions in the reference sections are controlling.

TABLE 13.129

Category	Minimum age	Physical required	Service	Recency of service	Proof of service	Certificate from fire-fighting course 13.207	Cargo course	English language
Tankerman-PIC Subpart B.	18; 13.201(a)	Yes; 13.125	13.203	13.123	13.205	13.207	13.209	13.201(g)
Tankerman-PIC (Barge) Subpart C.	18; 13.301(a)	Yes; 13.125	13.303	13.123	13.305	13.307	13.309	13.301(g)
Tankerman-Assistant Subpart D.	18; 13.401(a)	Yes; 13.125	13.403	13.123	13.405	13.407	13.409	13.401(f)
Tankerman-Engineer Subpart E.	18; 13.501(a)	Yes; 13.125	13.503	13.123	13.505	13.507	13.509	13.501(g)
Restricted Tankerman-PIC.	18; 13.111(b)	Yes; 13.111(b)	13.111(b)	13.111(b)	13.111(b)	13.111(b)	No	13.111(b)
Restricted Tankerman-PIC (Barge).	18; 13.111(c)	Yes; 13.111(c)	13.111(c)	13.111(c)	13.111(c)	13.111(c)	No	13.111(c)
Restricted Tankerman-PIC (Barge), Facility.	18; 13.111(d)(1) ...	Yes; 13.111(d)(3)	13.111(d)(4)	No	13.111(d)(4)	No	No	13.111(d)(5)

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25133, May 8, 1997]

Subpart B—Requirements for “Tankerman-PIC” Endorsement

§ 13.201 Original application for “Tankerman-PIC” endorsement.

Each applicant for an original “Tankerman-PIC” endorsement shall—

- (a) Be at least 18 years old;
- (b) Apply on a Coast Guard form;
- (c) Present evidence of passing a physical examination in accordance with § 13.125;
- (d) Present evidence of service on tankships in accordance with § 13.203;
- (e) Meet the requirement of a course on firefighting in § 13.207;
- (f) Meet the requirement of a course in DL or LG appropriate for the endorsement applied for in § 13.209; and
- (g) Be capable of speaking and understanding, in English, all instructions needed to commence, conduct, and complete a transfer of cargo, and be capable of reading the English found in the Declaration of Inspection, vessel response plans, and Cargo Information Cards.

§ 13.203 Eligibility: Experience.

Each applicant for a “Tankerman-PIC” endorsement for DL or LG shall meet the requirements of either paragraphs (a) and (b) or paragraph (c) of this section.

(a) Each applicant shall present evidence of—

(1) At least 90 days of service as a licensed deck officer or a licensed engineering officer on one or more tankships or self-propelled tank vessels certified to carry DL or LG appropriate to the endorsement applied for;

(2) At least 90 days of unlicensed or cadet service on deck or in the engine department on one or more tankships or self-propelled tank vessels certified to carry DL or LG appropriate to the endorsement applied for; or

(3) A combination of the service in paragraphs (a) (1) and (2) of this section.

(b) Each applicant shall present evidence of participation, under the supervision of a “Tankerman-PIC,” in at least 10 transfers of liquid cargo in bulk of the classification desired on tankships or self-propelled tank vessels, including at least—

- (1) Five loadings and five discharges;

(2) Two commencements of loading and two completions of loading; and

(3) Two commencements of discharge and two completions of discharge.

(c) Each applicant already holding an MMD endorsed “Tankerman-PIC” for DL and seeking an endorsement for LG, or the converse, shall—

(1) Provide evidence of at least half the service required by paragraph (a) of this section; and

(2) Comply with paragraph (b) of this section, except that he or she need provide evidence of only three loadings and three discharges along with evidence of compliance with paragraphs (b)(2) and (3) of this section.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25134, May 8, 1997]

§ 13.205 Proof of service for “Tankerman-PIC” endorsement.

Service must be proved by a letter on company letterhead from the owner, operator, or master of the vessel on which the applicant obtained the service. The letter must contain the information described in § 13.127(a).

§ 13.207 Eligibility: Firefighting course.

Each applicant for an original “Tankerman-PIC” endorsement shall present a certificate of successful completion from a course in shipboard firefighting, approved by the Commandant and meeting the basic firefighting section of the IMO’s Resolution A.437 (XI), “Training of Crews in Fire Fighting”, completed within five years of the date of application for the endorsement, unless he or she has previously submitted such a certificate for a license or a tankerman endorsement.

§ 13.209 Eligibility: Cargo course.

Each applicant for an original “Tankerman-PIC” endorsement shall present a certificate of completion from a course in DL or LG appropriate for tankships and for the endorsement applied for, and approved by the Commandant. The date of the certificate may not be more than 5 years earlier than the date of application.

[CGD 79-116, 62 FR 25134, May 8, 1997]

Subpart C—Requirements for “Tankerman-PIC (Barge)” Endorsement

§ 13.301 Original application for “Tankerman-PIC (Barge)” endorsement.

Each applicant for a “Tankerman-PIC (Barge)” endorsement shall—

- (a) Be at least 18 years old;
- (b) Apply on a Coast Guard form;
- (c) Present evidence of passing a physical examination in accordance with § 13.125;
- (d) Present evidence of service on tank vessels in accordance with § 13.303;
- (e) Meet the requirement of a fire-fighting course in § 13.307;
- (f) Meet the requirement of a course in DL or LG appropriate for the endorsement applied for in § 13.309; and
- (g) Be capable of speaking, and understanding, in English, all instructions needed to commence, conduct, and complete a transfer of cargo, and be capable of reading the English found in the Declaration of Inspection, vessel response plans, and Cargo Information Cards.

§ 13.303 Eligibility: Experience.

Each applicant for a “Tankerman-PIC (Barge)” endorsement for DL or LG shall meet the requirements of either paragraphs (a) and (b) or paragraph (c) of this section.

- (a) Each applicant shall present evidence of—
 - (1) At least 60 days of service, whether by shore-based or by vessel-based personnel, on one or more tank vessels certified to carry DL or LG appropriate to the endorsement applied for; or
 - (2) At least 6 months of closely related service directly involved with tank barges appropriate to the endorsement applied for; and
- (b) Participation, under the supervision of a “Tankerman-PIC” or “Tankerman-PIC (Barge),” in at least 10 transfers of liquid cargo in bulk of the classification desired on any tank vessel, including at least—
 - (1) Five loadings and five discharges;
 - (2) Two commencements of loading and two completions of loading; and
 - (3) Two commencements of discharge and two completions of discharge.

(c) Each applicant already holding an MMD endorsed “Tankerman-PIC (Barge)” for DL and seeking an endorsement for LG, or the converse, shall—

- (1) Provide evidence of at least half the service required by paragraph (a) of this section; and
- (2) Comply with paragraph (b) of this section, except that he or she need provide evidence of only three loadings and three discharges along with evidence of compliance with paragraphs (b)(2) and (3) of this section.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25134, May 8, 1997]

§ 13.305 Proof of service for “Tankerman-PIC (Barge)” endorsement.

Service must be proved by a letter on company letterhead from the owner or operator of a terminal; the owner or operator of a tank barge; the owner, operator, or master of a tank vessel; or the employer of shore-based tankermen. The letter must contain the information required by § 13.127(a), excluding paragraph (a)(3)(vii).

[CGD 79-116, 62 FR 25134, May 8, 1997]

§ 13.307 Eligibility: Firefighting course.

Each applicant for a “Tankerman-PIC (Barge)” endorsement shall present a certificate of successful completion from—

- (a) A course in shipboard firefighting, approved by the Commandant and meeting the basic firefighting section of the IMO’s Resolution A.437(XI), “Training of Crews in Firefighting,” completed 5 years or less before the date of application for the endorsement, unless he or she has previously submitted such a certificate for a license or a tankerman endorsement; or
- (b) A course in tank-barge firefighting, approved by the Commandant and meeting § 13.121, completed within five years of the date of application for the endorsement.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25134, May 8, 1997]

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§ 13.309 Eligibility: Cargo course.

Each applicant for an original “Tankerman-PIC (Barge)” endorsement shall present a certificate of completion from a course in DL or LG appropriate for tank barges and for Tankerman-PIC or Tankerman-PIC (Barge), and approved by the Commandant. The date of the certificate may not be more than 5 years earlier than the date of application.

[CGD 79-116, 62 FR 25134, May 8, 1997]

Subpart D—Requirements for “Tankerman-Assistant” Endorsement

§ 13.401 Original application for “Tankerman-Assistant” endorsement.

Each applicant for a “Tankerman-Assistant” endorsement shall—

- (a) Be at least 18 years old;
- (b) Apply on a Coast Guard form;
- (c) Present evidence of passing a physical examination in accordance with § 13.125;
- (d) Meet the requirement of a fire-fighting course in § 13.407;
- (e) (1) Meet the requirement of a course in DL or LG appropriate for the endorsement applied for in § 13.409; or (2) Present evidence of service on tankships or self-propelled tank vessels in accordance with § 13.403; and
- (f) Be capable of speaking and understanding, in English, all instructions needed to commence, conduct, and complete a transfer of cargo.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25134, May 8, 1997]

§ 13.403 Eligibility: Experience.

(a) Each applicant for a “Tankerman-Assistant” endorsement shall present—

- (1) Evidence of at least 90 days of deck service on tankships or self-propelled tank vessels certified to carry DL or LG appropriate to the endorsement applied for; or
- (2) A certificate of completion from a course in DL or LG appropriate for the endorsement applied for as prescribed in § 13.409.

(b) Each applicant already holding an MMD endorsed “Tankerman-Assist-

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ant” for DL and seeking one for LG, or the converse, shall—

(1) Provide evidence of at least half the service required in paragraph (a)(1) of this section; or

(2) Meet the requirement of a course in DL or LG appropriate for the endorsement applied for as prescribed in § 13.409.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25134, May 8, 1997]

§ 13.405 Proof of service for “Tankerman-Assistant” endorsement.

(a) Service must be proved by a letter on company letterhead from the owner, operator, or master of a tankship or self-propelled tank vessel. The letter must specify—

(1) The classification of cargo (DL or LG) carried while the applicant accumulated the service;

(2) The number of days of deck service the applicant accumulated on the tankship or self-propelled tank vessel; and

(3) That the applicant has demonstrated an understanding of cargo transfer and a sense of responsibility that, in the opinion of the signer, will allow the applicant to safely carry out duties respecting cargo transfer and transfer equipment assigned by the PIC of the transfer without direct supervision by the PIC; or

(b) Service must be proved by—

(1) Certificates of Discharge from tankships with the appropriate classification of cargo (DL, LG, or both); and

(2) A letter on company letterhead from the owner, operator, or master of one of the tankships or self-propelled tank vessel stating that he or she has demonstrated—

(i) An understanding of cargo transfer; and

(ii) A sense of responsibility that, in the opinion of the signer, will allow him or her to safely carry out duties respecting cargo and its equipment assigned by the PIC of the transfer without direct supervision by the PIC.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25134, May 8, 1997]

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§ 13.407 Eligibility: Firefighting course.

Each applicant for a "Tankerman-Assistant" endorsement shall present a certificate of successful completion from a course in shipboard firefighting, approved by the Commandant and meeting the basic firefighting section of the IMO's Resolution A.437 (XI), "Training of Crews in Fire Fighting", completed within five years of the date of application for the endorsement, unless he or she has previously submitted such a certificate from one of these courses for a license or endorsement.

§ 13.409 Eligibility: Cargo course.

Each applicant for an original "Tankerman-Assistant" endorsement who has not presented the required service on tankships or self-propelled tank vessels shall present a certificate of completion from a course for Familiarization with DL or LG Tankships or from a tanker-familiarization course appropriate to the endorsement applied for, and approved by the Commandant. The date of the certificate may not be more than 5 years earlier than the date of application.

[CGD 79-116, 62 FR 25134, May 8, 1997]

Subpart E—Requirements for "Tankerman-Engineer" Endorsement

§ 13.501 Original application for "Tankerman-Engineer" endorsement.

Each applicant for a "Tankerman-Engineer" endorsement shall—

- (a) Be at least 18 years old;
- (b) Apply on a Coast Guard form;
- (c) Present evidence of passing a physical examination in accordance with § 13.125;
- (d) Present evidence of service on tankships and self-propelled tank vessels in accordance with § 13.503;
- (e) Meet the requirement of a firefighting course in § 13.507;
- (f) Meet the requirement of a course in DL or LG appropriate for the endorsement applied for in § 13.509; and
- (g) Be capable of speaking and understanding, in English, all instructions

needed to commence, conduct, and complete a transfer of cargo.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25134, May 8, 1997]

§ 13.503 Eligibility: Experience.

(a) Each applicant for a "Tankerman-Engineer" endorsement shall present evidence of at least—

(1) 90 days of service as a licensed engineering officer of tankships or self-propelled tank vessels certified to carry DL or LG appropriate to the endorsement applied for;

(2) 90 days of unlicensed or cadet service in the engine department on tankships or self-propelled tank vessels certified to carry DL or LG appropriate to the endorsement applied for; or

(3) A combination of the service in paragraphs (a) (1) and (2) of this section.

(b) Each applicant already holding an MMD endorsed as Tankerman-Engineer for DL and seeking one for LG, or the converse, shall prove at least half the service required by paragraph (a) of this section.

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25134, May 8, 1997]

§ 13.505 Proof of service for "Tankerman-Engineer" endorsement.

(a) Service must be proved by a letter on company letterhead from the owner, operator, master, or chief engineer of a tankship or self-propelled tank vessel. The letter must specify—

(1) The classification of cargo (DL, LG, or both) carried while the applicant accumulated the service; and

(2) The number of days of licensed and unlicensed service in the engine department on tankships or self-propelled tank vessels; or

(b) Service must be proved by certificates of discharge from tankships or self-propelled tank vessels with the appropriate classification of cargo (DL, LG, or both).

[CGD 79-116, 60 FR 17142, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25135, May 8, 1997]

§ 13.507

§ 13.507 Eligibility: **Firefighting course.**

Each applicant for a “Tankerman-Engineer” endorsement shall present a certificate of successful completion from a course in shipboard firefighting, approved by the Commandant and meeting the basic firefighting section of the IMO’s Resolution A.437 (XI), “Training of Crews in Fire Fighting”, completed within five years of the date of application for the endorsement, unless he or she has previously submitted such a certificate for a license or tankerman endorsement.

§ 13.509 Eligibility: **Cargo course.**

Each applicant for an original “Tankerman-Engineer” endorsement shall present a certificate of completion from a course in DL or LG, appropriate for tankships and the endorsement applied for, approved by the Commandant. The date of the certificate may not be more than 5 years earlier than the date of application.

[CGD 79–116, 62 FR 25135, May 8, 1997]

PART 14—SHIPMENT AND DISCHARGE OF MERCHANT MARINERS

Subpart A—General

Sec.

- 14.101 Purpose of part.
- 14.103 Addresses of Coast Guard.
- 14.105 Disclosure and privacy.

Subpart B—Shipment of Merchant Mariners

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- 14.205 Production of credentials by merchant mariner signing shipping articles.
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- 14.211 Posting of copy of shipping articles.
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Subpart C—Discharge of Merchant Mariners

- 14.301 Paying off of merchant mariner during or after voyage upon which shipping articles are required.
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- 14.305 Entries in continuous discharge book.
- 14.307 Entries on certificate of discharge.
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Subpart D—Oceanographic Research Vessels

- 14.401 General.
- 14.403 Exemptions.
- 14.405 Procedures.
- 14.407 Reports.

AUTHORITY: 5 U.S.C. 552; 46 U.S.C. Chapters 103 and 104.

SOURCE: CGD 94–004, 61 FR 56637, Nov. 4, 1996, unless otherwise noted.

Subpart A—General

§ 14.101 Purpose of part.

This part prescribes rules for the shipment and discharge of merchant mariners aboard certain vessels of the United States.

§ 14.103 Addresses of Coast Guard.

(a) U.S. postal mail: U.S. Coast Guard National Maritime Center (NMC-42), 100 Forbes Drive, Martinsburg, West Virginia 25404.

(b) Electronic mail: IASKNMC@uscg.mil.

(c) World wide web: <http://www.uscg.mil/nmc>.

[USCG–2008–0906, 73 FR 56508, Sept. 29, 2008]

§ 14.105 Disclosure and privacy.

The Coast Guard makes information available to the public in accordance with 49 CFR part 7, including appendix B.

Subpart B—Shipment of Merchant Mariners

§ 14.201 Voyages upon which shipping articles are required.

(a) Before proceeding either upon a foreign, intercoastal, or coastwise voyage (including a voyage on the Great Lakes) listed in paragraph (b) of this section or with the engagement or replacement of a merchant mariner for such a voyage, each master or individual in charge of a vessel or seagoing