How to use this career reference manual:
The front section of the CRM includes useful information and provides guidance on the different aspects of the maritime industry. This section has light blue bars along the sides of the pages.

The middle section offers descriptions of the licensing and certification requirements for STCW, the USCG, the MCA and other administrations. This section includes requirements for sea service, training and assessments. The STCW and USCG Licensing Segment has dark blue bars along the sides of the pages, and the MCA segment has red bars along the sides of the pages.

The back of the book is the MPT Course Catalog and it is set up in course number order; see the table of contents or the MPT schedule for quick reference of course numbers and titles. This section provides descriptions of all of the training courses available at MPT and has green bars along the sides of the pages. The darker green bars signify the new Program Section of the Course Catalog which highlights some of the most popular program packages, combinations of courses, that are offered by MPT. Ask a Student Services Representative if you cannot find the package you are looking for.
# TABLE OF CONTENTS

## Career Reference Manual

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>7</td>
</tr>
<tr>
<td>Location, Location, Location</td>
<td>8</td>
</tr>
<tr>
<td>School Services &amp; Administration</td>
<td>9</td>
</tr>
<tr>
<td>Student Portal</td>
<td>9</td>
</tr>
<tr>
<td>Ship’s Store</td>
<td>9</td>
</tr>
<tr>
<td>Housing Info &amp; Assistance Available</td>
<td>9</td>
</tr>
<tr>
<td>Career Counseling &amp; Job Placement</td>
<td>9</td>
</tr>
<tr>
<td>School Policies</td>
<td>9</td>
</tr>
<tr>
<td>Getting Started in the Maritime Industry</td>
<td>10</td>
</tr>
<tr>
<td>Getting Started with Training</td>
<td>10</td>
</tr>
<tr>
<td>Working in the Commercial Maritime Industry</td>
<td>11</td>
</tr>
<tr>
<td>Working in the Mega Yacht Industry</td>
<td>13</td>
</tr>
<tr>
<td>Frequently Asked Questions</td>
<td>14</td>
</tr>
<tr>
<td>Interviewing Tips for Crew</td>
<td>16</td>
</tr>
<tr>
<td>Useful Information</td>
<td>17</td>
</tr>
<tr>
<td>Understanding STCW</td>
<td>18</td>
</tr>
<tr>
<td>STCW: Standards of Training, Certification &amp; Watchkeeping</td>
<td>18</td>
</tr>
<tr>
<td>STCW Codes: Comparison Table</td>
<td>21</td>
</tr>
<tr>
<td>Transportation Worker Identification Card (TWIC)</td>
<td>22</td>
</tr>
<tr>
<td>USCG Merchant Mariner Credentials</td>
<td>22</td>
</tr>
<tr>
<td>USCG Renewal/Revalidation Info &amp; Checklist</td>
<td>22</td>
</tr>
<tr>
<td>Captain’s Licenses – USCG</td>
<td>24</td>
</tr>
<tr>
<td>USCG Operator’s License (6-pk)</td>
<td>24</td>
</tr>
<tr>
<td>USCG Master Inland / Mate Near Coastal</td>
<td>24</td>
</tr>
<tr>
<td>USCG Master Near Coastal</td>
<td>24</td>
</tr>
<tr>
<td>Captain’s License Qualifications &amp; USCG Application Requirements</td>
<td>25</td>
</tr>
<tr>
<td>USCG Licensing: Deck Department</td>
<td>26</td>
</tr>
<tr>
<td>Support Level: STCW A – II/4</td>
<td>26</td>
</tr>
<tr>
<td>Operational Level: STCW A – II/1</td>
<td>26</td>
</tr>
<tr>
<td>Management Level: STCW A – II/2</td>
<td>26</td>
</tr>
<tr>
<td>Management Level: STCW A – II/3</td>
<td>26</td>
</tr>
<tr>
<td>USCG Routes Definitions</td>
<td>27</td>
</tr>
<tr>
<td>Inland</td>
<td>27</td>
</tr>
<tr>
<td>Domestic Near Coastal</td>
<td>27</td>
</tr>
<tr>
<td>Domestic Oceans</td>
<td>27</td>
</tr>
<tr>
<td>Foreign Going – STCW Near Coastal</td>
<td>27</td>
</tr>
<tr>
<td>Foreign Going – STCW Oceans</td>
<td>27</td>
</tr>
<tr>
<td>What is Sea Time?</td>
<td>28</td>
</tr>
<tr>
<td>USCG Merchant Mariners Documents</td>
<td>28</td>
</tr>
<tr>
<td>Rating Forming Part of a Navigation Watch (RFPNW)</td>
<td>28</td>
</tr>
<tr>
<td>Able Seaman Lifeboatman</td>
<td>29</td>
</tr>
<tr>
<td>Tankerman Endorsements</td>
<td>30</td>
</tr>
<tr>
<td>Qualified Member of the Engine Department (QMED)</td>
<td>30</td>
</tr>
<tr>
<td>Medical Certification</td>
<td>30</td>
</tr>
<tr>
<td>USCG Certificates of Registry</td>
<td>30</td>
</tr>
<tr>
<td>USCG Licensing:</td>
<td>30</td>
</tr>
<tr>
<td>USCG Master or Mate up to 200grt / 500gt ITC</td>
<td>31</td>
</tr>
<tr>
<td>USCG Third Mate Unlimited – OICNW Mate 500grt / 1600grt / 3000gt</td>
<td>31</td>
</tr>
<tr>
<td>USCG Second Mate Unlimited</td>
<td>32</td>
</tr>
<tr>
<td>USCG Master 500grt / 1600grt / 3000gt</td>
<td>32</td>
</tr>
<tr>
<td>Master or Chief Mate Oceans Unlimited</td>
<td>33</td>
</tr>
<tr>
<td>USCG Licensing: Towing Industry</td>
<td>34</td>
</tr>
<tr>
<td>Master of Towing</td>
<td>34</td>
</tr>
<tr>
<td>Mate (Pilot) of Towing</td>
<td>34</td>
</tr>
<tr>
<td>Apprentice Mate (Steersman) of Towing</td>
<td>34</td>
</tr>
<tr>
<td>USCG Inland Licenses</td>
<td>34</td>
</tr>
</tbody>
</table>
USCG Fishing Industry Licenses

USCG Licensing: Engineering Department
- Support Level: STCW A – III/4
- Operational Level: STCW A – III/1
- Management Level: STCW A – III/2
- Management Level: STCW A – III/3 (limited horsepower)
- Qualified Member of the Engine Department (QMED)
- Designated Duty Engineer Licenses (DDE)
- Assistant Limited Engineer Licenses: Assistant up to 1600gt / 3000gt ITC
- Chief Limited Engineer Licenses: Serve as Chief up to 1600gt / 3000gt ITC
- Operational Licenses: Unlimited Tonnage
- Management Licenses: Unlimited Tonnage
- USCG Engineer Application Requirements
- Upcoming Changes to the USCG Engineering System

MCA Certificates: Yacht Ratings
- Yacht Rating
- Yachtmaster Coastal
- Yachtmaster Offshore
- Yachtmaster Oceans

MCA Certificates: Deck Department
- Master 200gt / Officer of the Watch (Yacht) 500gt MIN 202
- Officer of the Watch (Yacht) 3000gt MGN 195
- Chief Mate (Yacht) 3000gt MGN 195
- Master 500gt (Yacht) MGN 195
- Master 3000gt (Yacht) MGN 195

MCA Certificates: Engineer Department
- Approved Engine Course (AEC)
- Marine Engine Operator License (MEOL – Yacht)
- YACHT 4 – MCA Chief Engineer Certificate of Competency
- YACHT 3 – Chief Engineer Certificate of Competency
- YACHT 2 – Chief Engineer Certificate of Competency
- YACHT 1 – Chief Engineer Certificate of Competency

Cayman Islands Certificates

Marshall Islands Certificates

Bahamas Certificates

Cook Islands Certificates

AMSA Certificates of Competency

Other Flag States: Certificates

MCA Certificates of Equivalent Competency

Simulation for Maritime Assessment, Research & Training (S.M.A.R.T.™)

RYA Training Center
- RYA: Royal Yachting Association Certificates
- Yachtmaster Offshore: Certificate of Competency
- Yachtmaster Offshore: Practical Examination
- Yachtmaster Oceans: Certificate of Competency
- Yachtmaster Coastal: Certificate of Competency
- RYA Day Skipper / Yacht Skipper
- RYA Powerboat – Level 2 / Tender Operator Certificate

Boaters Ed. Certification

Passenger Vessel Programs

Onboard Training

Service Arts Certificates
- Yacht Service Program: Service Arts Certification
- Silver Service Program: Service Arts Certification
- Interior Yacht Management Program: Service Arts Certification

Maritime Security

FCC Radio Licensing
- FCC Marine Radio Operator Permit
- FCC General Radiotelephone Operator License (PG)
- FCC Ship Radar Endorsement
- FCC GMDSS Maintainer’s License (DM)
- FCC GMDSS Operator’s License (DO)

Course Catalog
- Able Seaman Course: course # 252
- Yachtmaster Offshore: Practical Examination
- USCG Fishing Industry Licenses
- USCG Licensing: Engineering Department
- MCA Certificates: Yacht Ratings
- MCA Certificates: Deck Department
- MCA Certificates: Engineer Department
- Cayman Islands Certificates
- Marshall Islands Certificates
- Bahamas Certificates
- Cook Islands Certificates
- AMSA Certificates of Competency
- Other Flag States: Certificates
- MCA Certificates of Equivalent Competency
- Simulation for Maritime Assessment, Research & Training (S.M.A.R.T.™)
- RYA Training Center
- Boaters Ed. Certification
- Passenger Vessel Programs
- Onboard Training
- Service Arts Certificates
- Maritime Security
- FCC Radio Licensing
- Course Catalog

Able Seaman Course: course # 252

Yachtmaster Offshore: Practical Examination
<table>
<thead>
<tr>
<th>Course Title</th>
<th>Course Code</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apprentice Mate (Steersman)</td>
<td>120</td>
<td>57</td>
</tr>
<tr>
<td>Applied Marine Engineering – MCA</td>
<td>448</td>
<td></td>
</tr>
<tr>
<td>Advanced Watchkeeping</td>
<td>622</td>
<td>80</td>
</tr>
<tr>
<td>Advanced Stability</td>
<td>605</td>
<td></td>
</tr>
<tr>
<td>Advanced Sea Survival</td>
<td>601</td>
<td>79</td>
</tr>
<tr>
<td>Advanced Shiphandling</td>
<td>601</td>
<td>79</td>
</tr>
<tr>
<td>Advanced Stability</td>
<td>605</td>
<td>79</td>
</tr>
<tr>
<td>Advanced Watchkeeping</td>
<td>622</td>
<td>80</td>
</tr>
<tr>
<td>Applied Marine Engineering – MCA</td>
<td>447</td>
<td>77</td>
</tr>
<tr>
<td>Apprentice Mate (Steersman)</td>
<td>120</td>
<td>57</td>
</tr>
<tr>
<td>Apprentice Mate (Steersman Crossover Upgrade)</td>
<td>121</td>
<td>57</td>
</tr>
<tr>
<td>Approved Engine Course (AEC) – MCA</td>
<td>440</td>
<td>74</td>
</tr>
<tr>
<td>Automatic Identification System (AIS)</td>
<td>190</td>
<td>64</td>
</tr>
<tr>
<td>Automatic Radar Plotting Aids (ARPA)</td>
<td>150</td>
<td>60</td>
</tr>
<tr>
<td>Auxiliary Equipment and Basic Ship Construction – MCA</td>
<td>447</td>
<td>76</td>
</tr>
<tr>
<td>Basic Fire Fighting &amp; Fire Prevention</td>
<td>144</td>
<td>59</td>
</tr>
<tr>
<td>Basic Safety Training</td>
<td>140</td>
<td>58</td>
</tr>
<tr>
<td>Bridge Resource Management (BRM)</td>
<td>151</td>
<td>60</td>
</tr>
<tr>
<td>Business and Law (Master, Yachts) – MCA</td>
<td>407</td>
<td>73</td>
</tr>
<tr>
<td>Captain’s License Classes</td>
<td>101, 104</td>
<td>55</td>
</tr>
<tr>
<td>Cargo Handling &amp; Stowage: OICNW</td>
<td>204</td>
<td>65</td>
</tr>
<tr>
<td>Celestial Navigation for Oceans</td>
<td>201</td>
<td>64</td>
</tr>
<tr>
<td>Chief Engineer Statutory &amp; Operational Requirements – MCA</td>
<td>449</td>
<td>77</td>
</tr>
<tr>
<td>Commercial Assistance Towing Endorsement</td>
<td>122</td>
<td>57</td>
</tr>
<tr>
<td>Compass – Magnetic &amp; Gyro: OICNW</td>
<td>210</td>
<td>67</td>
</tr>
<tr>
<td>Container Refrigeration</td>
<td>189</td>
<td>64</td>
</tr>
<tr>
<td>Cooking Fundamentals - Culinary Meal Planning &amp; Preparation</td>
<td>804</td>
<td>81</td>
</tr>
<tr>
<td>Craft Skills Prep &amp; Test – MCA</td>
<td>445</td>
<td>76</td>
</tr>
<tr>
<td>Crisis Management Course</td>
<td>156</td>
<td>62</td>
</tr>
<tr>
<td>Crowd Management Course</td>
<td>155</td>
<td>61</td>
</tr>
<tr>
<td>Day Skipper / Yacht Skipper</td>
<td>308</td>
<td>71</td>
</tr>
<tr>
<td>Dynamic Positioning (DP) Induction</td>
<td>510</td>
<td>79</td>
</tr>
<tr>
<td>Dynamic Positioning (DP) Simulator</td>
<td>511</td>
<td>79</td>
</tr>
<tr>
<td>Electronic Chart Display &amp; Instrumentation System (ECDIS)</td>
<td>601A</td>
<td></td>
</tr>
<tr>
<td>Electronic Navigation: OICNW</td>
<td>206</td>
<td>66</td>
</tr>
<tr>
<td>Emergency Procedures: OICNW</td>
<td>208</td>
<td>67</td>
</tr>
<tr>
<td>Engineer Exam Prep Study Course – USCG</td>
<td>261</td>
<td>68</td>
</tr>
<tr>
<td>EPA Refrigerant Certification Exam</td>
<td>270</td>
<td>69</td>
</tr>
<tr>
<td>Fast Rescue Boats</td>
<td>147</td>
<td>59</td>
</tr>
<tr>
<td>FCC Marine Radio Operators Permit</td>
<td>130</td>
<td>58</td>
</tr>
<tr>
<td>First Aid &amp; CPR – Elementary Level</td>
<td>143</td>
<td>58</td>
</tr>
<tr>
<td>Flashing Light – Visual Signaling Communications: OICNW</td>
<td>109, 207</td>
<td>57, 66</td>
</tr>
<tr>
<td>General Engineering Science I – MCA</td>
<td>450</td>
<td>77</td>
</tr>
<tr>
<td>General Engineering Science II – MCA</td>
<td>451</td>
<td>78</td>
</tr>
<tr>
<td>General Ships Knowledge – MCA</td>
<td>400</td>
<td>71</td>
</tr>
<tr>
<td>Global Maritime Distress &amp; Safety System (GMDSS):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Operator Certificate – GOC</td>
<td>152, 404</td>
<td>60, 72</td>
</tr>
<tr>
<td>Global Maritime Distress &amp; Safety System (GMDSS):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restricted Operator Certificate – ROC</td>
<td>403</td>
<td>72</td>
</tr>
<tr>
<td>HAZMAT / HAZWOPR</td>
<td>173, 174, 175</td>
<td>63</td>
</tr>
<tr>
<td>Interior Yacht Management Program Service Arts Certification</td>
<td>806</td>
<td>82</td>
</tr>
<tr>
<td>ISM International Safety Management</td>
<td>172</td>
<td>63</td>
</tr>
<tr>
<td>ISPS International Ship &amp; Port Security Officers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SSO/OSO/CSO/PFSO Combination</td>
<td>171</td>
<td>63</td>
</tr>
<tr>
<td>Lifeboatman / Proficiency in Survival Craft &amp; Rescue Boats</td>
<td>146</td>
<td>59</td>
</tr>
<tr>
<td>Limited Lifeboatman / Proficiency in Survival Craft &amp; Rescue Boats</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rescue Boats for Vessels without Lifeboats and Gravity Davits</td>
<td>158</td>
<td>62</td>
</tr>
<tr>
<td>Marine Diesel Engineering – MCA</td>
<td>444</td>
<td>76</td>
</tr>
<tr>
<td>Marine Engine Operator License (MEOL – Yacht) – MCA</td>
<td>441</td>
<td>75</td>
</tr>
<tr>
<td>Marine Propulsion Plants for Chief Mates and Masters</td>
<td>610</td>
<td>80</td>
</tr>
<tr>
<td>Master / Mate 500 / 1600 / 3000 / Unlimited Tonnage Deck Officer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exam Study Course</td>
<td>200</td>
<td>64</td>
</tr>
<tr>
<td>Medical First Aid Provider</td>
<td>153, 405</td>
<td>61, 73</td>
</tr>
<tr>
<td>Medical Person In Charge – Care at Sea</td>
<td>154, 406</td>
<td>61, 73</td>
</tr>
<tr>
<td>Meteorology: Basic – OICNW</td>
<td>202</td>
<td>65</td>
</tr>
<tr>
<td>Navigation and Radar (OOW, Yacht) – MCA</td>
<td>402</td>
<td>72</td>
</tr>
<tr>
<td>Program Description</td>
<td>Course #</td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------------------------</td>
<td>----------</td>
<td></td>
</tr>
<tr>
<td>Operational Procedures and Basic Hotel Services – MCA</td>
<td>408</td>
<td></td>
</tr>
<tr>
<td>Oral Exam Prep – OOW or Master of Yacht</td>
<td>443</td>
<td></td>
</tr>
<tr>
<td>Personal Safety &amp; Social Responsibilities</td>
<td>142</td>
<td></td>
</tr>
<tr>
<td>Personal Survival Techniques</td>
<td>141</td>
<td></td>
</tr>
<tr>
<td>Radar Observer Unlimited</td>
<td>148</td>
<td></td>
</tr>
<tr>
<td>Radar Recertification</td>
<td>149</td>
<td></td>
</tr>
<tr>
<td>Radar Refresher Renewal</td>
<td>157</td>
<td></td>
</tr>
<tr>
<td>Rating Forming Part of a Navigation Watch: Lookout</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>Rating Forming Part of a Navigation Watch: Assessments</td>
<td>251</td>
<td></td>
</tr>
<tr>
<td>Rules of the Road Course</td>
<td>102</td>
<td></td>
</tr>
<tr>
<td>RYA Radar Operator Certificate</td>
<td>304</td>
<td></td>
</tr>
<tr>
<td>RYA Diesel Engine Certificate</td>
<td>305</td>
<td></td>
</tr>
<tr>
<td>Refresher Course for License Renewal</td>
<td>106</td>
<td></td>
</tr>
<tr>
<td>Sail or Auxiliary Sail Endorsement</td>
<td>103</td>
<td></td>
</tr>
<tr>
<td>Search and Rescue (SAR): OICNW</td>
<td>209</td>
<td></td>
</tr>
<tr>
<td>Ship Management, Personnel Safety &amp; Maritime Law</td>
<td>612, 613</td>
<td></td>
</tr>
<tr>
<td>Shiphandling &amp; Steering: Basic – OICNW</td>
<td>211</td>
<td></td>
</tr>
<tr>
<td>Silver Service Program: Service Arts Certification</td>
<td>803</td>
<td></td>
</tr>
<tr>
<td>Stability &amp; Ships Construction: Basic – OICNW</td>
<td>203</td>
<td></td>
</tr>
<tr>
<td>Stability (Master, Yachts) – MCA</td>
<td>410</td>
<td></td>
</tr>
<tr>
<td>Tankerman Dangerous Liquids Person in Charge</td>
<td>170</td>
<td></td>
</tr>
<tr>
<td>Upgrade OUPV Six-Pack to Master / Mate</td>
<td>105</td>
<td></td>
</tr>
<tr>
<td>Upgrade to 200gt / 500gt ITC Master / Mate</td>
<td>107</td>
<td></td>
</tr>
<tr>
<td>Virtual Vetting</td>
<td>505</td>
<td></td>
</tr>
<tr>
<td>Watchkeeping &amp; BRM Assessments: OICNW</td>
<td>212</td>
<td></td>
</tr>
<tr>
<td>Watchkeeping including BRM: OICNW</td>
<td>205</td>
<td></td>
</tr>
<tr>
<td>Workboat Cook Diploma – Culinary Certification</td>
<td>805</td>
<td></td>
</tr>
<tr>
<td>Yacht Etiquette &amp; Service Arts</td>
<td>807</td>
<td></td>
</tr>
<tr>
<td>Yachtmaster Oceans: Certificate of Competency</td>
<td>306</td>
<td></td>
</tr>
<tr>
<td>Yachtmaster Offshore or Coastal Skipper: Certificates of Competency</td>
<td>300, 301</td>
<td></td>
</tr>
<tr>
<td>Oral Exam Prep- Engineering</td>
<td>452</td>
<td></td>
</tr>
<tr>
<td>Able Seaman/RFPNW Program</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>Bridge Management Simulation Refresher &amp; Virtual Vetting Program</td>
<td>93</td>
<td></td>
</tr>
<tr>
<td>Chief Mate/Master Program</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Create Your Own Program</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Fire Patrol Officer Program</td>
<td>87</td>
<td></td>
</tr>
<tr>
<td>Management Engineer Dual Program</td>
<td>90</td>
<td></td>
</tr>
<tr>
<td>Master Oceans Upgrade to 500-1600-3000 ton USCG</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>Master of Towing/Mate Pilot Towing/Apprentice Mate Steersman</td>
<td>78</td>
<td></td>
</tr>
<tr>
<td>(also known as AB to Mate Upgrade/Third Mate/ or OICNW Program)</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>MCA Code Vessel 200 Oceans Program</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td>MCA Master 500-3000 ton Program</td>
<td>47</td>
<td></td>
</tr>
<tr>
<td>MCA OOW 3000 ton Program</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>MCA/RYA Yachtmaster / USCG up to 200 Program</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>MCA Y4 Engineer Program</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>MCA Y2/Y1 Engineer Program</td>
<td>42</td>
<td></td>
</tr>
<tr>
<td>Operational Engineer Dual Program</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>Radio Officer Program</td>
<td>91</td>
<td></td>
</tr>
<tr>
<td>Safety Officer Program</td>
<td>92</td>
<td></td>
</tr>
<tr>
<td>Service Arts Yacht Chief Steward Program</td>
<td>87</td>
<td></td>
</tr>
<tr>
<td>Service Arts Yacht Steward Program</td>
<td>86</td>
<td></td>
</tr>
<tr>
<td>Shipboard Medical Officer Program</td>
<td>88</td>
<td></td>
</tr>
<tr>
<td>Ship Security Officer Program</td>
<td>89</td>
<td></td>
</tr>
<tr>
<td>Tankerman Person In Charge Program</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>USCG Captains License Program</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>Yacht Crew Program</td>
<td>12</td>
<td></td>
</tr>
</tbody>
</table>
Thank you for your interest in MPT’s school and services. We would like to take this opportunity to introduce ourselves to you. We are located in Fort Lauderdale, Florida, five minutes from Port Everglades, the International Airport, & our sunny beaches. MPT is the most complete full service private maritime school in the country and has been training mariners since 1983!

Our Fort Lauderdale based campuses host over 45,000 square feet of classrooms, deck and engineering training labs, the Ship’s Store, and student service facilities.

In addition to the MPT Main Campus our training programs also take place at the MPT SMART™ Simulation Center, Marine Tech Shipboard Firefighting Site, the Sea Survival Training Facility, and the MPT Fleet of Training vessels!

Over the years, we have had the privilege of training thousands of commercial mariners, yachting professionals and enthusiasts. This has enabled us to develop programs that are success oriented, with unbeatable pass rates, as well as cost and time efficient. This level of success has resulted from having a staff of dedicated, licensed professionals who care about our students, and are willing to work as hard as it takes to ensure each student’s success.

MPT offers all levels of certification, license and document study programs, many of these offer in-school testing and are USCG Approved and recognized by many foreign administrations. Our training programs are designed to meet and exceed IMO standards and are STCW Compliant.

There are many schools that offer very limited instruction at high costs to you. At MPT, we know that students learn best by hearing, seeing, and doing! We individualize our student’s needs, and never forget that our success depends on your success. This creates confident, successful students, and satisfied customers. I believe that is why our school has grown faster than any other maritime training school in the country.

Our client list includes commercial shipping companies, marine corporations, the military, vessel management firms, the world’s best super yachts and thousands of individuals whose word of mouth recommendations are responsible for our success.

We invite you to come and tour our school, meet our instructors, talk to our students, and see what we have to offer. Once you have seen us, you won’t go anywhere else!
Known as the “Yachting Capital of the World”, Fort Lauderdale provides an ideal setting for you to master your trade while still allowing for a little “rest and relaxation”.

MPT is conveniently located right outside Port Everglades. Our port serves as a gateway to the world through cargo connections, cruises, and offers a wide variety of maritime activities. Nearly 6,000 ships call at Port Everglades each year! Port Everglades is the world’s busiest cruise ship port and is ranked 12th in the nation for containerized cargo. It is also the region’s largest Petroleum Port and remains one of the US Navy’s favorite ports for liberty.

Come to school where the weather is beautiful and sunny year round! Enjoy this Venice of America while you are in town by taking a Water Taxi as one of your modes of transportation. Float your way to and from many of the hotels, restaurants, night clubs, shops, theatres, beaches, marinas, and more!

Fort Lauderdale is a fabulous city with all the benefits and amenities of a large metropolis while maintaining a warm and welcoming atmosphere. Affordable accommodations are readily available while you study and the MPT Student Services office will be happy to help you select the best place for your taste and budget.

If you are looking for employment after completing your training and certification programs, Fort Lauderdale is the perfect location for networking in the maritime industry. Many students secure a new position either during their classes or shortly thereafter by connecting with crew placement agencies, marine companies, vessel management firms, unions, or through MPT’s free job board.

MPT is located only 5 minutes from Fort Lauderdale’s International Airport and our world renowned beaches, in the heart of the city’s maritime community.
School Services & Administration

MPT’s Student Services Office is located on the main campus and provides Admissions and Registration, Guidance on Licensing, Certification and International Regulatory Compliance, Class Registration & Check In, Career Counseling and Development, Student Housing and Financial Assistance, Job Finding Assistance, Student Mail and Faxes Acceptance, USCG, MCA and Government Application Paperwork, Notary, Financial Aid, Corporate Services, Photos, etc. Near campus medical offices offer D.O.T. Drug Testing and Physcials as well as Travel Vaccinations, and general medical visits.

Class Schedules, Course Fees, Online Registration, and the Campus Portal are available 24 hours a day at www.MPTusa.com or call the office and speak to our experienced, friendly and helpful training specialists.

Student Portal

All students should go to www.MPTusa.com and click “Register” to join our free Student Portal. This will keep you apprised of new regulations and serve as a career management site to maintain copies of all of your certifications and documents. This will also allow for easier registration for classes you may want to take in the future.

Ship’s Store

Located on the Main Campus and in the Online Store at www.MPTusa.com, the MPT Ships Store offers a variety of school supplies, navigation tools, calculators, sextants, software, books, reference materials, training charts, safety gear, medical kits, and firefighting equipment, souvenirs & the MPT clothing line, notary service, passport photos, and lots more! Please request our Ships Store Catalog for more information.

Housing Info & Assistance Available

MPT’s Student Services Office will help you choose the best accommodations for you while you are in town. We offer many affordable options perfect for any budget including MPT Partner Hotels, Corporate Apartments, and Private or Shared Crew Accommodations. Special rates are given to MPT Students for short term and long term housing. Contact the MPT Student Services Office for more information or visit our housing page on www.MPTusa.com

Financial Aid

Financial Aid is available through corporate sponsorships, Grants, scholarships, and MPT is approved for Veterans Training. Please contact a Financial Aid Coordinator for current options.

Corporate Concierge Service

MPT has personnel dedicated to serving our corporate maritime clients. Please contact the Student Services Office and ask for our Corporate Concierge Department. We can help you with professional development training plans for your mariners as well as custom designed courses taught on our location or yours, VIP scheduling, your vessels digitized on our simulator, and other special benefits. Our team can visit you at your location or set up a personalized tour of MPT specifically geared towards your needs.

Career Counseling & Job Placement

MPT provides career counseling and job placement assistance at no additional cost to registered students. This is available through the MPT Student Services Office.

Career Counseling:

MPT’s goal is to assist students in planning their careers with long term goals in mind. Career counselors help students develop a pathway and schedule that will enhance their ability to progress through the license and certification process as expeditiously and seamlessly as possible. MPT’s students can therefore achieve promotions and open doors of advancement in a minimal amount of time.

Job Placement Assistance:

MPT assists a candidate’s transition from student to crewmember in a manner that best that meets their professional and personal goals by:
1) Providing excellent networking opportunities on campus.
2) Maintaining good relationships with crew placement offices, marine companies, and maritime unions looking for crew.
3) Offering access to the on campus “job board” with regular postings of available crew and officer positions.
4) Distributing student resumes (upon request) to captains and/or companies calling in to our Student Services office for crew.

School Policies

Please request a copy of the current MPT Student Handbook.
Getting Started In The Maritime Industry

If you are new to the maritime industry and are trying to figure out how to get started, MPT is here to help you! The maritime industry offers exciting and diverse opportunities for employment. Many of our students are looking for a new career where they can travel the world, do what they enjoy and get paid! Whether this is your first job or a mid-life career change, there is something for everyone.

The first choice you should make is whether you want to work in the Yachting & Passenger Vessel segment of the industry or the Merchant – Commercial field. From there you can break it down to the type of vessel and specific positions you are interested in. If you need help with this decision, an MPT Career counselor can explain the differences in the jobs, where the vessels operate, what your career paths would be, advancement opportunities and onboard lifestyles that can be expected. We have included answers to some frequently asked questions about the industry in the next few pages that may help you.

When you schedule your complimentary Career Counseling session with MPT, we will help you determine which department to consider working towards. Perhaps you have a background in the hospitality industry, you could then consider a position in the Stewards Department on a luxury yacht or a Wait staff position on a Cruise ship traveling the world. If your background is in the mechanical field, perhaps a job in the engineering department is in your future. Maybe you just love boating, and a job as the Captain of a Water Taxi, tour boat, private yacht or dive vessel is perfect for you! Perhaps working on a crew boat or tug is more your style! MPT can help guide you in the right direction! We will train you and help you find the job you have been dreaming about.

Getting Started With Training

No matter which way you will go, there is one class that works for everyone! Step #1 in most cases is the Basic Safety Training course. This practical course is exciting and hands-on. It meets international standards and is required for most crewmembers working on every type of vessel. You can read more about these international standards, known as the STCW Code, in another section of this manual titled “Understanding STCW”. The next steps you take will vary based on the type of vessel and the position you are working towards. An MPT counselor can help you decide which path to follow and in the meantime, refer to the various flow charts included in this Career Reference Manual.

See the Flow chart below for your Career Launchpad.
WORKING IN THE COMMERCIAL MARITIME INDUSTRY

U.S. Merchant Marine & Commercial Industry

Do you often find yourself looking out to sea, finding the midnight profile of an anchored vessel on the horizon, and wonder how you could get a job like that? Or perhaps you’ve thrown a leaf or small stick into a river and watched it float away until it was out of sight, feeling the pull of adventure, yearning to travel, and wishing you could get a job in the Maritime Industry?

Have you ever sat on the beach and watched as a ship slips below the horizon and wondered where it was going, what it was carrying? In the words of John Masefield have you ever “hungered for the seas edge, the limits of the land. Where the wild old Atlantic is shouting on the sand”. If the answer to these questions is yes then a career in the merchant marine may be for you. It’s not as difficult as you might think, if you know where to begin.

Maritime Professional Training can be your start to a job in the Maritime Industry. Whether it is cruise ships or yachts, tankers or sea going tugs, research-vessels or off-shore platforms, this new and exciting world can offer you the adventure you seek, the financial rewards you desire, and the leisure time to enjoy with your family or to pursue those things you thought you never would have the time for anymore.

What Is The U.S. Merchant Marine?
All U.S. seamen (citizens and green card holders) are certified, documented and licensed by the U.S. Coast Guard. Anyone holding such a certification or license is a de facto member of the U.S. Merchant Marine. There is no fancy uniform and it doesn’t come with a rifle or sword (unfortunately).

These are the professionals that man our commercial fleet of vessels. Everything from the massive ocean going tankers and container ships, longer than the highest skyscraper is tall, to the ferryboats carrying hundreds of thousands of people to work every day. From the tugs pushing barges full of grain, ore, and petroleum products to the fishing fleets harvesting the bounty of the sea, and research vessels trying to unlock the mysteries that lie beneath the ocean waves, which by the way cover 70 percent of our planet.

What Kind Of Jobs Are Available?
It’s easy to see that the options are numerous for someone choosing a seagoing career. If you want to stay close to home there are jobs available on vessels on our inland waterways as well as in our harbors. If you like to travel the merchant service is an ideal way to see the world. We as a nation and the world as a whole rely extensively on the maritime industry to move raw materials as well as consumer products, and every one of those vessels have merchant marine professionals guiding them to their ports of call. You will also find them standing on the bridge and manning the engine rooms of passenger vessels and harbor tugs. There is a large population of civilian mariners operating the growing number of support ships for our military. The choices are virtually endless.

What Exactly Is The Commercial Marine Industry?
Simply put, any vessel that floats and generates an income is a commercial vessel. The only vessels that would not be considered commercial are private yachts that never charter and the boat you and your buddies go fishing on, provided no one paid to go fishing with you. Even vessels that do not try to make a profit will be considered commercial if they have an income (such as a non-profit sail training ship).

Commercial shipping is more than the captain and some sailors on deck. There are engineering and steward departments just as on yachts, only far more involved. Where a mega-yacht may carry an engineer or even two, a larger commercial ship can carry an entire engineering department. The engine room watch staff can have wipers, oilers, watchkeepers, and engineers all on duty at once. Depending on the size of the ship there can be specialized crew positions such as electrician, or refrigeration specialist. The stewards department will have everyone from cooks on a cargo boat to chefs and bartenders on a cruise ship. From a pantryman and galleyhands to cabin and dining room stewards all the jobs available in a five star hotel or a truck stop diner are available in the commercial maritime industry.

Ships officers share the responsibility for the safety of their ship, her crew and her cargo. As a deck officer you will be in charge of supervising the safe navigation of the vessel at sea as well as the discharge of cargo while in port. You will be called upon to quickly develop your management skills while supervising the ratings that comprise your crew. As an engineering officer you will be involved in the operation of the ships main propulsion machinery and physical plant. Within 10 years of starting your career you could be eligible to qualify as Captain or Chief engineer with the operation and management of the entire vessel and her crew your responsibility.
with excitement and boredom, glamour and yours. The life of a seaman can be filled and opportunities are endless. You can be home every night or not see dives and fishing boats will follow the fish. search out good weather to match the best a ‘round the world cruise. Dive boats may may regularly cross the harbor. A cruise ship may run the same itinerary week after week or a sail training ship may embark on changing every hour. A cargo ship may regularly cross the oceans or a ferry boat may regularly cross the hawsepipe. Command of all departments on a commercial vessel can be achieved by someone coming from an entry level position with no college education. This does not mean that no schooling is involved. The amount of education and training required to be a professional mariner increases in parallel with the national and international standards being raised on a steady basis. But these are industry specific courses such as first aid, fire fighting, ship’s stability, sea survival, etc. to get by, just as in any other walk of life. Perhaps the romantic view of the life of a sailor is what you seek or the adventure of travel. Whatever reason is yours, it can lead you to a vast and energetic industry that is well worth the pursuit. If you have an urge to travel there may not be a better way to see the world. The ships that carry the worlds goods travel to the most exotic of locations offering the seafarer a true glimpse of the many cultures and customs that make up this planet. While delighting in our differences you will also get the chance to marvel at the true brotherhood of mankind, making friends and contacts that will truly last a lifetime. Friendships that you will make with your shipmates are in some ways stronger than the bonds of family. In many respects you are joining a fraternity of highly skilled professionals that share a special relationship. You not only work with these people you live with them and depend on them. You are a team that must work together for your own safety and the safety of the ship.

Where In The World Would I Be Working?

Everywhere and anywhere. This could be the most diverse area of the industry. Depending on what type of ship you went to work on, your travel could be extensive or limited, your schedule set in stone or changing every hour. A cargo ship may regularly cross the oceans or a ferry boat may regularly cross the harbor. A cruise ship may run the same itinerary week after week or a sail training ship may embark on a ‘round the world cruise. Dive boats may search out good weather to match the best dives and fishing boats will follow the fish. You can be home every night or not see home for a year or more. The possibilities and opportunities are endless.

Why Would I Want To Go To Sea?

The reasons are many, but they need to be yours. The life of a seaman can be filled with excitement and boredom, glamour and drudgery all in the same day. It can be very financially rewarding or you can struggle

What is the Pay Like?

The pay is good, but perhaps more important is the opportunity to enjoy it. Many employers offer about three weeks paid vacation for every month on board. Some companies offer day for day paid vacation for their officers, meaning they get one month paid vacation for every month they work. Of course wage scales vary but the average pay for an able seaman rating is about 40K-45K per year, while a junior officer may receive between 60K-75K. Senior officers like a chief mate or first assistant engineer can expect a yearly pay of about 80K – 125K and a Captain or Chief Engineer from 100K to 180K.

Maritime Transportation Facts:

The US marine transportation system encompasses a national and global network of navigable ocean, lake, river, and inland waterway routes. The system includes over 3,500 bulk oil transfer facilities, 10,000 marinas, a network of locks and dams, over 97,000 aids to navigation, commercial vessels making over 70,000 port calls annually, 110,000 fishing vessels and 20 million recreational vessels.

As the worlds largest trading nation, the U.S. exports and imports about one-fourth of all global merchandise trade ($1.9 trillion in 2001). The largest parts of this merchandise trade – over one billion tons of cargo – are moved by water. Another billion tons of cargo is carried in domestic waterborne movements, which serve over 90 percent of the U.S. population. By the year 2020, US foreign trade in goods is expected to grow by more than half of its current tonnage, and inland waterways traffic is expected to increase as well. As ships and transportation systems become more complex, training requirements will increase, and crews are currently required to be trained and qualified to operate in accordance with international standards (STCW). Marine Transportation is an integral component of the US transportation system and is essential to our nations economy. The entire US transportation infrastructure, including ports and waterways and maritime training schools, are expected to be able to handle and provide this projected increase. As of 31 December 2004, there were over 250,000 mariners with Merchant Mariner Documents, Merchant Marine Officers License or both, issued by the United States Coast Guard.

In a Nutshell:

If you don’t fit into the water cooler crowd and your idea of success goes beyond the corner office to a life of travel and adventure. If you are looking for a career that offers you challenges and responsibility and rewards you for being innovative and self directed perhaps a career on a commercial merchant vessel is for you.
WORKING IN THE MEGA YACHT INDUSTRY

What is a Mega Yacht?

A megayacht is defined within the industry as a yacht over 80 feet or approximately 24 meters. The industry average has grown tremendously over the years and the term being used now to reflect the larger yachts is “superyachts”. These superyachts, both private and charter have grown to over 400 feet long. These vessels are operated and manned by professional crew members who take their jobs very seriously. The crews are formally trained and certificated in their areas of expertise. The salaries are generally commensurate with the training and experience of the crew member as well as the size and use of the vessel.

Interesting Yacht Facts:

Of the top 200 yachts in the world the smallest is almost 180 feet.

Current average build length is over 100 feet.

There are currently more new megayachts under construction than there ever were before! Over 73,000 feet of new builds are underway in 25 different countries.

How many Mega Yachts are there?

There are thousands of megayachts over 24m (about 80ft.) that are required to be manned by professional crew.

Are they American or Foreign?

Over 90% of megayachts are owned by Americans, however most of the vessels are flagged (registered) outside of the U.S. Most of them are “red ensign” which is commonly referred to as British registry, but can be any of the 16 red ensign countries, including the Cayman Islands, Isle of Man, the United Kingdom, etc.
Although there is a higher demand for experienced crew, we do place many entry level crew. Restaurant, hospitality, or mechanical background is helpful, and a flexible, positive attitude is a must. The positions are all paid positions, and usually require a minimum of 6 months to 1 year commitment. Most require you to live aboard and travel with the vessel, and you will most likely have to share a cabin with another crew member. Time off is usually 4 weeks paid per year. Generally the owners use the vessel about 1 week per month. The other weeks you are doing maintenance projects to ensure the vessel is 100% ready for guests. You are paid whether there are guests on board or not. Charter guests usually tip 10% - 20% of the charter fee to the crew, which can be up to $4000 per crew-member for a week, extra, on top of their salary! However, most tips are around $1000 per person per week.

It is important to note that while the Yachts are designed for the owner and guests pleasure, the crew must work very hard and diligently to maintain the vessel and fulfill the expectations of the owner and guests. Working on a yacht is by no means an easy job.

These yachts are the toys and homes of the world’s wealthiest businessmen and women. Obviously, no pets, no overnight guests, no drugs, and no illegal activities. Only responsible individuals who are clean cut, presentable, and well-spoken, will succeed in this industry.

**What kind of experience do I need to get started in this industry?**

**Experience requirements for Deckhand:**

Boating experience, ability to swim/scuba dive, repair small engines, paint or varnish, and willingness to maintain exterior of the yacht in immaculate condition with pride. The Deckhand is responsible for assisting the guests with their baggage, driving the tender for them, transporting them to and from shore, cleaning the exterior of the boat, assisting in the navigation while underway, and generally helping to ensure a safe environment for the guests’ vacation. Most yachts will also require some maritime training, including STCW 95 Basic Safety Training.

**Experience requirements for Engineer:**

Practical hands on experience repairing any variety of mechanical items such as jetskis, waverunners, air conditioners, refrigerators, diesel engines, generators, electrical wiring, plumbing, navigational equipment, etc. The Engineer is responsible for keeping the yacht in good mechanical order so that the vessel is safe to go to sea with guests and crew on board, and able to provide a first class hotel environment for the owners and their guests. Most vessels will require the Engineer to have some formal training, certification and licensure depending on the size and flag of the yacht.

**Experience requirements for Steward/ess:**

Restaurant and/or hotel cleaning experience, with a great ‘service with a smile’ attitude, and willingness to live on board and travel with the vessel. The Steward/ess is responsible for all interior cleaning of the vessel, including setting the table and service of the meals, making the beds for the guests, doing the laundry for guests and crew, and for providing attentive service, anticipating their needs before they need to ask. Example, if they’re going to the beach for the day, have a picnic basket ready for the including water, lemonade, sunscreen, CD player and CDs, Hat, Magazines, etc. Your job is to ensure that the guests have an enjoyable and relaxing vacation on board, and that the boat is kept immaculate.

**Experience requirements for Cook/Chef:**

Same ‘service’ attitude as above, but flair for, and enjoyment of cooking for up to 12 guests and crew. The Cook or Chef is responsible for ordering, purchasing and storage of all food items, liaising with the owners/guests to plan the menu for the trip, and preparing all the food for the guests and the rest of the yacht crew. As the owners use the boat as a hotel in many cases, sometimes in remote locations, the food served is often the highlight of their trip. Most yachts will also require some maritime training, including STCW 95 Basic Safety Training.
When is the best time to find a job?

During the winter, most yachts cruise to the islands of the Caribbean, including Antigua, St. Maarten, Grenada, St. Barths, etc. Right after Antigua Race Week in late April, most of the yachts begin to change crew for the upcoming Summer season. Mid - April through mid-June, many vessels return to Ft. Lauderdale for repair, maintenance, and provisioning for the summer season. This is a busy time for crew changes.

During the Summer, most yachts cruise to the Northeast USA, or to the French Riviera. At the end of the Summer when it begins to get cooler, usually September/October, many of the yachts will finish up their cruising season and go into a repair and maintenance period. This is a very busy time for crew change also, since there are no intended guests on board for several weeks, and since so many people are in the same place for the Ft. Lauderdale Boat Show at the end of October.

What are the salaries for the various positions onboard?

Please contact crew placement agencies directly for more specific information. This is just a guideline, on some yachts you will earn more and on others you will earn less. Salaries are very much dependant on a number of criteria. Charter yachts normally pay less, but the crew receives a tip sometimes as much as $1000 - $5000 a week, cash, on top of their regular salary. Private yachts normally pay a little higher, you’ll have more free time, but there are rarely any tips involved. If the yacht is not used a lot, the salary may sometimes be a bit lower. The opposite is also true, with more guest use the salary might be higher. Where do most of the yachts hire from?

Most yachts travel to destinations where the weather is warm and pleasant. Therefore, they tend to hire most of their crew when they are in Florida, between cruising seasons. However, there are always positions open in the summer in the Northeast USA, and in the Mediterranean. In the winter, many vessels hire crew who are in the Caribbean. A personal interview is usually very important to the Captain, as the crew not only work together, they must live together.

Will I need a Maritime License to be eligible to work on the yachts?

The Captain, Mates, and Engineers, on a charter vessel or a larger private yacht, will require the appropriate License recognized by the Flag State of the vessel. A maritime license is not necessarily required for the junior level positions, i.e. Stewardess, Deckhand, Cook, etc. However, most yachts will require their entire crew to be STCW95 Certified and many will require a Yacht Ratings Certificate. In addition, anyone operating a Tender is required in many countries to hold a Tender Certificate or Power Boat License.

What kind of travel Visa will I need?

For foreign registered yachts traveling inside US waters, non-Americans will need at least a Visa Waiver, which is good for only 90 days at a time, and is given upon arrival to most foreign nationals. However, most yachts prefer non-Americans to have a B1/B2 multiple entry Visa, which allows you free entry and exit from the country for sometimes up to 10 years. This must be applied for outside of the US, and does not legally permit foreign nationals to work on US registered yachts. It only allows them to enter and exit the US. Only persons holding a Resident Alien Card (‘green-card’) and American citizens are legally allowed to work on US registered vessels, unless the vessel is outside US waters and will remain outside US waters for at least the next 6 months. Foreign registered vessels, about 75% of the world’s yachts, can hire any nationality they choose.

Who do I report to?

The hierarchy is as follows: The Owner owns the yacht, and the Captain manages every aspect of the yacht and it’s crew for the owner, so he/she reports directly to the Owner unless the Owner has hired a Management company to liaison with the Captain. The Chief Mate is an Officer, and he/she assists the Captain in the management of the boat and its crew, so they report directly to the Captain. The Engineer is also an Officer, and he/she maintains the vessels systems. A licensed Engineer has responsibility for the safety of the crew and passengers, and also, can be held liable for accidents not prevented if the vessel is unseaworthy. They report directly to the Captain, although in some instances, they may be required to report to the Chief Mate. All Deck Crew such as the Bosun, Lead Deckhand, and Deckhands report directly to the Chief Mate. The Chief Stewardess and the Chef are both Heads of their Departments, the Interior and the Galley. All Steward/esses report to the Chief Steward/ess, who generally reports to the Captain. All Sous Chefs and Galley Assistants report to the Chef, who generally reports to the Captain. Depending on how large the yacht is, determines how much responsibility the Captain delegates to the Chief Mate. As the Captain is ultimately responsible for everyone on board, he/she may determine how much to delegate based on their confidence in their Chief Mate. It should be defined in the vessel’s SOP.
INTERVIEWING TIPS FOR CREW:

- Look the part. Dress smart. Khakis and a polo shirt or dress shirt, with deck shoes or flats. Business attire good for some high profile yachts. No blue jeans, sleeveless shirts, flip-flops, bathing suits, etc. Dress as if you will meet the owner, because you just might!

- Clean shaven or neatly trimmed beard/mustache. Clean cut, short hair. No dreadlocks or braids.

- Check your own references in advance to be sure you are using people that can be contacted and that will give the appropriate and accurate responses about you personally or professionally.

- Do not show up smelling like alcohol or cigarettes.

- No visible tattoos or body piercing.

- Bring Resume portfolio with you, with all your relevant information: copies of references, photo, licenses, passport/visa, food photos/sample menus (for chefs), etc.

- Don’t fidget, and try not to be nervous. Just be yourself, because once you get the job, they will get to know the real you anyway!

- Show up on-time, and call if you are going to be late. Bring the Captain’s contact information (Cell/Boat number) with you and a cell phone so you can call him/her for directions, if you get lost.

- Have prepared questions with you. For a list of potential questions, check with crew placement agencies. Bring a note pad and pen to take notes.

- Listen to the interviewer first and see if you’re interested. Then ask your questions.

- Do not waste the interviewer’s time. If you realize that you are not interested, be honest. They will respect you more for being up front and sincere than if they think you may be the one for them, and you let them down later.

- If you now have a job and have become unavailable, let the interviewer know before the interview. Let them decide whether they would still like to interview you.

- At the end of the interview, reaffirm your interest in the position, if it is genuine. If not, say that you will continue interviewing until you find the right position. Shake hands confidently and firmly, making eye contact, and thank him/her for their time.

- Send thank you note after interview.

- Bring your ID and passport to every job you take.

- Use employment appropriate sounding email address.
USEFUL INFORMATION

Acronyms:

AB Able-Bodied Seaman
AGT Any Gross Tons (USCG Unlimited Tonnage Licenses)
AMSA Australian Maritime Safety Authority
ANDA Advance Notice of Arrival
ARP A Automatic Radarplotting Aids
BRM Bridge Resource Management
BSt Basic Safety Training
CEC Certificate of Equivalent Competency
CoC Certificate of Competency
CoI Certificate of Inspection
CPR Cardiopulmonary Resuscitation
CSO Company Security Management
DLPIC Dangerous Liquids Person In Charge (Tankerman)
DP Dynamic Positioning
ECDIS Electronic Chart Display & Instrumentation System
EP Emergency Procedures
EPIRB Emergency Positioning Indicating Radio Beacon
FCC Federal Communication Commission
FRB Fast Rescue Boat
GMDSS Global Maritime Distress & Safety System
GOC General Operator’s Certificate GMDSS
GROL General Radio Operator’s License (Technician Level)
HAZMAT Hazardous Materials
HAZWOPR Hazardous Waste Operations & Emergency Response
ILO International Labour Organization
IMO International Maritime Organization
JSM International Safety Management
ISPS International Ship and Port Security Code
MCA LY2 MCA Large Yacht Code 2 (Revised)
MCA Maritime and Coastguard Agency of the United Kingdom
MMC Merchant Mariner Credential
MOTV Master of Towing Vessels
MSA Maritime Safety Authority of New Zealand
NOA Notice of Assessment
NOE Notice of Eligibility
OICEW Officer in Charge of an Engineering Watch
OICNW Officer in Charge of a Navigation Watch
OW Officer of the Watch (MCA)
OSHA Occupational Safety and Health Administration
OSV Offshore Supply Vessel
OUVP Operator of Uninspected Passenger Vessels
PFSO Port/Facility Security Officer
PIC Person In Charge
PSC Proficiency In Survival Craft
PYA Professional Yachtsmen’s Association
QMS Quality Management System
RADAR Radio Detection and Ranging
REP EW Rating Forming Part of an Engineering Watch
REP NW Rating Forming Part of a Navigational Watch
ROC Restricted Operator’s Certificate (GMDSS)
RYA Royal Yachting Association
S.M.A.R.T. Simulation for Maritime Assessment Research and Training (part of MPT)
SAR Search and Rescue
SART Search and Rescue Transponder
SMS Safety Management System
SSO Ship Security Officer
STCW The International Convention for the Standards of Training, Certification and Watchkeeping for Seafarers OR the Seafarers Training Certification and Watchkeepers Code.
STOS Specially Trained Ordinary Seaman
USCG United States Coast Guard
VPEN Voyage Planning and Electronic Navigation
VS Visual Signaling – flashing light by Morse Code
VSO Vessel Security Officer – Same as SSO

Calculating Gross Tonnage:

A vessel’s gross tonnage should be listed on its documentation form. If your vessel is state registered instead of federally documented, you can calculate the gross tonnage using the following empirical formula:

\[ \text{L} \times \text{B} \times \text{D} \times 0.5 \text{ (power)} \times 0.7 \text{ (sail)} \]

Key Conversions

1 meter = 3.28 feet
6076.12 Ft. = 1 Nautical Mile
1 Nautical Mile = 1.15 Statute Mile

GRT versus GT ITC

Gross tonnage is a parameter reflecting the overall size (enclosed volume) of a vessel. There are two basic measurement systems, the Convention and Regulatory Systems. The primary system is the Convention (International Tonnage Convention - ITC). The Regulatory or National System is broken into 3 subsets called Standard, Dual and Simplified.

Convention tonnage is dimensionless and expressed as GT ITC or simply GT for gross tonnage. Regulatory tonnage is calculated in units of register tons of 100 cubic feet per ton and expressed as GRT for gross register tons.

Convention tonnage is often higher than Regulatory Tonnage. Certain licenses will reflect both tonnages that have been calculated to represent vessels of approximately the same size. For instance 200 GRT is equivalent to 500 GT ITC and 1600 GRT is equivalent to 3000 GT ITC.

Do not confuse these with displacement or weight tonnagewhich is expressed in tons, long tons, or pounds; or Net tons which will be NRT or NT depending on which measurement system was used.
STCW: Standards of Training, Certification & Watchkeeping

STCW Code History:
The International Maritime Organization (IMO) held a convention to improve the worldwide standards for safety and training of professional mariners in 1978. The Standards of Training, Certification & Watchkeeping for Seafarers (STCW) Convention established a code adopted by many nations on July 7, 1978 and was named the Seafarers Training, Certification & Watchkeeping (STCW) Code. Subsequent conventions were held in 1991, 1994, 1995 & 1997 to update & revise the code. The amended code (STCW 95) is named for the year that it was accepted by the IMO and it’s signatory countries.

STCW Code Future:
As you know the original STCW was signed in 1978 and revised in 1995 with amendments added several times since then. The next major revision of STCW is due in 2010 with implementation expected by 2012. This revision is expected to add Able Seaman for Deck and Engine departments, A-II/5 and A-III/5 respectively. It is also expected to separate Chemical Ships from the Dangerous Liquids – Petroleum section of Tank Vessels in Chapter V as well as revise the refresher training requirements for many safety courses at time of revalidation/renewal. MPT will keep you apprised of these changes as they occur and will have training programs available to satisfy all new requirements as they are implemented.

Purpose of the STCW Code:
The Code was established to set certain minimum international training standards for professional mariners. The level of certification and training you are required to have is based on the capacity you serve in & the type of vessel you work on.

Who does the STCW Code affect?
There are 133 IMO signatory countries in the world. Every country will issue a document showing the level of mariner certification and the capacity and limitations of each.

All professional mariner certifications must be STCW 95 Compliant with the exception of U.S. mariners working exclusively on inland waters or domestic near coastal waters on vessels up to 200 gross tons, which are exempt from the STCW requirements.

What about unlicensed crewmembers?
All professional mariners that have designated safety or pollution prevention duties (even if they are unlicensed/non certificated) must have Basic Safety Training. This would include everyone listed on the emergency bill, also called the muster list or station bill.

Which courses do I need to obtain STCW compliance?
Please refer to the Qualifications section of this manual for detailed information on the courses and sea service required to obtain STCW Compliant Licenses and Certificates of Competency. If you already hold a USCG license, but have not taken the training to obtain an STCW 95 Compliant Certificate, please contact the admissions office for a current required course list for your license level.

Why was the Code Revised?
Flick through the pages of any of the leading industry magazines today and you will discover a wealth of technical innovation designed to make ships more efficient and safer. Everything from the propulsion systems, through the hull design to the navigation suite is the result of intense research and development activity. The only exception to this rule is, ironically, the one key component on which everything else so often depends – the officers and crew.

It is widely quoted that 80 per cent of transport accidents are due to human error. It is the human element on board ship that can either provide the skills that may prevent a disaster, or the frailty or plain lack of competence that can cause one. And, while the capability, complexity and sheer power of technology seems to be accelerating exponentially, the human element remains a basic component with all its strengths and all its weaknesses. That is why the international maritime community has now evolved from an approach, which traditionally seeks technical solutions to safety-related problems and is focusing instead on the role of human factors in maritime safety.

The 1995 STCW Convention is one of several key initiatives that underpin this new philosophy at IMO. It seeks to establish a baseline standard for the training and education of seafarers throughout the world and, by placing an emphasis on quality control and competence-based training, it establishes a structure that can ensure not only that the required standard is met, but that it is seen to be met.

(Excerpted from the IMO website)
Why doesn’t one size fit all with STCW?

When STCW was revised in 1995 we all expected that the new standard would harmonize the training requirements and therefore allow mariners to complete their training in various parts of the world based on where they desired to go to school or based on where the vessel is based. Unfortunately, things just haven’t worked out that way with many countries. This is especially difficult for mariners with multiple licenses issued by various administrations and for those who are certificated by one country and work on a vessel flagged in another country. The reason for this problem is that in order to be considered a “white list” or fully compliant country, the IMO requires each administration to guarantee that proper oversight has been and is continuously performed on each school issuing training certificates. It is impossible for the USCG to oversee schools in foreign countries and vice versa. That is why MPT and some other schools in this country have applied to many different countries for recognition. This is a very costly process because it requires auditing by each country on a regular basis. In addition, some countries are not interested in approving schools outside their jurisdiction. This is why it is so important to ensure that the school a mariner attends for training is recognized by the country issuing the license and also that the Flag State of the vessel will accept a license/CoC issued by that country.

Why don’t all STCW Certificates look the same, isn’t this a standard?

Each country (administration) is tasked by the IMO to incorporate a statement of compliance with the STCW Code into their Certificate of Competency (license). Most countries do not have any CoCs that are exempt from STCW and therefore have incorporated their statement of compliance right on the face of the CoC. Because of the US Inland and Great Lakes mariners being exempt from STCW, the USCG has to issue a separate certificate of STCW compliance only to those mariners who qualify. Therefore, a USCG licensed, STCW compliant mariner will have either two or three documents: Their license, their STCW Certificate from the USCG, and often a separate Z-Card which is the Merchant Mariners Document and lists unlicensed capacities.

What is the IMO?

The IMO (International Maritime Organization) located in London, is a part of the United Nations and has 133 signatory countries. The IMO is not a British Agency, just as the main United Nations building being located in New York does not make the UN an American Agency.

What are Port and Flag State Control?

Port and Flag State Control are key elements in fulfilling the revisions of the STCW Code. Port State Control is the authority an administration has over vessels operating within their waters (jurisdiction) regardless of Flag. In a nutshell, Port State Control is the oversight and inspections conducted by the administration of the port on a vessel entering their port. Simply stated, in the United States, when the USCG boards a vessel and “checks it out”, they are fulfilling part of their port state control authority.

The revised Chapter I of STCW includes enhanced procedures concerning the exercise of port State to allow intervention in the case of deficiencies deemed to pose a danger to persons, property or the environment (regulation I/4). This can take place if certificates are not in order or if the ship is involved in a collision or grounding, if there is an illegal discharge of substances (causing pollution) or if the ship is maneuvered in an erratic or unsafe manner, etc.

Flag State Control is the authority an administration has over vessels with their own registration (flag) regardless of where they are operating. Therefore, when the USCG conducts an inspection on a US flagged vessel, they are acting as Flag State Control.

What is the “White List”?

The White List identifies the countries that have demonstrated a plan of full compliance with the STCW Convention and Code as revised in 1995. The White List was developed by an unbiased panel of “competent persons” at the IMO. The criteria used to develop the list included what system of certification (licensing) each administration would have, the process of revalidation for certificates, training center oversight, port state control, and flag state control.
What happens if a country is not on the “White List”?  

Since there is a white list, it would stand to reason that any country not on the white list could be considered “black listed”. This is not the case. There is no actual black list although very often that is how non-compliant countries are described.

Port State Control and Flag State Control both play a role in handling a non-white listed country. For instance, if a vessel is flagged by a non-white list country, when it desires to enter a white list port, it can be denied entry, detained or inspected vigorously.

On the other hand, if a mariner has a Certificate of Competency (license) from a non-white list country, they will most likely be denied a Certificate of Equivalency, they will be rejected as a viable Manning solution for white list flagged vessels, and their sea time and training may either be highly scrutinized or not accepted at all towards a CoC from a white list country.

What was revised/amended in 1995 & how does it differ from the 1978 convention?  

The 1995 amendments represented a major revision of the Convention, in response to a recognized need to bring the Convention up to date and to respond to critics who pointed out the many vague phrases, such as “to the satisfaction of the Administration”, which resulted in different interpretations being made.

Others complained that the Convention was never uniformly applied and did not impose any strict obligations on Parties regarding implementation. The 1995 amendments entered into force on 1 February 1997. However, until 1 February 2002, parties were allowed to continue to issue, recognize and endorse certificates, which applied before that date in respect of seafarers who began training or seagoing service before 1 August 1998.

One of the major features of the revision was the division of the technical annex into regulations, divided into Chapters as before, and a new STCW Code, to which many technical regulations have been transferred. Part A of the Code is mandatory while Part B is recommended.

Dividing the regulations up in this way makes administration easier and it also makes the task of revising and updating them more simple: for procedural and legal reasons there is no need to call a full conference to make changes to Codes.

Some of the most important amendments adopted by the Conference concern

Chapter I - General Provisions. They include the following:

Ensuring compliance with the Convention  

Parties to the Convention are required to provide detailed information to IMO concerning administrative measures taken to ensure compliance with the Convention. This represented the first time that IMO had been called upon to act in relation to compliance and implementation - generally, implementation is down to the flag States, while port State control also acts to ensure compliance. Under Chapter I, regulation I/7 of the revised Convention, Parties are required to provide detailed information to IMO concerning administrative measures taken to ensure compliance with the Convention, education and training courses, certification procedures and other factors relevant to implementation.

By the 1 August 1998 deadline for submission of information (established in section A-I/7 of the STCW Code) 82 out of the 133 STCW Parties had communicated information on compliance with the requirements of the revised Convention. The 82 Parties which met the deadline represent well over 90% of the world’s ships and seafarers.

The information is reviewed by panels of competent persons, nominated by Parties to the STCW Convention, who report on their findings to the IMO Secretary-General, who, in turn, reports to the Maritime Safety Committee (MSC) on the Parties which fully comply. The MSC then produces a list of Parties in compliance with the 1995 amendments.

Which countries are on the “White List”?  

Since this list does change, please refer to the STCW Code book for this information or call MPT’s Admissions Office and we will send you a copy.
Ratings (can be an engineering, deck or general yacht rating) vary by administration. Management and Operational (Mates & Assistant Engineers) and Support (Ratings). The following list may seem daunting at first, but if you consider the following “Codes” (which refer to the chapters of STCW) it will make it much easier for you to remember where you and your crew fit in. This information will also be listed on your license, certificate of competency or merchant mariners document.

Your Safe Manning Documents may list the required crew and officers in the form of STCW Codes for the license level they must hold to satisfy Flag State manning regulations. This can be confusing sometimes when you are working with crew from various different countries. We have explained how the STCW Codes work and have given samples of the codes and corresponding license levels for both the USCG and the MCA.

When a code is written the department is listed first followed by the level.

For example: II/2 = Department / Level = Deck / Management

Departments: Capacities
II Deck
III Engineering

NOTE: STCW Codes that begin with numbers other than II/ or III/ do not designate the capacity a mariner can serve in. They would generally indicate training that had been accomplished, i.e. certificates that show compliance with VI/1 indicate completion of Basic Safety Training because that is the regulation that is defined by chapter VI of the STCW Code. Please refer to the STCW Code book published by the IMO for complete information or call MPT for assistance.

Levels:  
1 Operational  
2 Management  
3 <500 tons or <300kw or certain restricted certificates varying by administration  
4 Ratings (can be an engineering, deck or general yacht rating)
Transportation Worker Identification Card (TWIC)

A TWIC is a Transportation Worker Identification Credential. It is a tamper-resistant, common identification credential, issued by the Transportation Security Administration (TSA), containing a biometric (fingerprint template) of the card holder.

By law, all U.S. Coast Guard-credentialed mariners with an active Merchant Mariner’s Document (MMD), License, and/or Certificate of Registry (COR), with or without an STCW endorsement, must hold a valid Transportation Worker Identification Credential (TWIC) to maintain their mariner credentials. Failure to obtain and continue to hold a valid TWIC may result in suspension or revocation of your mariner credentials. After April 15, 2009, the Coast Guard will not issue a merchant mariner credential to an applicant who does not hold a valid TWIC.

To apply for a TWIC, you must first enroll at any TWIC enrollment center. Pre-enrollment through the TSA website, www.tsa.gov/twic, will expedite processing time at the center. You will need to pick up your TWIC, after being notified that it is ready, at the same enrollment center where you applied. In order to ensure the information on your TWIC application is forwarded to the U.S. Coast Guard for the processing of your merchant mariner credential application, you must identify yourself as a mariner at the TWIC enrollment center. You must also provide proof of citizenship and/or alien status and your Social Security Number.

USCG Merchant Mariner Credentials

The USCG is now issuing Merchant Mariner Credentials that have replaced previously issued licenses, documents (z-cards) and STCW certificates. All three will now be in one passport style document.

USCG Renewal/Revalidation Info & Checklist

1) Complete an Application Form (fillable forms available at www.uscg.mil/nmc)

2) All Mariners MUST complete a physical exam (CG-719K), which is subject to CG review for a fitness for duty determination, before a credential will be issued. According to 46 CFR Part 10.215.d.1: a medical exam must be documented and of such scope to ensure that there are no conditions that pose an inordinate risk of sudden incapacitation or debilitating complication. These reports (46 CFR 215.f) must be submitted within 12 months from the date signed by the licensed medical professional.

3) You must complete a DOT 5 Panel Drug Test (CG-719P) from a certified lab or be enrolled in approved drug testing program. Please visit the USCG NMC website in regards to drug testing approved labs and tests. If you are in the Fort Lauderdale area, check with the MPT student services office for a doctor that gives discounts to our students.

4) When an MMC is issued, renewed, upgraded, or otherwise modified, the OCM will determine whether the applicant needs to have an STCW endorsement for service on a seagoing vessel and then, if the applicant is qualified, will issue the appropriate endorsement. The OCM will also issue an STCW endorsement at other times, if circumstances so require and if the applicant is qualified to hold the endorsement. Certain additional training requirements or refresher training may be implemented that are required for renewal or raise in grade of an MMC.

5) TWIC Card You must have a TWIC and be able to send a copy with your renewal application. See TWIC Card above for more info.

6) Sea Service Requirements or equivalent as follows:
   a. 360 days of appropriate service within the previous 5 years OR
   b. 3 years out of the previous 5 years in a marine related field OR
   c. Complete an approved course for renewal of your MMC OR
   d. Complete an open book examination issued by the USCG OR
   e. Renew for continuity purposes only – inactive status

7) User Fees paid to the USCG or to expedite processing, pay through www.pay.gov and send your receipt with your application. Current fees are available on www.uscg.mil/nmc

8) Copy of expiring MMC

9) Training certificates (if applicable) i.e. Radar Recertification, STCW etc.

10) Any other courses, assessments, or paperwork the USCG deems necessary.
USCG MMC
Renewal FAQ

What are the new identification requirements?
You must have a TWIC and be able to send a copy with your renewal application.

When do I have to renew my credentials?
All U.S. licenses, Merchant Mariner’s Credentials (MMC), and Certificates of Registry (CORs) are valid for service for five years from the issue date and no longer. You renew your credentials up to 12 months prior to expiration.

What if I have more than one credential to renew?
You may renew all credentials at the same time as long as at least one of the credentials is within 12 months of expiring. In such situations, you are encouraged to renew all credentials together to get them in sync.

What is the grace period?
You may renew your credential during the Period of Grace (no more than 12 months beyond the five-year expiration date), but you can NOT operate under the authority of your credential during this Grace Period. Once your credential has expired, it is no longer valid and you can not work on it.

What if my credential has expired beyond the grace period?
If your credential has expired beyond the grace period, then you will have to meet the full requirements of the original credential. This also means you will have to take the full examination if required for the credential or attend a course approved by the CG specifically for this purpose.

What is a Continuity Renewal?
This option allows you to renew your credential without meeting any of the renewal requirements, except for completing an application and paying the user fees. If you choose to renew a credential for continuity purposes only, then you can NOT work under the authority of that credential. If your credential has expired beyond the one year grace period, then you are ineligible for the continuity renewal option.

When would renewal of my credentials not be granted?
Your credential will not be renewed if it has been revoked or surrendered without probation. In addition, your credential will not be renewed if facts come to the attention of the Coast Guard that would render a renewal improper or you do not meet all of the requirements for renewal, including certain medical issues.

Where can I renew my U.S. mariner credentials?
You may apply for renewal at any of the 17 Coast Guard Regional Examination Centers (RECs). You must satisfy requirements for renewal including the completion of an application form and payment of user fees. All of these requirements are described on the USCG website.

Can I renew my credential by mail?
You may renew by mail by submitting all of the required paperwork and fees to one of the RECs listed above. Please ensure that all supporting paperwork is original documents or certified copies (certified by the agency that issued the original credential.)

Can MPT help me with my renewal?
Yes MPT’s Student Services Office will help you every step of the way with your paperwork and with schedules of classes to meet your renewal requirements. We will look over your application paperwork to make sure that everything is correct before you send it in.

How do I prove that I have met the professional requirements for renewal?
You may document professional service for renewal in various forms, including original certificates of discharge and/or official documents from marine companies on original company letterhead signed by authorized officials. For military members, you must have your service documented on Command letterhead. All original proof of qualifying sea service MUST also include the following information about the amount and nature of your experience:

1. Name and documentation/official number of each vessel on which the service was obtained.
2. Vessel’s gross tonnage, shaft horsepower and type of propulsion.
3. Number of days underway on each vessel including the dates the service was obtained.
4. Number of days spent in each type of route (Ocean, Near Coastal, Inland, specific river or lake, etc.).
5. Average number of hours worked per day.
6. A brief description of duties or work performed.
7. Please note that if you are renewing an STCW Compliant MMC, you must have a minimum of 360 days of offshore sea going service whilst participating in drills or additional training may be necessary.
CAPTAIN’S LICENSES - USCG

Why Get a Captain’s License?

• To work as a paid captain or mate
• To use your boat for charter
• To learn or refresh your skills in navigation, chart plotting, rules of the road, safety & regulations, buoyage systems, basic weather, basic stability, and much more!
• To earn a credential that shows your experience and may even reduce insurance costs
• To improve your resume if you want to get a job on a bigger boat

What License Should I Get?

We recommend that you get the best license you qualify for! There are a couple of options depending on your citizenship status and boating experience. The two main captain’s licenses issued by the USCG are the Operator (6 pack) and the Master. There is no requirement to start with a 6 pack – you can go straight to Master! There are several basic differences, the Operator (6 pack) license is for uninspected vessels up to 100 gross tons, up to 100 miles offshore, and the Master is for inspected (vessels carrying 7 or more passengers) or uninspected vessels up to 100 gross tons, up to 200 miles offshore or on inland waters. Your boating experience may limit the tonnage to 25, 50 or 100 gross tons. Inland licenses are also available if you are operating primarily on inland waters. If you do not have enough sea time to get your Master Near Coastal (offshore), you should consider the Master Inland, Mate Near Coastal, and Operator (6pk) Combo. Another option worth considering is the Royal Yachting Association (RYA) Yachtmaster Program, which is valid on foreign flagged yachts up to 200gt. Successful completion of the Yachtmaster Program also includes an MPT Course Certificate which can be presented to the USCG towards the issuance of a USCG Master or Mate License for vessels up to 200gt (level determined by experience).

Sea Time Requirements

All Coast Guard Licenses are based on documented Gross Tonnage. (volume not weight).

USCG Operator’s License (6-pk)

Uninspected vessels <6 passengers up to 100gt/100 miles offshore

At least 360 days of boating experience including 90 days offshore. 90 within past 3 years. If you do not have coastwise experience, you can get an inland license. Non U.S. Citizens may be restricted to undocumented vessels with a 5 net ton limit.

USCG Master Inland/ Mate Near Coastal

Inspected or Uninspected vessels up to 100gt on Inland Waters

At least 360 days of boating experience including 90 within the past 3 years. If you have 180 days of offshore experience, you can also get Mate Near Coastal (200 miles) license. If you only have 90 days of offshore time, you can also get OUPV near coastal. If you do not have any near coastal sea service, apply for a Master Inland. If all sea time is under 5gt you will get 25gt, If 90 days is over 5gt, you will get 50gt license, If 180 are over 34gt, you will get 100gt license.

USCG Master Near Coastal

Inspected or Uninspected vessels up to 100gt on up to 200 miles offshore

At least 720 days of boating experience including 360 days offshore and 90 within past 3 years. If all sea time is under 5gt you will get 25gt license. If 180 days is over 5gt, you will get 50gt license. If 360 is over 34gt, you will get 100gt license.

U.S. Citizens - Fast Track your license - Skip the Six-Pack and go straight for your Masters!

Don’t let anyone tell you that the six-pack is required to be the first step. Even if you have only 360 days of sea time, you can fast track your license at MPT by skipping the six-pack and getting your 3 in 1 Masters License.

Why skip the six-pack and go straight for the 3 in 1 Master?

1. You remove the uninspected vessel – 6 passenger limit on inland waters
2. You keep the full Six Pack Captain authority offshore up to 100 miles
3. You can serve as the Mate on inspected vessels up to 200 miles offshore!

You’ve earned your Masters! Don’t limit yourself to the six-pack…

Note: When you get the necessary sea time for the full master near coastal, you simply process the paperwork through the USCG. No further testing is required!

“I was very impressed with the facilities (especially the simulator) and the extraordinary instructors.”
Captains License Qualifications & USCG Application Requirements

In addition to completing your certified course, the Coast Guard requires the following items before they can issue your license. The application package does not need to be completed before taking your training program. You have up to 1 year after finishing the course to submit your paperwork to the USCG, but the sooner you submit it, the sooner your license will be processed. The USCG Application forms listed below can be sent to you upon request.

- Application for license (with Oath done at the Coast Guard)
- 3 notarized letters of character reference
- Documentation of sea time experience - letters or sea service forms signed by the vessel’s owner or captain or sea service forms signed by you for your own boat(s) or DD2-14 and Transcript of Service for your military sea service (if applicable).
- Proof of vessel ownership - if you are submitting forms for your own boat(s)
- Physical Exam (within 1 year, on USCG Forms) There are certain medical conditions and/or prescription drugs that may disqualify you for a license or require a waiver. Ask for info if applicable.
- Drug Screen (within 6 months, on USCG Forms or proof of random program)
- Social Security Card
- Proof of U.S. Citizenship for Master/Mate (Birth Certificate or Passport) or Proof of Permanent Residency for six-pack OUPV
- Fingerprints - The USCG Conducts a criminal background check and National Driver’s Registry Report on all applicants. Certain offenses within recent years can disqualify you for a license. Please ask if you need more information.
- Course Certificate from MPT’s Certified Course within the last year
- First Aid & CPR Certificate from MPT or other USCG Approved course within the last year
- Take Oath in person at a Coast Guard Regional Examination Center
- License Processing Fees (evaluation/ issuance paid to USCG)
- TWIC Card
Why Choose MPT for your Masters and Mates Courses?

MPT’s training courses are taught by Captains with years of experience. They are highly trained and hold teaching certificates as well as coast guard licenses and numerous continuing education certificates. In addition to their high level of qualification, they are very passionate about teaching, they enjoy working with their students and truly care about their students success and in helping them meet their career and educational goals. Many courses are USCG Approved which allows you to do your examinations and/or practical assessments here at MPT.

USCG Deck Licenses and Documents are available for all three levels of STCW:

Support Level: STCW A-II/4, A-II/5

- Deck Ratings
- Qualified Ratings
- Rating Forming Part of an Navigation Watch (RFPNW)
- Able Seaman (AB)
- Non Qualified Ratings – (Non STCW)
- Ordinary Seaman,
  Food Handler, Steward etc

Operational Level: STCW A-II/1

- Mate Limited
- Third Mate Unlimited
- Second Mate Unlimited

Management Level: STCW A-II/2

- Chief Mate/Unlimited
- Master 500grt/1600grt/3000gt
  ITC/Unlimited

Management Level: STCW A-II/3

- Masters under 500gt

USCG STCW Compliant License Flowchart:

The following flowchart is designed to help you determine the best career path for merchant USCG Licensing. We recommend that you contact the MPT Admissions Office for a career counseling session because you may qualify for a combination of licenses. If you are applying for an Inland – non STCW Compliant License, please disregard this flowchart and refer to the Inland section.

What License Should I Get?

We recommend that you get the best license or combinations of licenses and documents you qualify for! Check out the sea time requirements and ask an MPT Admissions Representative for guidance. Please note that the information listed here, including sea time and training requirements is scheduled to change in the very near future. MPT recommends that you apply to the USCG for your license or document as soon as possible to avoid being in the new system and meeting the additional training and assessment requirements that will soon be necessary.
Inland

Inland licenses include the Inland waters of the United States. These waters, as well as the Great Lakes are completely exempt from STCW Requirements.

Licenses:
Same as old system for any tonnage license. NOTE: Individuals with inland licenses cannot convert to STCW Near Coastal or Oceans Licenses without completely changing to new system and meeting all sea time, new training and assessment requirements.

Domestic Near Coastal

Voyages that are within 200 miles of the U.S. shore traveling from U.S. Port to U.S. port without entering a foreign port. (i.e. Miami to New York via the Ocean) Vessels up to 200gt are exempt from STCW regulations when operating exclusively on domestic near coastal voyages.

Licenses:
Same as old system for licenses up to 200grt. Licenses over 200grt require full STCW Compliance under new system.

USCG Routes Definitions

Domestic Oceans

Voyages that exceed 200 miles off the U.S. shore traveling from U.S. Port to U.S. port without entering a foreign port. (i.e. San Francisco to Hawaii or New York to Puerto Rico) STCW Compliance and an Oceans Endorsement is required regardless of vessel size.

Licenses:
Same as old system for licenses up to 200grt Oceans with gap closing STCW requirements. Licenses over 200grt require full STCW Compliance under new system.

Foreign Going - STCW Oceans

Voyages that exceed 200 miles off the U.S. shore traveling from U.S. Port to a Foreign port. (i.e. Miami to the Bermuda) STCW Compliance is required regardless of vessel size. An Oceans Endorsement is also required regardless of vessel size; however please note that under the new regulations (post February 1, 2002) only licenses of 500 tons and over are eligible for STCW, Foreign Going OCEANS Endorsements.

Licenses:
This level is only available to licenses over 200grt, and therefore requires full new system.

Foreign Going - STCW Near Coastal

Voyages that are within 200 miles of the U.S. shore traveling from U.S. Port to a Foreign port in a neighboring country with a bilateral agreement with the U.S. to accept a near coastal route. (i.e. Miami to the Bahamas or Mexico) STCW Compliance is required regardless of vessel size.

Licenses:
Same as old system for licenses up to 200grt with gap closing STCW requirements. Licenses over 200grt require full STCW Compliance under new system.
Merchant Mariner Credentials are required on all USCG Commercial vessels of over 100grt. These are commonly referred to as Z-Cards. They serve as a form of identification and list your unlicensed ratings. These ratings can be considered by the USCG as qualified or non-qualified ratings. The amount of and extent of sea time and training prerequisites will be based on whether you are obtaining a qualified or non-qualified rating.

Non Qualified Ratings include:
Ordinary Seaman, Food Handler, Wiper, and Steward Department. These are generally available with no formal sea time or training requirements. Certain jobs may require you to also carry the STCW Basic Safety Training Certificates of training to fulfill employment issues. If you wish to obtain an MMC, you must apply to the USCG and submit the necessary paperwork. Contact an MPT Student Services representative for the appropriate forms and assistance.

Qualified Ratings include:
Rating Forming Part of a Navigation Watch, Rating Forming Part of an Engineering Watch, Able Seaman, Tankerman, Medical First Aid Provider, and Medical Person In Charge. Qualified Ratings have prerequisites that must be fulfilled prior to receiving the endorsement to your Merchant Mariner Credentials. These prerequisites may include sea time, training, examinations, and assessments. You do not always need to have a non-qualified rating MMC first, if you have met the other prerequisites as listed below, you can simply apply to the USCG for a qualified rating to be issued.

Military Sea Time:
Sea service you acquired in the military may count towards your merchant license. Generally, military sea time will be creditable at a rate of 60% credit for each qualifying day of military service towards a merchant license or document. To be considered qualifying time, the time must have been served in a capacity relevant to the type of license you are now applying for. You may provide satisfactory evidence of U.S. military service in the form of an official Transcript of Military Sea Service, certified History of Assignments, or certified Statement of Creditable Sea Service (a DD-214 on its own is not generally sufficient evidence of sea service).

In the U.S. System, you can qualify for a Rating Forming Part of a Navigational Watch separately from the Able Seaman Endorsement. This enables a mariner to obtain a qualified STCW rating certificate very early on in their career. This is an excellent option for those mariners that are aspiring to move up the ladder to an officer’s position in the future. There is no tonnage limit on a RFPNW Certificate.

USCG RATINGS - SUPPORT LEVEL MMC’s

WHAT IS SEA TIME?: U.S. SYSTEM
In general a day at sea is defined as 8 or more hours of watch standing or sea service time per calendar day. In certain industries, such as commercial fishing and towing, two 6 hour watches are stood each day, requiring 12 hours of watch keeping per day. In these cases, a day and a half credit (11/2 day) is given for each 12 hour day. There are special circumstances where sea time can be counted differently, you can refer to USCG policy letters or contact an MPT Student Services Representative if you have any questions.

USCG RATINGS - SUPPORT LEVEL MMC’s

Merchant Mariner Credentials are required on all USCG Commercial vessels of over 100grt. These are commonly referred to as Z-Cards. They serve as a form of identification and list your unlicensed ratings. These ratings can be considered by the USCG as qualified or non-qualified ratings. The amount of and extent of sea time and training prerequisites will be based on whether you are obtaining a qualified or non-qualified rating.

Qualified Ratings include:
Rating Forming Part of a Navigation Watch, Rating Forming Part of an Engineering Watch, Able Seaman, Tankerman, Medical First Aid Provider, and Medical Person In Charge. Qualified Ratings have prerequisites that must be fulfilled prior to receiving the endorsement to your Merchant Mariner Credentials. These prerequisites may include sea time, training, examinations, and assessments. You do not always need to have a non-qualified rating MMC first, if you have met the other prerequisites as listed below, you can simply apply to the USCG for a qualified rating to be issued.

Non Qualified Ratings include:
Ordinary Seaman, Food Handler, Wiper, and Steward Department. These are generally available with no formal sea time or training requirements. Certain jobs may require you to also carry the STCW Basic Safety Training Certificates of training to fulfill employment issues. If you wish to obtain an MMC, you must apply to the USCG and submit the necessary paperwork. Contact an MPT Student Services representative for the appropriate forms and assistance.

Rating Forming Part of a Navigation Watch (RFPNW)
A Rating Forming Part of a Navigational Watch (RFPNW) is a qualified rating, designed to fulfill the Support Level of STCW A-II/4 in the deck department. This is step one on the flowchart for deck certification and licensing. STCW requires all ratings forming part of a navigational watch on seagoing vessels of 500gt and over to be duly certificated to perform these duties. This includes entry level ratings standing navigational watches, such as lookout watches. It is also required by the personnel serving in a maintenance department when those persons are mandated by the Certificate of Inspection or manning document to be qualified to augment the watch.

The USCG offers the following levels of RFPNW:

RFPNW Restricted to Lookout Duties:
- Serve as a lookout while earning sea time towards full rating
- Requires completion of a USCG Approved RFPNW Lookout Course #251
- Certificate is valid for one year and cannot be renewed
- Should be upgraded to full RFPNW within 1 year of issuance by obtaining the required sea time, training and assessments.
- Requires Basic Safety Training #140
- Physical and Drug Test
- US Citizenship or proof of permanent residency
RFPNW Unrestricted (#251):
- 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 or officer of the watch, or qualified rating (STCW compliant Able seaman)
- *Approved seagoing experience requires at least half of the sea time to be obtained on a vessel of over 200grt. The remaining half may be obtained on any vessel that meets the AB requirements.
- Up to 4 months of the Sea time requirement may be deferred if you complete a course of Special Training approved to defer sea time.
- RFPNW Assessments (can be completed on MPT’s SMART simulator course or can be completed onboard a vessel of over 100 gross tons signed by licensed STCW Compliant Master or Mate)
- Basic Safety Training (# 140)
- Proficiency in Survival Craft (# 146)
- Physical and Drug Test
- US Citizenship or proof of permanent residency
- An RFPNW can be obtained without an AB endorsement, however please note that you may also qualify for an AB which will make you more marketable and versatile to a prospective employer.

Able Seaman
Lifeboatman

Able Seaman are qualified ratings in the deck department. It is for this reason that an AB certificate is one of the prerequisites of moving up to a Mate’s and eventually a Master’s License. On most commercial ships, the Able Seaman is the helmsman, steering the ship and taking commands from the Officer of the Watch or Master. Able Seaman must also hold some level of Lifeboatman certification either limited or unlimited depending on the vessel they are serving on. It is possible to receive a Lifeboatman rating without Able Seaman for mariners not serving in the deck department.

On inspected vessels over 100grt, a specified percentage of the deck crew must hold a Merchant Mariners Document (MMC) endorsed as Able Seaman. If the ship is over 500grt or if it is a seagoing vessel, the Able Seaman must also be STCW compliant and qualified as a Rating Forming Part of a Navigation Watch and Proficient in the Use of Survival Craft. MPT offers courses to fulfill all of the USCG requirements listed below. To obtain a USCG AB Certificate, you must be a U.S. Citizen or legal permanent resident.

There are several different levels of Able Seaman Certificates depending on sea time experience, and training as follows:

Able Seaman/Any Waters (formerly known as Unlimited):
Capacity STCW A-II/4, A-II/5

- 1080 days of deck sea time on vessels of at least 100grt operating on oceans or coastwise waters
- PSC (# 146) – Proficiency in Survival Craft & Rescue Boat Course with Lifeboatman
- Basic Safety Training (# 140)–4 modules
- Able Seaman Course (# 252) at MPT or exam at the USCG
- RFPNW Assessment Course (# 251) at MPT or complete assessments on your ship

Able Seaman Limited/RFPNW:
Capacity STCW A-II/4, A-II/5

- 540 days of deck sea time on vessels of at least 100grt operating on oceans or coastwise waters (inland time can be used for part of the requirement)
- PSC (# 146) – Proficiency in Survival Craft & Rescue Boat Course with Lifeboatman
- Basic Safety Training (# 140)–4 modules
- Able Seaman Course (# 252) at MPT or exam at the USCG
- RFPNW Assessment Course (# 251) at MPT or complete assessments on your ship

Able Seaman Special/RFPNW:
Capacity STCW A-II/4, A-II/5

- 360 days of deck sea time on vessels of at least 100grt operating on oceans or coastwise waters (inland time can be used for part of the requirement)
- PSC (# 146) – Proficiency in Survival Craft & Rescue Boat Course with Lifeboatman
- Basic Safety Training (# 140)–4 modules
- Able Seaman Course (# 252) at MPT or exam at the USCG
- RFPNW Assessment Course (# 251) at MPT or complete assessments on your ship

Able Seaman OSV or AB Fishing:

- 180 days of deck sea time on vessels of at least 15grt on any waters
- PSC (# 146) – Proficiency in Survival Craft & Rescue Boat Course (Lifeboatman or Limited)
- Basic Safety Training (# 140)–4 modules
- Able Seaman Course (# 252) at MPT or exam at the USCG

Able Seaman Sail:

- 180 days of deck sea time on sail vessels of at least 15grt on any waters
- PSC (# 146) – Proficiency in Survival Craft & Rescue Boat Course (Lifeboatman or Limited)
- Basic Safety Training (# 140)–4 modules
- Able Seaman Course (# 252) at MPT or exam at the USCG
Tankerman Endorsements

Tankerman is a qualified rating endorsed on a Merchant Mariner Credential. This can be a stand alone endorsement or it can be added to an Able Seaman or QMED. Tankerman endorsements can be issued as meeting either or both DL – Dangerous Liquid Cargoes and/or LG – Liquid Gas Cargoes and are available at the following levels:

Tankerman Person In Charge - Ship

- 90 days of service on tank ships
- Advanced Firefighting Course (# 145) within 5 years of application
- Tankerman PIC Course (# 170) within 5 years of application
- Proof of participation, under the supervision of a Tank PIC (# 170), in at least 10 transfers of cargo, including at least 5 loadings and 5 discharges, 2 commencements and 2 completions of each.
- Meeting any other USCG MMD requirements
- 25% of required qualifying service as recency (within the 5 years before application)

Tankerman Person In Charge - Barge

- 60 days of service on shore based pr vessel based tank vessels or 6 months of closely related service
- Advanced Firefighting Course (#145) within 5 years of application
- Tankerman PIC Course (# 170) within 5 years of application
- Proof of participation, under the supervision of a Tank PIC (# 170), in at least 10 transfers of cargo, including at least 5 loadings and 5 discharges, 2 commencements and 2 completions of each.
- Meeting any other USCG MMD requirements
- 25% of required qualifying service as recency (within the 5 years before application)

Qualified Member of the Engine Department (QMED)

A QMED is to the engineering department what the AB is to the Deck Department. A qualified member of the engine department rating satisfies the support level of STCW A-III/4 for the engine department. For more information on obtaining a QMED endorsement on your Merchant Mariner Credential, please refer to the QMED section of this manual.

Medical Certification

Mariners that have completed training as Medical First Aid Provider or Medical Person In Charge may have their STCW and/or their Merchant Mariner Credential endorsed. These endorsements are processed in accordance with USCG Policy letters. For more information please contact an MPT Student Services Representative.

USCG Certificates of Registry

Certificates of Registry (COR) are available to certain types of staff officers. Certificates of Registry require U.S. Citizenship. If you qualify for one of the following Certificates of Registry, contact an MPT Student Services Representative for the appropriate forms and assistance to apply to the USCG for issuance.

Grades:
- Chief Purser
- Purser
- Senior Assistant Purser
- Junior Assistant Purser
- Medical Doctor
- Professional Nurse
- Radio Officer License

Endorsements:
- Marine Physicians Assistant
- Hospital Corpsman
Please Note: Massive changes are expected before January 2012, based on a recent Notice of Proposed Rule Making Published in the Federal Register by the USCG. Please contact an MPT Student Services Representative as soon as possible to get more information about how these changes may affect you. If you will be upgrading to any license over 200 tons, the changes will be significant and you should consider starting that process as soon as you can. This CRM will be updated with the new information as soon as the Final Ruling is Published.

USCG Master/Mate/ OUPV up to 100grt

See page 24

USCG Master or Mate up to 200grt/500gt ITC

Mate up to 200 grt/500gt ITC:

At least 360 days of boating experience including 90 within the past 3 years. If you have 180 days of offshore experience, you can also get Mate Near Coastal (200 miles) license, otherwise you will get an inland route. If 180 days of your sea time is over 100gt you will get 200gt. If 180 days is over 50gt but under 100, you will get a 150gt license, then you can upgrade without testing when you get bigger boat time.

Training for Mate up to 200 inland or near coastal – non STCW

- Hold Master 100 ton license or current training certificate (course #101)
- USCG Approved 200 ton course (course #107)

Recommended Training

With MPT’s USCG Approved course for the Upgrade to 200 tons, there are no exams at the coast guard. If you will be applying for an STCW Compliant or an Oceans License please ask MPT’s admissions office for more details.

USCG Master up to 200 Ton Oceans

To obtain a license of 200 tons or less with an unlimited oceans route, you must meet additional sea service requirements as listed below as well as additional training and assessments and meet STCW requirements. The training includes (but may not be limited to):

1) Radar (course#148)
2) Advanced Firefighting (course# 145)
3) Able Seaman (course# 252) and RFPNW Assessments (#251)
4) Celestial navigation for oceans (course #201)
5) Flashing Light Visual Signaling (course #207)
6) Meeting all STCW requirements
7) Basic Safety Training (course #140)
8) Bridge Resource management (course# 151)

Due to international definitions of a license under 200grt or 500 itc tons cannot be a foreign going oceans license. Therefore, a Master up to 200 tons Oceans license is designed for domestic routes that exceed 200 miles off the US Shore. Such as San Francisco to Honolulu. If you wish to have an unlimited foreign going oceans license, please see the requirements for a Master or Mate 500 ton or higher license which would be issued with no mileage restrictions.

At least 1080 days of sea service in your career with at least 720 days of sea service in the capacity of master or mate while holding a license as master, mate or oupv. The USCG will do a calculation of your tonnage experience and you will receive either 200 ton, 150 ton, or 100 ton.
USCG Third Mate Unlimited – OICNW Mate 500grt/1600grt/3000gt Oceans
Also Known as AB to Mate Program

General Requirements: All sea time must be in the deck department

Seetime:
For Mate 500 ton Oceans: 720 total days with one year as master, mate or equivalent while holding a license and with at least 180 days over 50grt. 90 days in the last three years of recency time and at least 360 days of total time operating on near coastal or oceans waters.

For Mate 500 ton Near Coastal: 720 total days with at least 360 days over 50grt. 90 days must have been as AB on vessels over 50grt while holding an AB. 90 days in the last three years of recency time and at least 360 days of total time operating on near coastal or oceans waters.

For Mate 1600/3000 Oceans: 1080 total days with 360 over 100grt. 360 days as master, mate or equivalent while holding a license and with at least 180 days as master or mate over 100grt. 90 days in the last three years of recency time and at least 540 days of total time operating on near coastal or oceans waters. OR 1080 days on vessels over 200grt with 180 days as AB while holding an AB endorsement on your MMC.

For Mate 1600/3000 Near Coastal: 720 total days with at least 360 days over 100grt. 90 days in the last three years of recency time and at least 360 days of total time operating on near coastal or oceans waters. 180 days as AB or equivalent while holding an AB on vessels over 100grt.

For 3rd mate unlimited oceans or near coastal: 1080 days total, all over 200 tons, half over 1600 tons, 180 as Able Seaman, OR 360 days as Master of a vessel over 200 tons while holding a Master Oceans 1600 ton license OR graduation from a Maritime Academy or Military Approved Program.

Prerequisite Training
• Basic Safety Training
• Proficiency in Survival Craft/Lifeboatman
• Able Seaman

Practical Assessments
OICNW Assessments
Training or Certification with Additional Practicals
1) Radar Observer Unlimited (course #148)
2) Advanced Firefighting (course #200)
3) ARPA (course #150) license restricted if not taken
4) GMDSS GOC (course #152) license restricted if not taken
5) Terrestrial and Coastal Navigations Officer (course #200)
6) Medical First Aid (course #153) or upgrade to MPIC (course #154)
7) Bridge Resource Management “BRM” (course #151)
8) Celestial Navigation (course #201)
9) Watchkeeping (course #205)
10) Basic Meteorology (course #202)
11) Emergency Procedures (course #208)
12) SAR (course #209)
13) Basic Ship Stability and Construction (course #203)
14) Cargo Handling and Stowage (course #204)
15) Navigation General (course #205)
16) Bridge Resource Management “BRM” (course #206)
17) Electronic Navigation (course #207)
18) Basic Ship Handling and Steering Control (course #208)
19) Visual Signaling (course #209)

USCG Exams
• Rules of the Road
• Deck General
• Deck Safety & Environmental
• Navigation General
• Terrestrial Navigation
• Coastal Navigation

USCG Second Mate Unlimited
Seetime for Upgrade to 2nd mate
To upgrade from Third Mate to Second Mate, you must show 360 days as Office in charge of a navigation watch OR 180 days as OICNW PLUS 360 days as Able Seaman. Of that sea service, you must show 90 days of recency in grade and tonnage within the last three years. Under the new system, there is no exam to go from 3rd to 2nd as the previous exam covered all required subjects. However, in most cases a new Flashing Light certificate will be required which can be accomplished through MPT USCG Approved exam #109 or course #207.

If you hold an old system 3rd mate, apply to the USCG for a list of requirements which may include some training, assessments and a limited examination. To prepare for the old system upgrade examinations, we would recommend the Deck Officer Course #200 and Celestial Navigation course #201, and Flashing Light #207.

USCG Master 500grt/1600grt/3000gt

GUIDANCE:
It is imperative that you submit your upgrade paperwork as soon as possible to remain in the transitional system for general service requirements, training, testing and assessments. New checklists are currently being released by the USCG and dramatically increase sea time requirements, training, and practical assessments of competency. The written testing is not expected to change as it already represents the new system standards.

General Requirements
Seetime: (Changing drastically in near future)

Master NC or OC 500grt:
1080 minimum total career days including:
• 540 days on near coastal or oceans routes
• 720 days as OICNW or Master while holding a license
• 360 days of licensed service on a vessel over 50grt
• 90 days in the last three years on a vessel of at least 50grt

Master NC or OC 1600grt/3000gt ITC:
1440 minimum total career days including:
• 720 days on near coastal or oceans routes
• 720 days as OICNW or Master while holding a license
• 720 days of service on a vessel over 100grt (at least 1/2 with a license)
• 90 days in the last three years on a vessel of at least 100grt

Practical Assessments:
RFPNW Assessments (take on the MPT S.M.A.R.T.® Simulator or get them signed off on your vessel) you are exempt if you already hold an STCW Rating as RFPNW or STCW AB Special, Limited or Unlimited (Any Waters).
Training or Certification:
(Increasing in near future with new system)

1) Radar Observer Unlimited (course #148)
2) Advanced Fire fighting (course #145)
3) ARPA (course #150) license restricted if not taken
4) GMDSS GOC (course #152) license restricted if not taken
5) Proficiency in Survival Craft – PSC (course #146)
6) Medical First Aid (course #153) or upgrade to Medical Person In Charge (course #154)
7) Bridge Resource Management BRM (course #151)
8) Basic Safety Training (course #140)
9) Celestial Navigation with Practical Assessments (course #201)
10) Deck Officer Course to prepare for exam (course #200)
11) Hold an Able Seaman or take Able Seaman (course #252)
12) RFPNW Assessments (#251)
13) Visual Signaling (course #207) OR Flashing Light Exam (#109)

USCG EXAMS
NOTE: If you are not evaluated under this system, there will be additional requirements not yet defined by the USCG. Please also note that this is current as of the date it was written. USCG changes can occur at any time without warning

- Rules of the Road
- Deck General
- Deck Safety & Environmental
- Navigation General
- Terrestrial Navigation
- Coastal Navigation

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### Master or Chief Mate

**OCEANS Unlimited**

**Per policy letter 04-02**

#### General Requirements

#### Seatime Prerequisites

**Chief Mate Unlimited:**
360 days as Officer in Charge of a Navigation Watch on ocean or near coastal waters while holding a 2nd mate license, plus the training, assessments and exams listed on following column.

**Master Unlimited:**
360 days as Chief Mate on ocean or near coastal waters OR 180 days as Chief Mate PLUS 360 days as Officer in Charge of a Navigation Watch on ocean or near coastal waters while holding a 2nd mate license. There are no exams to upgrade from Chief Mate to Master in the new system, however a current Flashing Light certificate and/or any new requirements may be requested by the NMC (National Maritime Center – USCG).

#### USCG Exams

054XX – Rules of the Road : International & Inland 50 questions 90%
151XX – Deck General – Part A 50 questions 70%
152XX – Deck General – Part B 50 questions 70%
153XX – Navigation General 70 questions 70%
154XX – Deck Safety & Environmental Protection 70 questions 70%
155XX – Stability 15 questions 70%
156XX – Navigation Problems – Chart plotting 10 questions 90%
157XX – Navigation Problems – Near Coastal 10 questions 90%
158XX – Navigation Problems – Oceans 15 questions 80%

Notes:
(1) Applicants for an unlimited deck license, oceans or near coastal, original or raise in grade, must also complete a Coast Guard approved Visual Communications (Flashing Light)
USCG LICENSING:

Towing Industry

Towing Vessel Licenses are endorsed for operation on one or more of the following geographic areas:

- Oceans
- Near Coastal Waters
- Great Lakes & Inland
- Western Rivers
- Limited Local Area
- Harbor Assist (initially not available)

**Master of Towing**
(formerly OUTV)
requirements are as follows:

48 months (1440 days) of service of which

- 18 months (540 days) service as mate (pilot) of towing vessels +26 feet
- 90 days on route applied for
- no exam unless route change requires it
- Be at least 21 years old

**Apprentice Mate (Steersman) of Towing**
requirements are as follows:

18 months (540 days) of service of which

- 12 months (360 days) service on a towing vessel over 26 feet
- a completed TOAR (Towing Officer’s Assessment Record)
- 90 days on route applied for
- no exam unless route change requires it
- Be at least 18 years old

If you need further information, consult USCG NVIC 4-01.

**USCG INLAND LICENSES**

USCG Inland Licenses are completely exempt from the requirements of STCW. Some inland companies do require certain crewmembers to attend safety oriented courses that are part of STCW such as Basic Safety Training, Firefighting, or Advanced Medical Courses.

The USCG offers Inland Mate and Master Licenses at all levels from up to 100 ton to 200 / 500 / 1600 and Unlimited tonnage.

If you are working exclusively on Inland waters, please call an MPT admissions representative for license requirements and application assistance.

"It was a pleasure to go to the classroom every day."

**USCG FISHING INDUSTRY LICENSES**

The USCG has a special category of licenses available for the Commercial Uninspected Fishing Vessel Industry for UFIV’s up to 5000grt.

If you are working exclusively on UFIV, please call an MPT admissions representative for license requirements and application assistance.
Why Choose MPT’s Engineering Courses?

MPT’s Engineering Training & Exam Study Courses are taught by Chief Engineers with years of sea going experience. They are highly trained and hold teaching certificates as well as coast guard licenses and numerous continuing education certificates from manufacturers and associations. In addition to their high level of qualification, they are very passionate about teaching engineering, they enjoy working with their students and truly care about their students success and in helping them meet their career goals.

With MPT’s engineering programs, you will find instructor led classroom and hands-on practical training. MPT’s Engineer Training labs include dozens of diesel engines and generators, Refrigeration and A/C Units, Lincoln Electric Welding Labs (various models), Hydraulics and Pneumatics Equipment, Electrical Boards, Marine Heads, Reverse Osmosis Water Makers, Alfa Laval Centrifugal Fuel/Water Separator, Lathes and miscellaneous machine shop equipment, Boiler Water Testing Stations, as well as associated tools for each area and many types of parts and failed parts for demonstration, etc.

What License Should I Get?

We recommend that you get the best license or combinations of licenses and documents you qualify for! Check out the sea time requirements listed below and ask an MPT Admissions Representative for guidance. Please note that the information listed here, including sea time and training requirements is scheduled to change in the very near future. MPT recommends that you apply to the USCG for your license or document as soon as possible to avoid being in the new system and meeting the additional training and assessment requirements that will soon be necessary.

USCG Engineer Licenses and Documents are available for all three levels of STCW:

Support Level:
STCW A-III/4, A-III/5

- Engine Ratings
- Qualified Ratings
- Rating Forming Part of an Engineering Watch (RFPEW)
- Qualified Member of the Engine Department (QMED)
- Non Qualified Ratings – (Non STCW)
- Wiper, Ordinary Seaman, etc

Operational Level:
STCW A-III/1

- Designated Duty Engineer
- Assistant Engineer Limited (1600grt/3000gt)
- Third Assistant Engineer Unlimited
- Second Assistant Engineer Unlimited

Management Level:
STCW A-III/2

- First Assistant Engineer / Second Engineer Officer Unlimited
- Chief Engineer Unlimited
- Chief Engineer Limited (1600grt/3000gt)

Management Level:
STCW A-III/3
(limited horsepower)

Please note that a Chief Engineer or Second Engineer Officer with a horsepower limit that corresponds to under 3000kw (approx. 4000hp) may be STCW compliant at the A-III/3 level.
Engineering Qualifications & Sea Time Requirements:

Qualified Member of the Engine Department (QMED) (name may be changing to Able Seaman - Engineering)

Your Authority: A-III/4 and A-III/5
What the Able Seaman is to the deck department, the QMED is to the engineering department. It is a merchant mariners document endorsed for a specified qualified rating. QMED documents are required of a certain number of the engine department crew on every inspected vessel. QMED is also the entry level (starting point) for any merchant Engineering License. QMED’s are not restricted by the type or size of the vessel. Depending on your career goals and your areas of expertise, you choose the number and type of ratings that you apply for. You will take a separate exam for each one, however our QMED course will prepare you for all of them. Ratings can be used to meet requirements on certain vessels or simply to indicate your experience and professional abilities. The QMED Endorsement on your Merchant Mariners Document will also endorse your STCW as Rating Forming Part of an Engineering Watch (RFPEW) – QMED.

Ratings Available:
- Oiler
- Refrigerating Engineer
- Deck Engineer
- Fireman/Watertender
- Junior Engineer
- Electrician
- Machinist
- Pumpman

Citizenship Requirements
U.S. Citizens or Non U.S. Citizens with Permanent Residency Status

Sea time
At least 180 days of engineering department experience in any capacity on vessels of greater than 750kw/1000hp. Apply for as many ratings as you want.

Prerequisite Training
- Basic Safety Training (course #140)
- Proficiency In Survival Craft PSC
- Lifeboatman (course #146)

Recommended Training:
- MPT’s Engineering Program (course #261)

Practical Assessments Required
- RFPEW Assessments must be signed off on the ship by your officer of the engineering watch or chief engineer. These control sheets can be downloaded from the USCG Website.

Written Examinations taken at the USCG
- General Safety + 1 additional exam module per rating applied for

Designated Duty Engineer Licenses (DDE)

Your Authority: STCW A-III/1
A designated duty engineer is defined by STCW as the engineer in charge of a watch in a periodically unmanned engine room. It is therefore an operational level license, however, under the United States regulations, the DDE may serve as a Chief Engineer on domestic vessels of not more than 500grt. The STCW Certificate will only reflect authority at the A-III/1 level. It is available at three levels depending solely on the amount of engineering sea service the applicant has. The 1000 and 4000hp licenses are valid only on near coastal and inland waters and the unlimited horsepower level is valid on any waters. For many industries, including Towing, Offshore Supply, Megayachts, or other vessels up to 500 grt, this is an ideal license to obtain as a step towards the higher level assistant and chief engineer licenses. If you have enough sea service to obtain the unlimited hp DDE, we also recommend that you apply for the Chief OSV 3000gt and the Assistant Engineer Limited (1600grt/3000gt ITC) licenses as they all have the same sea time requirements. Remember to get as many endorsements as you can for the sea service you have acquired and the examinations you will be taking.

Prerequisite Training
- Basic Safety Training (course #140)
- Proficiency In Survival Craft PSC
- Lifeboatman (course #146)
- Advanced Firefighting (course #145)
- Medical First Aid (course #153)

Recommended Training:
- MPT’s Engineering Program (course #261)

Practical Assessments Required
- Not at the this time (will be changing soon)

Written Examinations taken at the USCG
- General Engineering
- Safety
- Motors
- Optional modules for alternate modes of propulsion, i.e. Steam or Gas Turbine

Citizenship Requirements
- U.S. Citizenship is required

Sea time (all over 750kw/1000hp)
- 90 days of recency sea time in the last 3 years for any level Engineering License
- 1000HP - At least 360 days of engineering experience including 50% of the service as QMED or Equivalent Supervisory Service (In charge of the engineering watch). This is a near coastal license.
- 4000HP - At least 720 days of engineering experience including 50% of the service as QMED or Equivalent Supervisory Service (In charge of the engineering watch). This is a near coastal license.
- Unlimited HP - At least 1080 days of engineering experience including 50% of the service as QMED or Equivalent Supervisory Service (In charge of the engineering watch). This is an unlimited oceans license. Also apply for Assistant Limited.
Assistant Limited (1600/3000ton) Engineer Licenses

Your Authority: STCW A-III/1

An assistant engineer is defined by STCW as the engineer in charge of a watch and this level is limited to vessels of not more than 1600grt or 3000gt ITC. The horsepower you will have authority on will either be unlimited or limited depending on your experience. Please refer to the Horsepower Calculations as listed below. It is therefore an operational level license. If you have enough sea service to obtain the assistant engineer, you would also qualify for the unlimited hp DDE and we also recommend that you apply for the Chief OSV 3000gt as these licenses all have the same sea time requirements. Remember to get as many endorsements as you can for the sea service you have acquired and the examinations you will be taking.

Citizenship Requirements
- U.S. Citizenship is required

Sea time (all over 750kw/1000hp)
- 90 days of recency sea time in the last 3 years for any level Engineering License
- At least 1080 days of engineering experience with at least half as QMED or equivalent

Prerequisite Training
- Basic Safety Training (course #140)
- Proficiency In Survival Craft PSC Lifeboatman (course #146)
- Advanced Firefighting (course #145)
- Medical First Aid (course #153)

Recommended Training:
- MPT’s Engineering Program (course #261)

“\textit{I appreciated the expertise and experience my instructor brought to class}”

Chief Limited (1600/3000ton) Engineer Licenses:

Your Authority: STCW A-III/2

A Chief engineer is defined by STCW as an engineering officer at the management level, and this level is limited to vessels of not more than 1600grt or 3000gt ITC. The horsepower you will have authority on will either be unlimited or limited depending on your experience. Please refer to the Horsepower Calculations as listed below. This license is available at the Near Coastal and Oceans level depending on your experience. If you only qualify for the Near Coastal, we recommend that you also apply for the DDE Unlimited if you do not already have it.

Practical Assessments Required
- Not at the this time (will be changing soon)

Written Examinations taken at the USCG
- General Engineering
- Safety
- Motors
- Electrical
- Optional modules for alternate modes of propulsion, i.e. Steam or Gas Turbine

Citizenship Requirements
- U.S. Citizenship is required

Sea time (all over 750kw/1000hp)
- 90 days of recency sea time in the last 3 years for any level Engineering License
- NEAR COASTAL LEVEL:
  At least 1440 days of engineering experience, with 360 while holding a license and serving in either an Assistant or Chief Engineer Capacity.
- OCEANS LEVEL:
  At least 1800 days of engineering experience, with 720 while holding a license and serving in either an Assistant or Chief Engineer Capacity.

Prerequisite Training
- Basic Safety Training (course #140)
- Proficiency In Survival Craft PSC Lifeboatman (course #146)
- Advanced Firefighting (course #145)
- Medical First Aid (course #153)

Recommended Training:
- MPT’s Engineering Program (course #261)

Practical Assessments Required
- Not at the this time (will be changing soon)

Written Examinations taken at the USCG
- General Engineering
- Safety
- Motors
- Electrical
- Optional modules for alternate modes of propulsion, i.e. Steam or Gas Turbine

\textbf{90 days of recency sea time in the last 3 years for any level engineering license.}
Operational Licenses: Unlimited Tonnage

Your Authority: STCW A-III/1

An assistant engineer is defined by STCW as the engineer in charge of a watch. On merchant ships, the third assistant engineer has duties that reflect the amount of experience the holder has and generally serves as the “mechanical level” and junior officer of the watch and the second assistant engineer having an additional year of service would be the senior officer of the watch with additional responsibilities. Both of these levels answer to the management level, which are the First Assistant Engineer also known as the Second Engineering Officer and the Chief Engineer. The horsepower you will have authority on will either be unlimited or limited depending on your experience. Please refer to the Horsepower Calculations as listed below.

Sea time (all over 750kw/1000hp)

THIRD ASSISTANT ENGINEER:
- At least 1080 days of engineering experience, 720 as QMED or through a 4 year marine engineering degree program at an approved college
- 90 days of recency sea time in the last 3 years for any level Engineering License

SECOND ASSISTANT ENGINEER:
- At least 360 days while holding and serving as 3rd A/E License or 180 days as 3rd plus 360 days as QMED while holding 3rd A/E.
- 90 days of recency sea time in the last 3 years for any level Engineering License

Prerequisite Training
- Basic Safety Training (course #140)
- Proficiency In Survival Craft PSC Lifeboatman (course #146)
- Advanced Firefighting (course #145)
- Medical First Aid (course #153)

Recommended Training:
- MPT’s Engineering Program (course #261)

Written Examinations taken at the USCG
- General Engineering
  - Safety
  - Motors
  - Electrical
  - Optional modules for alternate modes of propulsion, i.e. Steam or Gas Turbine

Management Licenses: Unlimited Tonnage

Your Authority: STCW A-III/2

Chief engineer and First Assistant Engineer (also known as Second Engineering Officer) licenses are defined by STCW as engineering officers at the management level. The First A/E answers directly to the Chief Engineer and is the engineering equivalent of the Chief Mate in the deck department. The horsepower you will have authority on will either be unlimited or limited depending on your experience. Please refer to the Horsepower Calculations as listed below.

Sea time (all over 750kw/1000hp)

FIRST ASSISTANT/SECOND ENGINEER OFFICER:
- 90 days of recency sea time in the last 3 years for any level Engineering License
- At least 360 days while holding and serving as 2nd A/E License or 180 days as 2nd plus 360 days as 3rd A/E while holding 3rd A/E.

Prerequisite Training
- Basic Safety Training (course #140)
- Proficiency In Survival Craft PSC Lifeboatman (course #146)
- Advanced Firefighting (course #145)
- Medical First Aid (course #153)

Recommended Training:
- MPT’s Engineering Program (course #261)

Written Examinations taken at the USCG
- General Engineering
  - Safety
  - Motors
  - Electrical
  - Optional modules for alternate modes of propulsion, i.e. Steam or Gas Turbine

Prerequisite Training
- Basic Safety Training (course #140)
- Proficiency In Survival Craft PSC Lifeboatman (course #146)
- Advanced Firefighting (course #145)
- Medical First Aid (course #153)

Recommended Training:
- MPT’s Engineering Program (course #261)

Horsepower Limitations:
NOTE: For all licenses except for DDE, HP Ratings are calculated by the following:

HP calculated based on engineering experience. (150% of 50% of your highest HP experience rounded up to the next thousandth HP, i.e. if the highest HP that at least half of your experience was served on is 2500 X 150% = 3750 rounded up to 4000hp on your license. If this calculation is unlimited HP (over 10,000), then you will be given an unlimited HP license.

Modes of Propulsion:
NOTE: In addition to HP, you also apply for the mode(s) of propulsion

At least 1/3 of your experience must be on the mode of propulsion applied for. The options are Steam, Motor, Gas Turbines or a combination.
USCG
Engineer Application
Requirements

Note: U.S. Citizenship is required for the issuance of all engineering licenses through the USCG, however Class participation does not require citizenship. Many countries issue licenses based on completion of this course and requisite sea time and STCW training. Check with your maritime administration.

The USCG Application forms listed below can be sent to you upon request.

Application for license (with OATH done at the Coast Guard)
3 notarized letters of character reference
Documentation of sea time experience – ship discharges, or sea service letters or sea forms signed by the vessel’s owner or captain or your DD2-14 and Transcript of Service for your military sea service (if applicable).
Physical Exam (within 1 year, on USCG Forms)
• There are certain medical conditions and/or prescription drugs that may disqualify you for a license or require a waiver. Ask for info if applicable.
Drug Screen (within 6 months, on USCG Forms or proof of random program)
Social Security Card – USCG Offices require sighting the original
Proof of U.S. Citizenship for License (Birth Certificate or Passport) or Proof of Permanent Residency for MMD Document
Fingerprint Cards & a Thumbprint Card
• The USCG Conducts a criminal background check and National Driver’s Registry Report on all applicants. Certain offenses within recent years can disqualify you for a license. Please ask if you need more information.
Course Certificates from STCW Courses
License Processing Fees (evaluation/testing/issuance paid to USCG)
Passport Style Photos – 2
Practical Assessments when required
• TWIC Card

USCG Engineering Current System

Entry Level
Wiper - Ordinary Seaman

RFPEW - QMED
Rating Formula Part of an Engineering Watch

Engineering Officer licenses have Propulsion Modes and limited or unlimited Horsepower levels.

Limited Tonnage

3rd Assistant Engineer

Chief Limited Near Coastal

2nd Assistant Engineer

Chief Limited Oceans

1st Assistant Engineer

Chief Engineer

Note that sea time, training, and examinations are required to advance through the system.
Upcoming Changes to the USCG Engineering System

The major difference between the U.S. system and STCW Engineering levels is that the U.S. system currently allows different horsepower levels in both the limited and unlimited tonnage categories. This included different training, sea time requirements and examinations to be conducted for situations where a smaller vessel may have high horsepower, whereas in the STCW system, a vessel with high horsepower (+3000 kw) would simply require an unlimited Chief Engineer license. The strict alignment with the STCW code is because all USCG licenses are issued at the merchant level.

The current U.S. limited tonnage system is similar to the MCA Yacht Engineering System. This system has been effective for Tugboats, Research vessels, Superyachts, and other limited tonnage manning structures.

The new system is an attempt to align with STCW more closely. The US will be eliminating the limited tonnage engineering licenses for foreign going (STCW) use. We will now have two levels of engineering certificates: 750-3000kw and over 3000kw. These two levels will be broken into operational and management levels. Engineering candidates will start at the support (ratings) level with their QMED and then upgrade to operational by getting their OICEW, then to management with their Second Engineering Officer’s License, then finally on to their Chief Engineer. Each one would be endorsed with the appropriate KW for the candidate’s experience, training and testing.

Because of industry concern over separating the two levels at 3000 kw which is a relatively small amount of horsepower to be considered unlimited and therefore require an unlimited Chief Engineer for Manning purposes, we recommended that the USCG consider a higher level breakpoint or interim level of certificate.

The USCG will make the final decision and publish the result soon.

In addition to the license track, kw, and sea time changes, the training and testing requirements are also increasing. Each level will have its own mandatory in school training, practical assessments, and written examinations.

When these changes become effective, the career track MPT will recommend to accomplish this upgrade in the minimum amount of time will be a different approach from what it has been in the past. Anyone that will be in this new system should obtain career counseling as soon as possible to plan how and when to take each step.

In the meantime, if you qualify for your license or an upgrade, MPT strongly encourages you to obtain it at this time, before new training and sea time requirements go into effect.

USCG Engineering: Example of Future Track in Proposed New System

The USCG will make the final decision and publish the result soon.

In addition to the license track, kw, and sea time changes, the training and testing requirements are also increasing. Each level will have its own mandatory in school training, practical assessments, and written examinations.

When these changes become effective, the career track MPT will recommend to accomplish this upgrade in the minimum amount of time will be a different approach from what it has been in the past. Anyone that will be in this new system should obtain career counseling as soon as possible to plan how and when to take each step.

In the meantime, if you qualify for your license or an upgrade, MPT strongly encourages you to obtain it at this time, before new training and sea time requirements go into effect.
Sea Service Definitions
(as per MSN 1802)

Onboard Yacht Service is the time spent signed on a yacht irrespective of the vessel activity.

Actual Sea Service is time spent at sea which may include time at anchor or river and canal transits associated with a passage.

Stand-by Service is time moored whilst fully crewed, victualled (provisioned), fuelled, and stored ready to proceed safely to sea, e.g. awaiting the owner to arrive or a charter to commence.

Yard Service is time when standing by a build, refit or repair

Sea Service includes a combination of Actual Sea Service, Stand By Service and/or Yard Service

Watch Keeping Service is actual sea service spent as a watch keeping officer in full charge of navigational watch for not less than eight out of every 24 hours whilst the vessel is engaged on a voyage.

Proof of Service and Testimonials:
Excerpts from the MSN; see 1802 for complete information

- Candidates are expected to prove the full amount of qualifying service for a CoC before being considered for assessment or oral examination. All service must be completed and verified to the satisfaction of the MCA.

- Proof of service can be in the following forms supported by testimonials of conduct and ability:
  - Merchant Navy Discharge book
  - Certificates of Discharge
  - Professional Yachtsmen’s Association (PYA) Service Record Book or Similar MCA Approved Record Book

- Testimonials should cover conduct and ability for at least the last 12 months preceding the date of application and may also include details of sea service and watch keeping service as applicable

- Testimonials or certificates of service should be signed by the Master of the vessel in which the qualifying service was performed. In the case of service as Master, the testimonials and certificates of service must be signed by the owner of the vessel or a responsible person such from the Yacht Management Company or company director.

- Onboard service entered in official documents will be reckoned by the calendar month, e.g. 16 January to 15 February = 1 month. All other types of service will be counted by total number of days.

General Requirements:

- Service should be in the deck department and onboard yacht service reckoned from the date of engagement to the date of discharge

- At least six months of the qualifying sea service must have been performed within the five years preceding the application

- Service may be performed on vessels of any flag

- Candidates who are serving in a dual engine and deck capacity will have their service counted at the rate of 50%
Yacht Rating  MGN 270

Yacht Rating Certificate covers both Navigational and Engineering watches.

• Minimum age 16
• Valid ENG 1 (or ML5 for vessels not exceeding 60 miles from safe haven)
• At least six (6) months yacht service including two (2) months sea service on vessels 15 metres and over in load line length
• STCW ’95 Basic Safety Training A-VI (1-1 – 1-4)
• Complete Yacht Rating Training Book

Mariners shall be appropriately qualified as evidenced by holding an MCA Yacht Rating Certificate or an STCW compliant Navigational or Engine Room Watch Rating Certificate*. Holders of the following certificates are exempt from the Yacht Rating Training Record Book and may have the yacht service requirements reduced to two (2) months of sea service requirements as long as have completed the above detailed requirements:

• Watchleader Certificate together with a Competent Crew Certificate or
• Day Skipper Certificate together with a Competent Crew Certificate or
• Yacht Rating Course Completion Certificate

*See MGN 270 for other exemptions.

Yachtmaster Offshore
Certificate of Competency

Offshore - Master of vessels up to 200gt up to 150 miles from safe haven

See the RYA section of this book for detailed information.

• MCA Recognised
• Equal to Master of Yacht 200
• RYA Accredited
• Meets STCW A-VI/1 and section A-VI/1-4 (When the four modules of STCW Basic Safety Training are completed)
• RYA YM Course
  • 50 days sea time and at least 2500 miles traveled
  • 5 days as captain
  • 5 passages over 60 miles, 2 overnight, and 2 as captain
  • Radio Certificate (MROP, GMDSS GOC, ROC, or SRC)
  • First Aid Certificate (part of STCW BST Course)
• RYA YM Offshore (Course #300 and #301)
• Radio Certificate (Course #130 or #303)
• First Aid Certificate (Course #143 or #140)

Prerequisite Experience Required:

• Ocean Passage as Skipper or Mate of the Watch
• Hold RYA Yachtmaster Offshore
• Practical (done either before or after class during a passage on your boat)
  Sights taken and passage planning notes during a 600nm voyage at sea for 96+ hours, & 50+ miles from land
• 6 day Shore-based Theory Program
• Oral Exam administered by an RYA Examiner
• Yachtmaster Shorebased Theory (Course #300)
• Basic Safety Training #140
• Yachtmaster Ocean Shorebased Theory (Course #306)
• GMDSS GOC (Course #404)
• RYA Astro – YM Oceans Shorebased Theory (Course #306)

Yachtmaster Coastal

Seatime Experience

PREREQUISITES: minimums listed below

• 30 days sea time and at least 800 miles traveled
• 2 days as skipper
• 12 hours of night experience

Yachtmaster Oceans
Certificate of Competency

See the RYA section of this book for detailed information.

Oceans - Master of vessels up to 200gt unlimited area

• MCA Recognised
• Equal to Master of Yacht 200
• Fulfills YM Ocean Prerequisite for MCA (Yacht) C.O.C. Upgrades when Commercially Endorsed
• RYA Accredited
MCA CERTIFICATES: Deck Department

Master 200gt / Officer of the Watch (Yacht) 500gt
MIN 202

Master of code vessels less than 200GT limited or unlimited area

Officer of the Watch (OW) Yachts less than 500GT – unlimited area

Do not confuse this code vessel certificate with the Master of Yacht 200, which is actually equal to a Yachtmaster and is not STCW A-II/2 rated and does not include the OOW 500.

Upgrading from Yachtmaster Offshore to a Master 200gt/OOW Yacht 500gt:

The Master 200 ton will have an Offshore Mileage Limit of 150 miles from safe haven. The OOW (yacht) 500gt has Unlimited Area

- Valid UK Medical Fitness Certificate - ENG1
- Successful Completion of the MCA Recognised Yachtmaster Shore-based Theory Course* (#300) & Holding an MCA Recognised Yachtmaster Offshore CoC
- Basic Safety Training (#140) (STCW A-VI/1-1 – A-VI/1-4)
- MCA GMDSS (ROC or GOC) (#404)
- MCA Oral Exam

* Not required where the CoC was issued before 31st July 2003

Note: You can remove the mileage limit by obtaining YM Oceans Course & CoC and MCA GMDSS GOC without further exam.

Upgrading from Yachtmaster Oceans to a Master 200gt/OOW Yacht 500gt:

The Master 200 ton will have Unlimited Area. The OOW (yacht) 500gt will have Unlimited Area

- Valid UK Medical Fitness Certificate - ENG1
- Successful Completion of the MCA Recognised Yachtmaster Ocean Shore-based Theory Course* (#306) & Holding an MCA Recognised Yachtmaster Ocean Certificate of Competency

- Basic Safety Training (#140) (STCW A-VI/1-1 – A-VI/1-4)
- MCA GMDSS GOC (#404)
- MCA Oral Exam

* Not required when the CoC was issued before 31st July 2003
Additional Notes & General Provisions:

- Depending on the area of operation and/or flag state requirements, the Master may also be required to hold a certificate of Proficiency in Medical First Aid (Course #405) or Proficiency in Medical Care at Sea/Medical Pic (Course #406) refer to Small Commercial Code of Practice.
- Holders of an OOW (Yachts, less than) 500gt Unlimited will not be considered qualified to serve as Chief Mate on vessels over 200gt in the unlimited area.
- Holders of an OOW (Yachts, less than) 3000gt and Chief Mate (Yachts, less than) 3000gt may wish to obtain the endorsement for Master (Code vessels, less than) 200gt. Holders of Yachtmaster Offshore will have a 150 mile limit from safe haven and holders of Yachtmaster Oceans will have an unlimited route.
- When operating a vessel under the Small Commercial Code of Practice, the Master (Code vessels, less than) 200 ton will also be limited to vessels of not more than 24 metres load line length.

Application Procedures:
Please visit www.mcga.gov.uk for the current MCA Application (form MSF 4343) and list of current fees.

Officer of the Watch (Yacht) 3000gt

Commercial and private yachts and sail training vessels less than 3000gt – unlimited area

- Minimum age 19
- Valid UK Medical Fitness Certificate - ENG1
- MCA Training Record Book
- Minimum 36 months service (over age 16) on vessels 15 metres or over in load line length.
- MCA approved Yachtmaster Offshore and COC (Course #330 and 301)
- Basic Safety Training (Course #140) (STCW A-VI/1-1 – A-VI/1-4)

Chief Mate (Yacht) 3000gt

Commercial and private yachts and sail training vessels less than 3000gt – unlimited area

- OOW (Yachts, less than) 3000 certificate
- Valid UK Medical Fitness Certificate - ENG1
- MCA approved Yachtmaster Ocean – course and COC (Course #306)
- MCA Advanced Fire Fighting (STCW A-VI/3) (Course #413)
- MCA Medical First Aid (STCW A-VI/4-1) (Course #405)
- In the future, you may also need approved ECDIS training.

Master 500gt (Yacht) MGN 195

Commercial and Private yachts and sail training vessels less than 500gt – unlimited area

- Minimum 21 years old
- Valid UK Medical Fitness Certificate - ENG1
- Meet minimum requirements for Chief Mate (Yachts, less than) 3000
- 12 months as Bridge Watchkeeper on vessels over 15 metres whilst holding an OOW (Yachts, less than) 3000
- MCA Proficiency for Persons in Charge of Medical Care on Board Ship (STCW A-VI/4-2)

Master 3000gt (Yacht) MGN 195

Commercial & private operated yachts and sail training vessels less than 3000gt – unlimited area

- Minimum 23 years old
- Valid UK Medical Fitness Certificate - ENG1
- 24 months service as Bridge Watchkeeper on vessels over 15 metres whilst holding an OOW (Yachts, less than) 3000
- Above sea service and hold a Master (Yachts, less than) 500gt CoC OR meet the Master (Yachts, less than) 500gt sea service, education and training requirements
- Proficiency for Persons in Charge of Medical Care on Board Ship (STCW A-VI/4-2)
- MCA Oral Exam

Application Procedures:
Please visit www.mcga.gov.uk for the current MCA Application (form MSF 4340) and list of current fees.
MCA CERTIFICATES: Engineer Department

Approved Engine Course (AEC)
- Minimum age 18
- One month’s service as yacht engineer (unless some formal engine craft training)
- AEC (Course #440)
- Basic Safety Training (Course #140) (STCW A-VI/1-1 – 1-4)

Marine Engine Operator License (MEOL - Yacht)
- Minimum age 18
- Valid UK Medical Fitness Certificate (ENG 1)
- Notice of Eligibility (NOE)
- 36 months of service as dual deck/engine officer whilst holding an AEC OR
- 24 months service as yacht engineer whilst holding an AEC
- Basic Safety Training (STCW A-VI/1-1 – 1-4)
- MCA Proficiency in Survival Craft and Rescue Boats (STCW A-VI/2-1) or Sea Survival (MGN 14 (M) (Course #401)
- Training in Advanced Fire Fighting (STCW A-VI/3) (Course #413)
- Proficiency in Medical First Aid (STCW A-VI/4-1) (Course #405)
- Oral Exam

“I learned and accomplished more in two weeks than I ever expected to.”
### YACHT 4 - MCA Chief Engineer Certificate of Competency
(Reg. III/3)

- Minimum age 19
- Valid UK Medical Fitness Certificate (ENG 1)
- Notice of Eligibility (NOE)
- 42 months service as yacht engineer with at least six months actual sea service OR
- UK engineering craft apprenticeship plus 12 months service as yacht engineer (with at least six months actual sea service) OR
- 12 months service as yacht engineer (with at least six months actual sea service) whilst holding a MEOL (Yacht)
- Basic Safety Training (STCW A-VI/1-1 – 1-4) (Course #140)
- MCA Proficiency in Survival Craft and Rescue Boats (STCW A-VI/2-1) or Sea Survival (MGN 14 (M)) (Course #401)
- Training in Advanced Fire Fighting (STCW A-VI/3) (Course #413)
- Proficiency in Medical First Aid (STCW A-VI/4-1) (Course #405)
- Craft Skills Test (Course #445)
- Marine Diesel Engineering (Course #444)
- Auxiliary Equipment and Basic Ship Construction module (Course #442)
- Operational Procedures and Basic Hotel Services module (Course #443)
- Oral Exam

### YACHT 3 - Chief Engineer Certificate of Competency
Reg. III/2 - “Service Endorsement”

- Valid UK Medical Fitness Certificate (ENG 1)
- Notice of Eligibility (NOE)
- Yacht 4
- Nine months service as yacht engineer with at least three months actual sea service whilst holding a Yacht 4
- Chief Engineer Statutory and Operational Requirements (Course #449)
- Oral Exam

### YACHT 2 - Chief Engineer Certificate of Competency
Reg. III/2

- Valid UK Medical Fitness Certificate (ENG 1)
- Notice of Eligibility (NOE)
- Yacht 4 or Yacht 3 (see service requirements below)
- 24 months service as a yacht engineer with at least 12 months actual sea service whilst holding a Yacht 4 OR
- 15 months service as a yacht engineer with at least nine months actual sea service whilst holding a Yacht 3
- General Engineering Science I module (Course #450)
- Oral Exam

### YACHT 1 - Chief Engineer Certificate of Competency
Reg. III/2 - “Large Yacht Endorsement”

- Valid UK Medical Fitness Certificate (ENG 1)
- Notice of Eligibility (NOE)
- Yacht 2
- 12 months service as a yacht engineer on a motor yacht of between 500 to 3,000 gt and not less than 3,000 kW propulsion power, whilst holding a Yacht 2 OR
- 12 months service as a yacht engineer on a sailing yacht of between 1,000 to 3,000 gt and not less than 1,500 kW propulsion power, whilst holding a Yacht 2
- Oral Exam
Bahamas Certificates

In addition to the issue of Flag State Endorsement in recognition of Appropriate Certificates issued by other Party States to enable the holder to serve on Bahamas registered ships, the Bahamas Maritime Authority may also issue its own appropriate Certificates of Competency to seafarers who meet the requirements of the relevant regulations under paragraph 3 of the STCW regulation I/9 of the convention. Though the procedures will apply to all seafarers irrespective of nationality, it is primarily for Bahamian nationals who may be otherwise disadvantaged by failure to obtain an appropriate certificate due to not being a citizen of the country where the training took place. Specific guidance on the requirements and training needed to obtain a Certificate from the Bahamas, please request a copy of the BMA Information Bulletin from the MPT office or from the BMA. Maritime Professional Training offers training to meet all STCW requirements towards the issuance of a Bahamian Certificate.

Cook Islands Certificates

In addition to the issue of Flag State Endorsement in recognition of Appropriate Certificates issued by other Party States to enable the holder to serve on Cook Islands registered ships they may also issue appropriate Certificates of Competency to seafarers who meet the requirements of the relevant regulations under paragraph 3 of the STCW regulation I/9 of the convention. Maritime Professional Training offers training to meet all STCW requirements towards the issuance of a Cook Islands Certificate.

AMSA Certificates of Competency

The Australian Maritime Safety Authority will issue Certificates of Competency (licenses) to individuals who are Australian Citizens or endorsements to mariners working on Australian Flagged vessels. Because Australia is an IMO White List country, most countries will recognize AMSA Certificates towards meeting manning scales. Certain countries, including the MCA, may require a Certificate of Equivalency to be issued for service on MCA Flagged vessels. The MCA will recognize certificates of competency issued through AMSA towards meeting the requirements for MCA CEC’s and CoC’s. Please refer to the MCA section of this manual for specific sea time and training qualifications and license requirements, and apply to the MCA directly with copies of your AMSA Certificates and qualifications. The MCA will let you know if any additional requirements must be met.

Other Flag States: Certificates

Most flag states will recognize training and certification through other White list countries, however, we recommend that you check with your flag state to ensure the acceptance of training certificates and licensure towards flag and port state compliance.

MCA Certificates of Equivalent Competency

Officers holding STCW 95 compliant Certificates of Competency (Licenses) issued by an Administration that the UK recognizes (see MGN 221) will be eligible to receive a Certificate of Equivalent Competency. The CEC will carry identical capacities and limitations as their current CoC. A mariner may be required to prove proficiency in British Law and Procedures, the English language and/or be required to take an Oral exam. Please contact an MPT representative for details and visit www.mca.gov.uk to download a copy of the Marine Guidance Note 221.

Cayman Islands Certificates

If you are employed on a Cayman Flagged vessel, you can obtain a Certificate of Equivalent Competency to meet your vessel’s safe manning certificate. The CISR will accept an STCW Compliant Certificate from most of the IMO White List countries including the USCG, the MCA, AMSA, etc. In most cases, you will simply need to apply to the CISR for the CEC. If you are a deck or engineering officer, you will need to show that you have completed certain courses, including Advanced Firefighting within the last 5 years from any STCW Compliant course, as well as the Cayman Law Correspondence Course. The MPT admissions office can provide guidance to you on this process.

Marshall Islands Certificates

If you are employed on a Marshall Islands Flagged vessel, you can obtain a Certificate of Equivalent Competency to meet your vessel’s safe manning certificate. The MISR will accept an STCW Compliant Certificate from most of the IMO White List countries including the USCG, the MCA, AMSA, etc. In most cases, you will simply need to apply to the MISR for the CEC. If you are a deck or engineering officer, you will need to show that you have completed certain courses, including Advanced Firefighting within the last 5 years from any STCW Compliant course, if you are serving at the Management level, there may be additional courses required such as Medical Care Person In Charge. The MPT admissions office can provide guidance to you on this process.
Experience the World...

let MPT be your guide

S.M.A.R.T.™ Facts

The MPT S.M.A.R.T. Center is a multi million dollar facility located only five minutes from the main campus in Fort Lauderdale. S.M.A.R.T. is an acronym for Simulation for Maritime Assessment, Research and Training.

- Customized Training for Real Life Situations
- Regulatory Compliance
- License & Certification Training
- Virtual Sea Trials – Pre or Post Vessel Construction
- Bridge Team Building
- Crew Vetting / Virtual Interviews
- STCW Practical Assessments
- Shiphandling & Maneuvering
- Docking & Undocking
- Heavy Weather Maneuvering
- Lightering Operations
- Emergency Situation Maneuvering
- Port Familiarization & Development
- Navigation / Radar / ARPA / Electronic Voyage Planning
- Situational Awareness
- Accident Investigation
- Ship to Tug Interactions
- Ship to Ship Interactions
- Ship to Environment Interactions
- Twin Screw/ Single Screw/Azipod/ Z-Drive Models
- Dynamic Positioning
- Ratings Training & Assessments
- OOW/OICNW Training & Assessments
- Chief Mate / Master Training & Assessments
- Bridge Team Building
- Crew Vetting / Virtual Interviews
- STCW Practical Assessments
- Shiphandling & Maneuvering
- Docking & Undocking
- Heavy Weather Maneuvering
- Lightering Operations
- Emergency Situation Maneuvering
- Port Familiarization & Development
- Navigation / Radar / ARPA / Electronic Voyage Planning
- Situational Awareness
- Accident Investigation
- Ship to Tug Interactions
- Ship to Ship Interactions
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- Twin Screw/ Single Screw/Azipod/ Z-Drive Models
- Dynamic Positioning
- Ratings Training & Assessments
- OOW/OICNW Training & Assessments
- Chief Mate / Master Training & Assessments
- Bridge Team Building
- Crew Vetting / Virtual Interviews
- STCW Practical Assessments
- Shiphandling & Maneuvering

S.M.A.R.T. Bridges

The SMART Center is equipped with a variety of bridge styles, sizes and configurations. Full mission DNV A and DNV B bridges as well as partial task bridges are available for use during training programs and custom designed sessions. Full mission DNV Class A bridges have pilothouses of 22’ x 20’ with 325º horizontal views and 29º vertical views. They are equipped with direct digital projection onto a 120’ x 14’ curvilinear screen. For bridge technical specifications and equipment lists, please contact your MPT S.M.A.R.T. Representative. The Class B bridges are designed to operate in harmony with the Class A bridges, thus allowing for a range of training options and maximizing training time value.

Vessel Models

We currently have numerous Ships, Tugs, Military Vessels, and Superyacht models programmed into the simulator for use both as own ship as well as traffic ships. There are also a number of barges that can be used for bunkering or general transit; these include ro/ro, container, oil, and deck barges. The models are fully interactive to one another and to the surrounding areas and maneuver realistically for their size and characteristics.
Custom Vessel Models
Virtually any size vessel with any propulsion arrangement can be custom digitized. This typically takes 8-10 weeks to develop and deliver, after all data has been collected and provided to the engineers. Upon delivery we would conduct trials to validate the models prior to their introduction in the training regime, company port captains and ship masters are welcome to provide input at this phase as well. Check with your MPT S.M.A.R.T. Representative for more information and cost details.

Geographic Areas
Extensive databases allow for operations on the East and West Coast of the U.S., the Gulf of Mexico, Alaska, the Mediterranean Sea, the Far East, Australia, the South Pacific, the Caribbean Sea and Open Ocean Areas. All of the harbor areas include all approach channels and navigational aids; specific areas within the database are rendered in exceptionally high detail for docking and pilotage training. In addition to the listed database areas, we can also adapt any of the current databases with a customer’s specific modifications or create entirely new port environments. This tool is extremely useful to ports that are in the research and development phase of port planning or updating as it allows them to run virtual ships within the new layout, make approaches to new piers, and maneuver within new turning basins all before the first piling has been driven or the first yard of concrete ordered. The obvious benefit is that port planners, harbor pilots, ship masters, and owners can all see how specific vessels will operate with the changes, allowing for modifications or alterations in the plan rather than changes after construction.

Custom Geographic Areas
MPT has the ability to model virtually any port or area in the world, allowing us to customize training courses for clients so they navigate new or unfamiliar ports long before they are expected to maneuver their vessel in the real world.

General Information
• All bridges are able to interact together in the same virtual world or are able to operate independently in totally different geographical databases.
• All bridges are able to simulate a full range of ship and port models.
• The simulator is designed to allow for ship-to-ship force interactions, ship-to-shore interactions and ship-to-bottom interactions.
• We can simulate everything from a calm day in New York Harbor, to a hurricane while navigating the Florida Straits, to an ice floe in Valdez, Alaska. Thunder and Lightning, sunrises, sunsets and other celestial phenomena are extremely realistic and geographically correct for navigational purposes. Scenario atmospheric conditions and weather are typically set up in accordance with the almanac information for that area on a specific date, including tidal current profiles. These conditions can also be modified to suit the individual training goals.
RYA: Royal Yachting Association Certificates

The Royal Yachting Association has been recognised as the world’s authority on yachting standards and qualifications since 1875!

MPT is an approved RYA Training Centre. The RYA’s many training programs range from the entry-level crew member to Yachtmaster and are respected & recognized the world over! On average 150,000 people complete RYA courses each year worldwide.

The Royal Yachting Association Programs are designed for yachting professionals, and are also perfect for ambitious yachting enthusiasts or owners of yachts to improve their practical skills and credentials. The RYA Yachtmaster Programs represent the pinnacle of achievement in sail or motor yachting, being ideal to meet the prerequisite for MCA OOW, Chief Mate & Master Certificates of Competency, and fulfilling portions of the MCA Manning Scale.

Yachtmaster Offshore: Certificate of Competency

MCA Recognised and Accredited by the RYA

Valid for service as Captain or Mate (OOW) up to 200gt up to 150 miles offshore. Refer to MCA Manning scale for YM qualifications.

- No Citizenship Requirements for RYA/MCA Yachtmaster

Meets STCW A-VI/1 and section A-VI/1-4

When the four modules of STCW Basic Safety Training are completed.
- Meets Prerequisite for MCA STCW CoC A-II/2 (ask for details)

Seatime Experience PREREQUISITES: minimums listed below
- 50 days sea time and at least 2500 miles traveled
- 5 days as captain
- 5 passages over 60 miles, 2 overnight, and 2 as captain

Yachtmaster Offshore: Practical Examination

Please note that the Yachtmaster and Coastal Skipper are considered advanced courses and will require a practical examination at the end of the course conducted by an RYA Examiner. We will teach you the knowledge based subjects during your shore based theory week and also fine tune your boat handling skills during your practical course, but you should be familiar with the following areas when you join the class and proficient by the exam date.

1. Knowledge of the International and Inland Rules of the Road
2. Safety. The student will be expected to know what safety equipment should be carried on board a yacht.
3. Boat Handling, Maneuvering, Docking: Coastal Skipper students will be expected to answer questions & demonstrate ability in simple situations only. Yachtmaster candidates are expected to demonstrate ability in more complex situations and will also be expected to show a higher level of expertise.
4. General seamanship, including maintenance.
5. Responsibilities of the skipper
6. Navigation, Basic Weather
7. Radio Communication & Signaling

Training Course for Yachtmaster Offshore:
- MPT RYA YAchmaster Offshore Course (Course #300 & #301)

Additional Required Certificates for Yachtmasters:
- Radio Certificate (MROP #130 or SRC #303 or GMDSS #404)
- First Aid Certificate (#143) or BST (#140)

Recommended Continuing Education Certificates for Yachtmasters:
- STCW Basic Safety Training (#140) – 5 days
- MCA Approved Engine Course (#440) – 5 days
- Radar Navigation Course (#148) or (402)
- GMDSS GOC (#404)
- RYA Oceans Astro Shorebased Course (#306)
- ISPS Ship Security Officer (#171)
- MCA Business & Law (#407)

Start Now! Upgrade to OOW Courses – Certificates valid for three years as you build sea time. Getting your OOW starts the clock towards your MCA Master 500 and 3000 ton certificates of competency.

COMMERCIAL ENDORSEMENT

Required for Commercial (Paid) Service
Send the following items to the RYA:
- Basic Sea Survival Certificate (part of BST - Most flag states require full STCW BST)
- RYA Yachtmaster Certificate of Competence
- Medical Fitness Certificate – MCA ENG1
  - Must be done by MCA Approved Doctor
- Endorsement Fee (check for current price)
- Passport Photograph
- Prepaid Self Addressed Envelope for Return. MPT recommends FEDEX or DHL
Yachtmaster Oceans: Certificate of Competency

Fulfills YM Ocean Prerequisite for MCA (Yacht) C.O.C. Upgrades when Commercially Endorsed Accredited by the RYA

- Prerequisite Experience Required
- Ocean Passage as Skipper or Mate of the Watch
- Hold RYA Yachtmaster Offshore

Course Description
6 day Shorebased Theory Program (#306)
- Celestial (Astro) Navigation, Ocean Meteorology, and Passage Planning
- Note: This course assumes that you are still familiar with the Offshore Navigation Subjects.

RYA Yachtmaster Oceans: Practical Passage
Practical (done either before or after class during a passage on your boat)
- Sights taken and passage planning notes during a 600nm voyage at sea for 96+ hours

RYA Yachtmaster Oceans: Practical EXAMINATION
Oral exam administered by RYA Examiner (Additional examination fees apply)

Yachtmaster Coastal: Certificate of Competency

MCA Recognised
Valid per MCA Manning Scale to serve as Chief Mate on Yachts up to 200gt / 150 miles offshore or 500gt / 60miles offshore when commercially endorsed.

Seetime Experience
PREREQUISITES: minimums listed below
- 30 days sea time and at least 800 miles traveled
- 2 days as skipper
- 12 hours of night experience

Course Description
Course# 300 and #301, the same course as Yachtmaster Offshore but practical examination does not require as much experience or proficiency.

10 day course consisting of two 5 day sections intermixed for greater proficiency building plus examination 1-2 days.

5 day shore based theory

12 day program
6 day Shore based Theory Course #306
- Review of the Rules of the Road, Buoyage Systems, Weather, Navigation, Chart Plotting, Seamanship, Tides, etc.
5 day Practical Training in Preparation for Exam
- Skippering Techniques for Offshore Passages & Inland Maneuvering
- Motor Yacht (Power) Endorsement – Now Available
- Sail – you can add this endorsement onto your motor certificate by using your own vessel for the sail exam with an RYA Examiner OR available at MPT soon.
1 day - Practical Exam
- Scheduled after course completion with an RYA Examiner
- Additional Examination Fees Apply

Additional Required Certificates: Scheduled Separately
- Radio Certificate (MROP #130 or SRC #303 or GMDSS #404)
- First Aid Certificate (#143) or BST (#140)

RYA Day Skipper / Yacht Skipper
Ideal for owner/operators, mates & deckhands

Some experience desirable

Course Description
Course # 308
10 day Program
- 5 days Shorebased Theory
  - Basic Seamanship, & an Introduction to Navigation & Meteorology
- 5 days Practical Training
  - Skippering Techniques for Offshore Passages & Inland Maneuvering
Recommended Training:
- Approved Engine Course (#440)
- STCW Basic Safety Training (#140)

RYA Powerboat – Level II / MPT Tender Operator Certificate

(Course #307) Perfect for yacht tender operators, good for beginners. Covers the requirement for a tender operator license in the Mediterranean. 2 day, hands-on program includes Shore based & Practical Onboard Training. Excellent training for powerboat owners & crew!

Recommended Training:
- Superyacht Crew Watchstanding (Course #808)
- Approved Engine (Course #440)
- STCW Basic Safety Training (Course #140)
- Yacht Etiquette & Service Arts Course (Course #807)
Boaters Ed. Certification

MPT offers many programs for the boating enthusiasts and serious recreational boaters. Certain courses are USCG and NAS- BLA Approved.

Please request our Recreational Boater Course Catalog for more information on the training options for classroom and hands-on skill development.

Passenger Vessel Programs

MPT offers numerous training options specifically designed for the unique requirements of the passenger vessel industry, including courses to fulfill regulatory compliance issues as well as custom developed onboard programs taught on your vessel, anywhere in the world, utilizing our expert Teams that taking practical training to the next level.

Onboard Training

MPT offers numerous onboard itineraries specifically designed for the unique advantages of training in a realistic environment, including courses to fulfill regulatory compliance issues as well as custom developed onboard programs taught by our expert teams onboard your vessel, anywhere in the world!

These programs take safety training to the next level, exceeding STCW standards and taking a real world approach to emergency management for the maritime industry. These programs also fulfill key elements of the Safety Management Systems for ISM Compliant Vessels.

MPT has many onboard training itineraries including, but not limited to:

- Medical Emergencies
- Emergency Response & Drills
- Firefighting & Hazmat
- Security
- Service Arts
- Crowd & Crisis Management
- Bridge Team Building
- Team Building (corporate style)
- Custom Designed Courses

Service Arts Certificates

MPT believes that exceptional service and etiquette are paramount for all crewmembers serving onboard large private and charter yachts and passenger vessels. MPT has designed a program of excellence at the Support, Operational and Management Levels of service crew.

- Level One: Yacht Etiquette & Service Arts – (course #807)
- Level Two: Interior Yacht Silver Service Program – (course #803)
- Level Three: Interior Yacht Management Program – (course #806)

Yacht Service Program: Service Arts Certification

This course is the first level of service training and is ideal for all crew serving onboard large Private or Charter Yachts. All crewmembers including support crew, deckhands, engineers, chefs, etc. must be familiar with the level of service expected onboard a large yacht. Please refer to the course description section for more information and curriculum.

Silver Service Program: Service Arts Certification

This course is the second level of training and is ideal for all Stewards/esses serving onboard large Private or Charter Yachts. Please refer to the course description section for more information and curriculum.

Interior Yacht Management Program: Service Arts Certification

This third level course is ideal for the Chief Steward/ess serving onboard a large Private or Charter Yacht. This program is designed to ensure five star service at the management level. All crewmembers must be familiar with the level of service expected onboard a large yacht. Please refer to the course description section for more information and curriculum.

Cooking Classes & Culinary Arts:

Cooking Fundamentals – Meal Planning & Preparation – Course #804

Everyone working in the galley needs to have experience with basic meal planning, provisioning, shopping, storing and preparation. This 5 day course includes a wealth of information taught by experienced chefs.

Workboat Cook Program – Course #805

This course is designed to train a mariner serving in any department to become a functioning workboat cook. It focuses on the types of food commonly served in the workboat industry and includes purchasing, preparing, cooking and baking skill development.

MPT recognizes that maritime security and vessel defense are very important today. We offer a very comprehensive and practical, hands-on approach to preparing maritime crew and officers to be aware of and deal with security issues onboard their vessels. Experts in maritime security teach this ISPS and MTSA Compliant Program.

Maritime security is now an integral part of IMO’s responsibilities. A new, comprehensive security regime for international shipping entered into force on 1 July 2004. The mandatory security measures, adopted in December 2002, include a number of amendments to the 1974 Safety of Life at Sea Convention (SOLAS), the most far-reaching of which includes the new International Ship and Port Facility Security Code (ISPS Code).

The ISPS Code contains detailed security-related requirements for Governments, port authorities and shipping companies in a mandatory section (Part A), together with a series of guidelines about how to meet these requirements in a second, non-mandatory section (Part B).

Please keep in mind that the United States has augmented this code with the Maritime Transportation and Securities Act (MTSA). Among other requirements makes both sections of the ISPS Code Compulsory in the United States.

There are several levels of security certification including the following:

Ship/Vessel Security Officer (SSO/VSO)
Company Security Officer (CSO)
Port/Facility Security Officer (PFSO)

All three levels are part of MPT’s approved 3 day course (#171).

FCC Radio Licensing

MPT’s non-profit affiliate, Marine Technical Institute is an FCC Commercial Operator License Examination Manager (COLEM) and administers all levels of FCC Radio License Examinations daily by appointment in addition to the European and UK Radio license exams. Call the MPT admissions office for an examination appointment.

FCC License Levels & Examination Requirements:

FCC Marine Radio Operator Permit

Description
MPs are required to operate radiotelephone stations aboard certain vessels that sail the Great Lakes. They are also required to operate radiotelephone stations aboard vessels of more than 300 gross tons and vessels which carry more than six passengers for hire in the open sea or any tidewater area of the United States. They are also required to operate certain aviation radiotelephone stations and certain coast radiotelephone stations.

Qualifications
To qualify, you must:
• be a legal resident of (or otherwise eligible for employment in) the United States; and
• be able to receive and transmit spoken messages in English; and
• pass a written examination on Element One.

How do I get an MROP?
There are two ways to get your MROP. You can home study and then come to MPT to take your exam daily by appointment, or take the recommended training course (#130) where a licensed radio officer provides insight on all of the rules and regulations and an in depth study on all of the information needed for the exam and the proper procedures for radio usage.

FCC General Radiotelephone Operator License (PG)

A General Radiotelephone Operator License (PG), or better known as GROL, is required to adjust, maintain, or internally repair FCC licensed radiotelephone transmitters in the aviation, maritime, and international fixed public radio services. The GROL is, by far, the most popular - accounting for more than 80% of all commercial radio operator licenses issued by the FCC. The GROL conveys all of the operating authority of the Marine Radio Operator Permit (MP).

It is also required to operate the following:
• any maritime land radio station or compulsorily equipped ship radiotelephone station operating with more than 1500 watts of peak envelope power.
• voluntarily equipped ship and aeronautical (including aircraft) stations with more than 1000 watts of peak envelope power (or pleasure maritime HF radio stations).

To qualify, you must:
• be a legal resident of (or otherwise eligible for employment in) the United States; and
• be able to receive and transmit spoken messages in English; and
• pass a written examination(s) for Elements One and Three.

The GROL Licenses are issued for the holder’s lifetime.
FCC Ship Radar Endorsement

Only persons whose commercial radio operator license bears this endorsement may repair, maintain, or internally adjust ship radar equipment. The Ship Radar Endorsement is only available for General Radiotelephone Operator Licenses (PG), GMDSS Radio Maintainer’s licenses (DM) or a First or Second Class Radiotelegraph Operator’s Certificates (T-1 or T-2.)

To qualify, you must:
• hold (or qualify for) a GROL (PG), DM, T1, or T2; and
• pass a written examination on Element Eight

FCC GMDSS Operator’s License (DO)

The GMDSS Operator’s License qualifies personnel as Global Maritime Distress and Safety System (GMDSS) radio operators for the purposes of operating GMDSS radio installations including some basic equipment adjustments. It also confers the operating authority of the Marine Radio Permit (MP). The GMDSS is also required for operation of the new satellite-based marine emergency equipment.

GMDSS operators are in the process of replacing all radiotelegraph operators as Morse code is being phased out on the high seas. Unlike Amateur Radio licenses which convey both operating and repairing, constructing, and maintaining privileges, holders of the GMDSS Operators license may NOT repair or maintain GMDSS equipment.

To qualify, you must:
• be a legal resident of (or otherwise eligible for employment in) the United States; and
• be able to receive and transmit spoken messages in English; and
• pass a written and/or telegraphy examination(s) as described below under Examinations.

How do I get a GMDSS General Operator License?

To get the FCC GMDSS Radio Operator’s License you can home study and then make an appointment at MPT to come and take your exams or you can come to school and take our 10 day approved course (#152) which includes the exam and is STCW Compliant which is required for all deck officers working on GMDSS equipped vessels. You will need to submit both the FCC and the approved training certificate to the USCG when applying for a raise in grade or a removal of GMDSS restriction.

FCC GMDSS Maintainer’s License (DM)

The DM qualifies personnel as GMDSS radio maintainers to perform at sea repair and maintenance of GMDSS equipment and is required to repair and maintain the new satellite-based marine emergency equipment. The DM also confers the operating authority of the General Radiotelephone Operator License (PG) and the Marine Radio Operator Permit (MP). Holders of the GMDSS Maintainer’s license may NOT operate GMDSS equipment.

To qualify, you must:
• be a legal resident of (or otherwise eligible for employment in) the United States; and
• be able to receive and transmit spoken messages in English; and
• pass a written examination on Element Nine.

NOTE: In instances where an applicant qualifies for a DO and a DM, a GMDSS Radio Operator/Maintainer License (DB) will be issued.
This section is set up in numerical order by course number. For an alphabetical list of course numbers, see the table of contents in the front of this manual.

Complimentary Career Counseling is available to help you determine the best course or program for your current certification requirements as well as your future goals. Be sure to ask for financial packages when taking more than one course. Course fees and class schedules are available separately from the Student Services Office or online at www.MPTusa.com

Captains License Course #104 and #101

Course # 104 is the Operator of Uninspected Passenger Vessel (OUPV – 6 pack) Level. Course #101 is the Master or Mate of Vessels of up to 100 gross tons Level.

MPT’s Captains License classes are USCG Approved, NO TEST AT THE USCG.

This course is available at two levels. The first level is 8 days in length for daytime students or 2 weeks of evenings and Saturdays for Night Students. This first level is USCG Approved for candidates applying for their Six-Pack - Operator of Uninspected Passenger Vessel (OUPV) License.

The second level affords the student three additional days of classes and is USCG Approved for Master and Mate Licenses. The USCG does not require you to get a Six-Pack License before you get your Masters, so if you qualify, you can take the full 11 days and get your Master or Mates license! Most students do qualify for a Master or Mate license. Please refer to the Qualifications section of this manual for more information or just ask one of the MPT student services representatives in the admissions office. The Masters level earns you the respect you have earned with years of boating experience as well as giving you the ability to serve on either inspected (7 or more passengers) or uninspected vessels as you choose. Another benefit is with the near coastal (offshore) route, with 6 pack you can go up to 100 miles offshore and with the Master you can go up to 200 miles offshore!

Subjects Include:
Both levels of Captains License classes include training on navigation, tidal calculations, international and inland rules of the road, coastal piloting, meteorology, anchoring and mooring, marlinespike, docking and undocking, buoyage systems, safety, voyage and passage planning, general ship knowledge regulations, stability and vessel construction, and seamanship.

USCG Approved Courses - Train Here & Test Here.

No Test at the Coast Guard No Extra Fees for at School Testing.

Written Exams:
This course is USCG Approved. No Tests at the Coast Guard. You will take written final exams administered at MPT at the end of the program. They include a selection of the topics covered in the course. We work with everyone until they pass! Do not worry. Class participation and study will get you through the exams.

One of the bonuses of attending MPT’s captains license classes is that we give every student the certification to operate a commercial assistance towing vessel - for free! The USCG authorizes Masters with this certification to operate assistance towing vessels of any size within their tonnage and Six-Packers to operate assistance towing vessels of up to 26 feet.

MPT has always been known for going the extra mile, and this course is no exception. MPT has incredible USCG Licensed instructors with a passion for teaching, a love for boating and a desire to see you succeed!

Why Get a Captain’s License?
To work as a paid captain or mate or to charter your own boat
To learn or refresh your skills in navigation, chart plotting, rules of the road, safety & regulations, buoyage systems, basic weather, basic stability, and much more!
To earn a credential that shows your experience and may even reduce insurance costs
To improve your resume if you want to get a job on a bigger boat

Why Choose Maritime Professional Training?
USCG Approved Courses – Train Here & Test Here. No Test at the Coast Guard. No waiting to test after your USCG Course is completed. No extra fees for at school testing.
Rules of the Road
Course #102

This USCG Approved 2 day classroom course focuses on giving the candidate a comprehensive understanding of the International and Inland Rules of the Road.

Subjects Include:
International COLREGS
Inland Rules of the Road
Differences between the systems
Reference and Use of the Rules of the Road Book
Sample Questions & Answers
Illustrations
Summary Sheet
Day shapes
Lights
Whistle Signals
Right of Way
“Special” Rules
Annexes
And much more!

Sail or Auxiliary Sail Endorsement
Course #103

MPT’s License Endorsement classes are USCG Approved, NO TEST AT THE USCG. This 1/2 day USCG Approved classroom based course will cover the written examination requirement for a candidate holding a USCG Master or Mate license to obtain a Sailing or Auxiliary Sailing Endorsement. The USCG requires that a Mate near coastal or a Master inland have at least 180 days of sailing experience in their life for a sailing endorsement and a Master near coastal needs at least 360 days of sailing experience to qualify for this endorsement.

Subjects Include:
Sailing Nomenclature
Heavy Weather Sailing
Equipment
Specialized Rules

Written Exam:
This course is USCG Approved. No Tests at the Coast Guard. You will take a written final exam administered at MPT at the end of the program.

Upgrade OUPV Six – Pack to Master/Mate
Course #105

MPT’s Captains License classes are USCG Approved, NO TEST AT THE USCG.

This 3 day USCG Approved course will cover the written examination requirement for a candidate holding a Six-Pack OUPV License to Upgrade to a Master or Mate license of up to 100 gross tons (depending on experience).

The Masters and Mates level earns you the respect you have earned with years of boating experience as well as giving you the ability to serve on either inspected (7 or more passengers) or uninspected vessels as you choose. Another benefit is with the near coastal (offshore) route, with 6 pack you can go up to 100 miles offshore and with the Master you can go up to 200 miles offshore!

Subjects Include:
Safety
General ship knowledge
Inspected Vessel Regulations
Stability & Construction
 Seamanship

Written Exams:
This course is USCG Approved. No Tests at the Coast Guard. You will take a written final exam administered at MPT at the end of the program.

Refresher Course for License Renewal
Course #106

This 1 day course is USCG Approved for the Renewal of USCG Licenses up to 100gt. Additional classes are available for Renewal of Licenses above 100 tons. Contact a student services person for License Renewal Assistance.

Upgrade to Master or Mate up to 200grt/500gt ITC
Course #107

MPT’s License classes are USCG Approved, NO TEST AT THE USCG.

This 5 day USCG Approved course will cover the written examination requirement for a candidate holding a Master or Mate license of up to 100 gross tons to Upgrade to a Master or Mate License of up to 200grt/500gt (ITC).

Subjects Include:
Advanced Navigation
Tides
Currents
Safety Seamanship
General ship knowledge
Stability & Construction

Written Exams:
This course is USCG Approved. No Tests at the Coast Guard. You will take a written final exam administered at MPT at the end of the program.
Flashing Light/Visual Signaling Examination
Course #109

MPT is approved by the USCG to administer the Visual Signaling – Flashing Light Examination on their behalf. MPT offers two options, you can either pre study on the software sold in our Ships Store or through your own home study and then set up an appointment to take your exam at the MPT Main Campus or you can join one of our pre scheduled ½ day classes which will review the material with you and also explain how to use the international code of signals book and includes the control sheet for the flashing light assessment required for OICNW. The course is a good option if this is the first time you are taking the flashing light, but most candidates still need to study the software to build their proficiency at reading the light. See #207 for more information on the course or call MPT Student Services Office to set up an appointment for your flashing light examination.

Apprentice Mate Steersman
Course #120

This 2 day course is USCG Approved to satisfy the examination requirements in accordance with 46 CFR 10.205(i) and 10.209(c)(iii) for the original issuance or renewal of an Apprentice Mate Steersman of Towing Vessel License, or Master or Mate (Pilot) of Towing Vessel License, provided that you meet one of the following:

1) Hold a Masters License of 25, 50 or 100 gross tons and have completed our 200 ton upgrade course within 1 year of the APMS Course, or
2) Hold a Masters License of 150 or 200 gross tons, or
3) Have completed the 100 ton course, the 200 ton course and the APMS course within 1 year of each other.

Each student can receive a personal copy of the TOAR (Towing Officers Assessment Record) to have completed on their vessel towards their upgrade to Master or Mate (Pilot). No further examination will be required.

This course will cover the subjects specific to the Towing Vessel Industry including the following:

- Uninspected Towing Vessel Regulations
- Towing Terminology, Gear and Fittings
- Towing Vessel Operations
- Capabilities and Limitations of Towing Vessels
- Barge Regulations

Written Exams:
This course is USCG Approved. No Tests at the Coast Guard. You will take written final exams administered at MPT at the end of the program. They include a selection of the topics covered in the course. We work with everyone until they pass! Do not worry. Class participation and study will get you through the exams.

Commercial Assistance Towing Endorsement
Course #122

This course is for individuals who wish to work on assistance towing vessels, if you are looking for certification for tugboats or push boats, please see course #120 or #121 or speak to an MPT Career counselor to ensure that you are taking the best course for your goals and experience.

Subjects Include:
- Assistance Towing Nomenclature
- Towing Equipment
- Specialized Rules

Written Exam:
This course is USCG Approved. No Tests at the Coast Guard. You will take written final exam administered at MPT at the end of the program.
FCC Marine Radio Operators Permit Class
Course #130

This 3–4 hour course is generally offered as an evening seminar which includes an explanation and review of the operating procedures and regulations pertaining to radio usage. It is valid for Single Side Band and VHF Use.

Included in the course is the written examination for the FCC Element One which licenses you as a Marine Radio Operator. MPT will process all of your FCC Paperwork at no additional charge and your license will be mailed to you by the FCC within approximately two weeks of finishing the course.

Marine Radio Operator’s Permit is Required On:
All vessels with a length of 65 feet or more.
All inspected vessels carrying passengers for hire.
All vessels subject to the Radiotelephone Act.
All towing vessels 26 feet and over.
All vessels going out of the country.

Basic Safety Training - STCW
Course #140

This 5 day course includes theory and practical hands-on training and assessment for the following Four modules of STCW A-VI/1-1 to 1-4. These courses are approved to satisfy the requirements for Basic Safety Training on all size vessel. There are no tonnage limits on this course. It is appropriate for all crew members.

The four modules can be taken together over 5 days or broken into individual modules as listed below. The Personal Survival Course will include hands-on in water training at our Sea Survival Center utilizing a large swimming pool or a lake. The Fire Fighting Course includes hands-on training at MPT’s Marine Tech Fire Academy using real fire and fire fighting equipment.

Personal Survival Techniques ... 1 1/2 days
Personal Safety & Social Responsibilities ...................... 1/2 day
Basic Fire Prevention & Fire Fighting ............................ 2 days
Elementary First Aid .............................................. 1 day

Subjects Include:
- Fire Prevention
- Fire fighting Techniques
- Compliance with Emergency Procedures
- Safe Working Practices
- Preventing Marine Pollution/MARPOL
- Effective Shipboard Communications
- Emergency Equipment
- Hypothermia
- Cardio Pulmonary Resuscitation (CPR)
- First Aid

Proper use of:
- Personal Flotation Devices
- Immersion Suits
- Liferafts
- Abandon Ship Procedures
- Equipment

Personal Survival Techniques
Course #141

This 1½ day course is one of the four modules of STCW Basic Safety Training. There are no tonnage limits on this course and it will satisfy STCW VI-1-1. This course includes theory taught in the classroom as well as practical assessments utilizing a local aquatic center.

Personal Safety & Social Responsibilities
Course #142

This ½ day course is one of the four modules of STCW Basic Safety Training. There are no tonnage limits on this course and it will satisfy STCW VI-1-4.

First Aid and CPR – Elementary Level
Course #143

This 1 day course is designed to meet and exceed the requirements of basic (elementary) first aid and cardio pulmonary resuscitation. It includes both theory and practical training in the classroom. This course is taught by professional paramedics with experience in the maritime industry and in the medical field.

This course is one of the four modules of STCW Basic Safety Training #140 and satisfies STCW A-VI-1-3 and is recognized by the Royal Yachting Association as meeting their requirement for First Aid Training.
**Basic Fire Fighting & Fire Prevention**
**Course #144**

This 2 day course is one of the four modules of STCW Basic Safety Training. There are no tonnage limits on this course and it will satisfy STCW VI-1-2. This course includes both theory taught in the classroom and practical training and assessments with live fire scenarios utilizing the MPT Marine Tech Fire Academy.

**Advanced Fire Fighting**
**Course #145**

This 5 day course is approved by the USCG as a combined Basic and Advanced Course. It will satisfy the STCW requirements as outlined in A-VI/3 and includes both theory and practical training and assessments. This course utilizes the MPT Marine Tech Fire Academy. Many flag states require this course to be taken at least once every 5 years by deck and engineering officers as well as those individuals responsible for the prevention and combating of fires onboard. This course is also recognized by the MCA and many other flag states, please see course #413.

**Proficiency in Survival Craft & Rescue Boats/Lifeboatman**
**Course #146**

This 4 day course includes theory and practical training and assessment utilizing MPT’s RHIB’s and various Survival Craft. This course will also include a trip to the American Victory Ship and will include practical assessments which may require a field trip.

This course will satisfy the Training and Practical Assessments of STCW A-VI/2, Table A-VI/2-1, 2-2.

**Subjects Include:**
- Survival Methods
- Inflatable Liferafts
- Lifeboats
- Survival Equipment
- Launching and Recovery of Life Boats
- Shipboard Davit Systems
- Oar Commands

**Fast Rescue Boats**
**Course #147**

This 3 day course is required for those individuals assigned to operate Fast Rescue Boats. It includes theory and practical training and assessment utilizing MPT’s Fast Rescue Boats. This course will satisfy the Training and Practical Assessments of STCW A-VI/2, Table A-VI/2-2.

**Prerequisite:**
Proficiency in Survival Craft & Rescue Boats or Lifeboatman

**Subjects Include:**
- Introduction to Rigid Hull Inflatable Fast Rescue Boats
- Start up and Shut down of the FRB
- Basic High and Low Speed Operations
- Prevailing Sea and Weather Conditions
- Mechanical Systems and Trouble Shooting
- Open Water Rescue
- Swimming in Special Equipment
- Running alongside another vessel underway
- Riding a sea painter
- Helicopter Hoists
- Stern and side towing

**Radar Observer Unlimited**
**Course #148**

This 5 day course is recommended for all levels of deck watch crew and is required for all deck officers of radar equipped vessels. The goal of this course is to train candidates in the proper use of radar for risk assessment, collision avoidance and navigation. This course utilizes the MPT SMARTSM Simulation Center. Trainees use commercial Radar Equipment and Ship Simulators with landmasses, environmental effects and vessel returns. This course will satisfy the Radar Training Requirements of STCW A-II/2 and A-II/1 for deck officers standing watch on a Radar equipped vessel. This course will satisfy the Radar Practical Assessments outlined in Policy letters 01-02 as listed below.

**Subjects Include:**
- Radar Theory
- Set Up and Maintaining Radar Displays
- Factors that Affect Performance and Accuracy
- Differentiating Between False and True Echoes
- Performing Transfer Plotting Techniques
- Rapid Radar Plotting Techniques
- Obtaining a Position Fix using Radar
- Situational Awareness
- Parallel Indexing
- Vessel Maneuvering for Risk of Collision
- Radar and the Rules of the Road

**Assessments Completed**
in this Course:
- OICNW 1-2B
- OICNW 1-2C
- OICNW 3-1A
- OICNW 3-1B
- OICNW 3-1C
- OICNW 3-1D
- OICNW 3-1E
- OICNW 3-1G
- OICNW 3-1H
- OICNW 3-1 I
- OICNW 3-1 J
- OICNW 3-1 K
Radar Recertification Renewal
Course #149

This 1 day course is required to be taken at least every 5 years for all deck officers to renew the radar endorsement on their license. This course utilizes the MPT SMART™ Simulation Center. Trainees use commercial Radar Equipment and Ship Simulators with landmasses, environmental effects and vessel returns. If you have not taken the ARPA Course, we recommend taking the ARPA course as an alternative to the 1 day recertification course.

Subjects Include:
- Radar Transfer Plotting
- Rapid Radar Plotting Techniques

Automatic Radar Plotting Aids (ARPA)
Course #150

This 4 day course is required for all deck officers of vessels equipped with ARPA and covers the set up and use of ARPA for collision avoidance and navigation. This course utilizes the MPT SMART™ Simulation Center. Trainees use commercial ARPA Equipment and Ship Simulators with landmasses, environmental effects and vessel returns. This course will satisfy the ARPA Training Requirements of STCW A-II/2 and A-II/1 for deck officers standing watch on an ARPA equipped vessel. The Radar Recertification course is Free with the MPT ARPA Course. This course will satisfy the ARPA Practical Assessments outlined in Policy letters 01-02 and 04-02.

Prerequisite:
- Radar Observer Unlimited Endorsement

Subjects Include:
- Review of Radar Plotting Techniques
- ARPA Theory
- ARPA Errors and Limitations
- Setting Up and Maintaining ARPA Displays

Assessments Completed in this Course:
- OICNW 3-1F OICNW 3-2A
- OICNW 3-2B OICNW 3-2C
- OICNW 3-2D OICNW 3-2E
- OICNW 3-2F OICNW 3-2G
- OICNW 3-2H OICNW 3-2 I
- OICNW 3-2 I OICNW 3-2 K
- OICNW 3-2 L OICNW 3-2 M

Bridge Resource Management (BRM)
Course #151

This 3 day course focuses on introducing the candidate to the proper Bridge Resource and Teamwork Management functions and on taking action to avoid close quarters situations in accordance with the COLREGS.

This course utilizes the MPT SMART™ Center and will satisfy the Bridge Resource Management Training Requirement of STCW.

This class is also included in the 10 day Watchkeeping and BRM course listed separately.

Subjects Include:
- Regulatory and Industry Initiatives
- Situational Awareness
- Error Detection and Accident Review
- Voyage Planning & Briefings
- Bridge Resource Management

Global Maritime Distress & Safety System (GMDSS)
GOC General Operator Certificate
Course #152

This 10 day course is required for all deck officers serving on vessels equipped with GMDSS Equipment. This course utilizes the MPT GMDSS Live Station Equipment Labs. This USCG course will satisfy the GMDSS Training of STCW A-IV/2 for GOC, as well as fulfilling the FCC GMDSS Operators License or the MCA GOC through AMERC.

Subjects & Equipment Include:
- Satellite Systems
- Terrestrial Communications
- Transmission and Reception of Distress Alerts and Messages
- Maritime Safety Information
- INMARSAT A/B/C
- MF/HF Transceivers (Single Side Band)
- MF/HF NBDP – Narrow Band
- Direct Printing Modems
- MF/HF DSC – Digital Selective Calling Controllers
- VHF Radio Telephones
- VHF DSC - Digital Selective Calling Controllers
- NAVTEX Receivers
- 406 mHz EPIRBS – Emergency Positioning Indicating Radio Beacons
- Search & Rescue Transponders (SARTS)
- Survival Craft Transceivers
- Reserve Sources of Energy with Integrated Chargers
- Antenna Systems (terrestrial and satellite)
Medical First Aid Provider
Course #153

This 3 day course is designed for officers and crew who will provide immediate first aid and assist the Medical Person In Charge. This course will satisfy the Medical First Aid Provider Training of STCW A-VI/4, 4.1-4.3 and Table 4-1 for raise in grade from the support to the operational licenses as per USCG Policy Letter 04-02 and for candidates applying for an MCA Master 500-3000ton Yachts. This course is recommended for all crewmembers. If you have not taken the Medical First Aid Provider 3 day Course, you may take them both consecutively for a total of 10 days. This course includes lab time at the local Hospital Emergency Room. This MPIC course also satisfies the STCW Requirement for the Management Level of Medical Certification.

Prerequisites:
Elementary First Aid (BST Module)

Subjects Include:
- Legal Issues
- Communication & Documentation
- Anatomy
- Patient Assessment
- Respiratory Emergencies
- Cardiovascular Emergencies
- CPR
- AED - Defibrillation
- Bleeding & Shock
- Burns
- Environmental Emergencies
- First Aid Kits
- Sterile Techniques
- Pharmacology
- Toxicology
- Musculo-Skeletal Injuries
- Spinal Injuries
- Lifting & Moving Injured or Ill Patients

Medical Care at Sea/Person In Charge
Course #154

This 7 day course is designed for officers and crew who will be serving as the Medical Person In Charge. This course will satisfy the Medical Person in Charge Training of STCW A-VI/4, 4.4-4.6 and Table 4-2 for raise in grade from the operational to the management level licenses as per USCG Policy Letter 04-02 and for candidates applying for an MCA Master 500-3000ton Yachts. This course is recommended for all crewmembers. If you have not taken the Medical First Aid Provider 3 day Course, you may take them both consecutively for a total of 10 days. This course includes lab time at the local Hospital Emergency Room. This MPIC course also satisfies the STCW Requirement for the Management Level of Medical Certification.

Prerequisites:
Medical First Aid

Subjects Include:
- Suturing & Wound Care
- IV Therapy
- Medication Administration & Injections
- Pain Management
- Infectious Diseases
- Behavioral Emergencies
- Eye, Ear, Nose & Throat
- NG Tubes & Urinary Catheterization
- Altered Mental States
- Specific Diseases
- OB/GYN & Infant Care
- Complications of Drug & Alcohol Use
- Poisoning & Overdoses
- Rescue & Death At Sea
- Legal Issues
- Communication & Documentation
- Anatomy
- Patient Assessment
- Respiratory Emergencies
- Cardiovascular Emergencies
- Defibrillation (AED)
- CPR
- Bleeding & Shock
- Burns
- Environmental Emergencies
- First Aid Kit
- Sterile Techniques
- Pharmacology
- Toxicology
- Muscular & Skeletal Injuries
- Spinal Injuries
- Lifting & Moving Injured or Ill Patients

Crowd Management
Course #155

This 1 day course includes classroom lectures and role playing scenarios to familiarize crew members serving onboard passenger vessels with the processes and unique considerations that must be handled during an emergency. This class is available at MPT or companies/vessels can schedule it to be conducted onboard the vessel to enhance the realism of the scenarios.

This course satisfies requirements for those personnel designated on muster lists to assist passengers in emergency situations and officers on passenger vessels for “Precautions for Protection and Safety of Passengers”, in accordance with the ISM Code and STCW Regulation A-V/2 and A-V/3 (paragraphs 4, 5 and 6) and STCW Code sections A-V/2 and A-V/3 (paragraphs 1, 2 and 3).

Subjects Include:
- Role Playing Scenarios
- Communication
- Decision Making
- Organizing Emergency Response Procedures
- Using Resources
Crisis Management
Course #156

This 1 day course includes classroom lectures and role playing scenarios to familiarize crew members in charge of assisting passengers during an emergency. The prerequisite for this module is Crowd Management. This class is available at MPT or companies/vessels can schedule it to be conducted onboard the vessel to enhance the realism of the scenarios.

This course satisfies requirements for those personnel having responsibility for the safety of passengers in emergency situations in accordance with STCW Regulation A-V/3 (paragraphs 7 and 8) and STCW Code section A-V/3 (paragraphs 4 and 5).

Subjects Include:
- Leadership Role
- Communication
- Decision Making
- Organizing Emergency
- Response Procedures
- Optimizing Resources

Radar Refresher Renewal
Course #157

This 3 day course is available as an alternative to the 1 day Recertification course for those candidates who need a more in depth refresher of radar prior to renewal. A radar renewal or recertification course is required to be taken at least every five years for all deck officers to renew the radar endorsement on their license. This course utilizes the MPT SMART™ Simulation Center. Trainees use commercial Radar Equipment and Ship Simulators with landmasses, environmental effects and vessel returns. If you have not taken the ARPA Course, we recommend taking the ARPA course as an alternative to the 3 day refresher or 1 day recertification course.

Subjects Include:
- Radar Transfer Plotting
- Rapid Radar Plotting Techniques

Limited Lifeboatman/Proficiency in Survival Craft & Rescue Boats For Vessels Without Lifeboats And Gravity Davits
Course #158

This 2 day course includes theory and practical training and assessment utilizing MPT’s RHIB’s and various Survival Craft. It is the first 2 days of the 4 day course.

This course will satisfy the Training and Practical Assessments of STCW A-VI/2, Table A-VI/2-1, 2-2 and 46 CFR 12.10-5, with a restriction for vessels without Lifeboats and Gravity Davits.

Subjects Include:
- Survival Methods
- Inflatable Liferafts
- Rescue boats
- Survival Equipment
- Davit Systems

Tankerman Dangerous Liquids Person In Charge
(Called a Cargo Course by USCG, do not confuse with Cargo handling course required for Mates and Mates.)
Course #170

This 5 day course covers loading, discharging and carriage of dangerous liquids. This course will satisfy Tanker Familiarization, Tankerman Assistant, Tankerman Engineer, and Tankerman Person In Charge of Dangerous Liquids (DL). The endorsement on a Merchant Mariners Document will require meeting the sea time and appropriate product transfers as listed in 46 CFR and described in the qualification section of this manual. This course satisfies STCW A-V/1, paragraphs 1-21 for Dangerous Liquids including Petroleum and Chemical Transport.

Prerequisites for USCG Endorsement:
(Completion of USCG Approved Fire fighting Course
Letter stating transfers you’ve participated in (number of, nature of & capacity)
Generally at least 10 transfers of which 5 loadings, 5 discharges with 90 days of sea time on a tank vessel during the last 5 years

Subjects Include:
- Regulations pertaining to Tanker Operations
- Cargo Capacity and Basic Trim and Stability Calculations
- DL Cargo Classifications
- Hazards of DL cargoes
- Safety Procedures
- Tank Vessel Structure and Design
- Vapor Control and Gas Freeing Systems
- Tank Cleaning Systems
- Loading and Discharging Operations
- Pollution Prevention
- Spill Response
- Training and Drills

This course will also satisfy the Cargo Training requirement for the renewal of a Tankerman Endorsement.
ISPS International Ship & Port Security Officers SSO/VSO/CSO/PFSO Combination Course #171

This 3 day course is USCG Approved by MARAD and is certified by Det Norske Veritas (DNV) for all three levels of security training and certification under the ISPS and MTSA Codes. This course focuses on giving the candidate a comprehensive understanding of the International Ship and Port Security (ISPS) Code and the Maritime Transportation and Safety Act (MTSA) as they pertain to the security officers both onboard the vessel and onshore through company designations at the port facility. Each role and their requirements will be reviewed for a complete understanding of the responsibilities and unique security considerations of each level. This will assist companies in developing and implementing their security plans.

Subjects Include:
ISPS & MTSA Code Overviews
Developing a Threat & Risk Analysis
Developing Security Plans
Implementing Security Plans
Choosing Security Equipment
Training & Drill Requirements
Developing an Incident Command
Identifying Suspicious Behavior
Identifying Suspicious Items
Conducting Physical Searches
Using Security Equipment
Maintaining Security Equipment
Organizing Onboard Training & Drills
Managing Onboard Training & Drills
Managing On-going Threats
Port/Facility Security Issues
The Role of the Security Officer

Certification Includes:
Ship/Vessel Security Officer (SSO/VSO)
Company Security Officer (CSO)
Port/Facility Security Officer (PFSO)

ISM International Safety Management Course #172

This is a 4 day class focused on explaining the ISM system and how to use it. At the completion of this course, you will receive a certificate as ISM Designated Person Ashore (DPA) and Internal Auditor. This course is jam packed with a wealth of good, useable information in an easy to understand format. Reference materials with sample forms for your system are worth the price alone. The instructor is a flag state representative and deputy registrar and has years of experience on vessel inspections, auditing and implementing ISM Systems. We have gotten many rave reviews on this course. All officers and management level personnel should take this course as well as company representatives that will be working as the designated person ashore and crew members using the system.

Hazmat/Hazwoppr Course #173, #174, #175

This certification program is available at three levels:

Hazmat Awareness #173 ..... 8 hour (1 day)
Hazmat Operator #174 ..... 24 hour (3 days)
Hazmat Technician #175 .... 40 hour (5 days)

The first two levels of this course are classroom based and the third level also incorporates practical hands-on scenarios. Each level builds on the previous level so if you take the 40 hour technician level, you have accomplished all three segments of the program.

Current U.S. Department of Transportation (USDOT) regulations require training (and retraining) of all employees who perform work functions covered by the Hazardous Materials Regulations (HMR; 49 CFR Parts 171-180). Any employee who works in a shipping, receiving or material handling area or who may be involved in preparing or transporting hazardous materials is required to have training.

This course will fulfill the OSHA requirements to complete Hazmat Certification and is recommended for all crewmembers.
Container Refrigeration Course #189

This two-week course is designed to provide marine engineers with a working knowledge of refrigeration systems with special emphasis on Carrier refrigerated container units.

The lab contains 7 operating container units. The units incorporate the latest refrigerants (R-134a, R-404), microprocessors, and atmosphere controls.

Subjects Include:
Topics presented include basic refrigeration principles, refrigeration instrumentation, modern refrigerants and their characteristics, Carrier container components.

Laboratory experiences are hands-on exercises that emphasize the operation, maintenance, and troubleshooting of the refrigeration and electrical systems associated with these units are an integral part of this course.

Automatic Identification System (AIS) Course #190

This 1 day classroom based course was developed to provide an introduction to the requirements and use of AIS and its implications on maritime security and navigational safety.

Subjects Include:
Principles of AIS
AIS Carriage Requirements
Use of AIS
Configuring AIS
Watchkeeping with AIS
Operating AIS Messaging

Deck Officer Study Course with Terrestrial and Coastal Navigation Course #200

includes: upgrade exam prep for Master/Mate 500/1600/3000/Unlimited

This 15 day course covers all of the required terrestrial and coastal navigation problems for mates and masters. This course will satisfy the Terrestrial & Coastal Navigation Training Requirement of STCW A-II/1 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 01/02. This course is offered concurrently with the MPT Deck Officer Course.

Subjects Include:
Navigation
Charts & Chart Work
Chart Symbols
Navigation Publications
Compass Correction
Plotting and Position Lines
Bearing Problems
Distance Off Problems
Fuel Consumption Problems
Apparent Slip
Required RPM (Using Slip)
Days Run (Using Slip)
Required Speed (Using Slip)
Compass Error by Azimuth
Compass Error by Amplitude
Compass Error and Leeway
Deviation Table Construction
Visual Ranges – Luminous and Geographic
Sunrise & Sunset
Radio Direction Finders (RDF)
Tides and Tidal Currents
Voyage Planning
Rules of the Road Review
General Subjects Review

Celestial Navigation for Oceans Course #201

This 15 day course covers all of the required types of celestial navigation calculations for mates and masters. This course will satisfy the Celestial Navigation Training & Assessment Requirement of STCW A-II/1 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 01/02. This course is approved to satisfy the written Examination Requirement for Celestial Navigation for Oceans Endorsement for Masters licenses up to 1600grt/3000gt. This course is also an excellent refresher for Chief Mate/Master Unlimited Candidates preparing for their USCG Examinations. Students taking this course should already have coastal navigation training or experience.

Subjects Include:
Nautical Astronomy
Sextant and Altitude Correction
Explanation of Nomenclature
Understanding Time and Time Zones
Time Ticks
Sight Reduction and Lines of Position
Running Fixes – Stars, Any Bodies
Intercept and Azimuth Method
Latitude by Polaris
Meridian Transits – Latitude at Local Apparent Noon
Time of Celestial Phenomena: Sunrise, Sunset, and Moonrise
Star Identification and Selection
Ocean Sailings (Parallel, Mercator, Mid Latitude, Great Circle)
High Altitude Sights
Voyage & Route Planning using Gnomonic Charts
Estimated Time of Arrival
Practical Assessments using your Sextant

Assessments Completed in this Course:
OICNW 1-1A OICNW 1-1B
OICNW 1-1C OICNW 1-1D
OICNW 1-1E OICNW 1-1F
**Meteorology: Basic Course #202**

This 5 day course provides students with knowledge of the characteristics of various weather systems, reporting procedures and recording systems. This course will satisfy the Basic Meteorology Training of STCW A-II/1 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 01/02.

**Subjects Include:**
- Shipboard Meteorological Instruments
- The Atmosphere, its Composition and Physical Properties
- Atmospheric Pressure
- Wind and Pressure Systems over the Oceans
- Structure of Depressions
- Anticyclones
- Weather Services for Shipping
- Recording and Reporting Weather Observations
- Clouds & Precipitation
- Visibility
- Climatology
- Weather Systems
- Weather Forecasting

**Assessments Completed in this Course:**
- OICNW 1-7A
- OICNW 1-7B
- OICNW 1-7C

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**Stability & Ships Construction: Basic - OICNW Course #203**

This 5 day course provides candidates with an understanding of the Theory and Calculations for Stability and Ships Construction for the OICNW. This course will satisfy the Basic Stability & Ships Construction Training of STCW A-II/2 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 01/02.

**Stability Subjects Include:**
- Displacement
- Buoyancy
- Fresh Water Allowance
- Statical Stability
- Initial Stability
- Statical Stability Curves
- Movement of Center of Gravity
- List and Correction
- Slack Tanks and Free Surface Effects
- Trim
- Actions in Event of Partial Loss of Intact Buoyancy
- Calculations

**Construction Subjects Include:**
- Ship Dimensions & Form
- Ship Stresses
- Hull Structure
- Bow & Stern Fittings
- Rudders & Propellers
- Load Lines & Draft Marks
- Calculations

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**Cargo Handling & Stowage: OICNW Course #204**

This 5 day course covers the duties required of by the deck watch while loading and discharging cargo in port and care of cargo in transit. This course will satisfy the Cargo Handling & Stowage Training Requirement of STCW A-II/1 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 01/02.

**Prerequisite:**
- Basic Stability and Ships Construction – OICNW Level

**Subjects Include:**
- Inspection and preparation of holds
- Cargo Segregation
- Securing Cargo
- Cargo Handling Equipment and Safety
- Confined Space Entry
- Overview of Ship Types (Tankers, Bulk Carriers, Containers, etc)
- Cargo Calculations
Watchkeeping Course: OICNW
Course #205

This 7 day course, when combined with course #151 for a total of 10 days, focuses on introducing the candidate to the proper Watchkeeping functions and on taking action to avoid close quarters situations in accordance with the COLREGS.

This course utilizes the MPT SMART™ Simulation Center and will satisfy the Watchkeeping and Bridge Resource Management Training Requirement of STCW A-II/1 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 01/02.

Subjects Include:
- Rules of the Road
- Keeping a Safe Navigational Watch
- Bridge Resource Management
- Keeping an Anchor Watch
- Keeping a Watch in Port
- Pollution Prevention
- Record Keeping & Logbooks
- Regulatory and Industry Initiatives
- Situational Awareness
- Error Detection and Accident Review
- Voyage Planning & Briefings
- Bridge Resource Management
- Master/Pilot Exchange
- Effective Communication
- Stress Management
- Decision Making
- Rest Periods
- Managing Fatigue
- Alertness, and Endurance
- Risk Assessment and Analysis

Electronic Navigation: OICNW
Course #206

This 5 day course covers the theory and practical use of electronic navigational aids. Possible errors and limitations are stressed along with methods of resolving position ambiguity. This class utilizes MPT’s SMART™ Simulation Center. This course will satisfy the Electronic Navigation Training of STCW A-II/1 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 01/02.

Subjects Include:
- Basic Principles
- GPS
- Echo Sounders
- Speed Logs
- Loran C
- Radio Direction Finders
- Radar Navigation
- ECDIS
- Navigation Software

Assessments Completed in this Course:
- OICNW 1-4A
- OICNW 1-4B
- OICNW 1-4C
- OICNW 1-4D

Flashlight Light/Visual Signaling Communications
Course #207

This 1/2 day course serves as an alternative to testing at the USCG for Morse Code by Flashing Light Signaling and is designed to review the format of the exam and related publications. If you would like to test at the end of this course, we recommend that you study your Flashing Light Software in depth before taking this course by requesting a copy of your software be sent to you prior to starting the class. This course will satisfy the Visual Signaling Training Requirements of STCW A-II/1 for raise in grade from the support to the operational licenses as per USCG Policy Letter 01-02, and will fulfill the practical assessments as outlined below.

Subjects Include:
- Flashlight Light by Morse Code
- International Code of Signals (Pub H-102)

Assessments Completed in this Course:
- OICNW 4-1 A

Also see #109 for the examination only
Emergency Procedures
Course #208

This 2 day course covers procedures for dealing with emergency situations and the training that is necessary to maintain an effective response. This course will satisfy the Emergency Procedures Training of STCW A-II/1 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 01/02.

Subjects Include:
Contingency Planning
Development and Use of Checklists
Grounding
Collision
Safety of Passengers and Crew
Fire / Explosion
Abandoning Ship
Emergency Steering Arrangements
Towing
Rescue of Persons
Assisting Vessels in Distress
Emergencies in Port

Search and Rescue (SAR): OICNW
Course #209

This 2 day course provides the candidate with knowledge of the contents of the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR), and the procedures necessary to respond to a distress signal at sea. This course will satisfy the SAR Training of STCW A-II/1 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 01/02.

Subjects Include:
Administration and International Provisions
Communications
Operating Procedures
SAR Resources
Navigation
Search Areas
Search Patterns

Compass – Magnetic & Gyro: OICNW
Course #210

This 3 day course utilizes the MPT SMART™ Simulation Center. This course will satisfy the Compass Training Requirements of STCW A-II/1 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 01-02, and will fulfill the practical assessments as outlined below.

Subjects Include:
Magnetism of the Earth
Application of Variation and Deviation Principles of Magnetic Compasses
General Gyro Theory
Operating Procedures & Errors
Gyro Compasses
Automatic Pilots

Assessments Completed in this Course:
OICNW 1-5A OICNW 1-5B
OICNW 1-5C OICNW 1-5D
OICNW 1-5E OICNW 1-2A
OICNW 1-2B OICNW 1-2E

Shiphandling & Steering – Basic: OICNW
Course #211

This 5 day course covers turning circles and stopping distance in deep and shallow water, man overboard procedures, anchoring and many other facets of shiphandling and steering control for the Officers in Charge of a Navigation Watch. This course utilizes the MPT SMART™ Center’s Full Mission – DNV Class A Ship Simulators. This course will satisfy the Basic Shiphandling & Steering Training Requirement of STCW A-II/1 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 01/02.

Subjects Include:
Turning Circle
Stopping Distance
Effects of Wind and Current
Man Overboard Maneuvers
Shallow Water Effects
Anchoring
Steering Control Systems
And much more

Assessments Completed in this Course:
OICNW 1-6A
OICNW 1-6B
OICNW 5-1 A
OICNW 5-1 B
OICNW 5-1 C
Watchkeeping & BRM Assessments: OICNW Course #212

This 5 day assessment session utilizes the MPT SMART™ Simulation Center and will satisfy the Watchkeeping and Bridge Resource Management Assessment Requirements of STCW A-II/1 for raise in grade from the support to the operational level licenses as per USCG Policy Letter 1/2, as listed below.

Prerequisite:
Watchkeeping and Bridge Resource Management Course

Assessments Completed in this Session:
OICNW 2-2A  OICNW 2-2B
OICNW 2-2C  OICNW 2-2D
OICNW 2-2E  OICNW 2-2F
OICNW 2-3A  OICNW 2-3B
OICNW 2-3C  OICNW 2-3D
OICNW 2-3E  OICNW 2-3F
OICNW 2-3G  OICNW 2-3H
OICNW 2-1A  OICNW 2-1B
OICNW 2-1C  OICNW 2-1D
OICNW 2-1E  OICNW 2-1F
OICNW 1-3B  OICNW 1-3C
OICNW 1-2D  OICNW 1-3A

Rating Forming Part of a Navigational Watch: Assessments Course #251

This 2 day session is USCG Approved to demonstrate the practical assessments needed for a Rating Forming Part of A Navigational Watch (RFPNW) with no restrictions. These assessments can be signed off either through this simulation session or on a vessel of the appropriate size by a qualified assessor. This is not approved as a course, you will not get any sea time credit for these assessments. The purpose of this session is for the completion of the assessments only, you must obtain your sea time separately.

Additional Recommended Courses:
Basic Safety Training #140
Proficiency in Survival Craft & Rescue Boats #146
Able Seaman #252
Tankerman Dangerous Liquids #170

Able Seaman Course Course #252

This USCG Approved 6 day course includes theory and written examinations towards the issuance of a qualified rating on your merchant mariners credential as Able Seaman. The level of AB that you receive from the USCG is dependent upon your sea service including the total number of days, size of vessels, and waters operated on. If you will also be applying for an STCW endorsement as A-II/4 Rating Forming Part of A Navigation Watch or A-II/5 (Able Seaman Deck), you will need to complete the required practical assessments either by taking a separate assessment session with MPT on the ship simulator or on an appropriately sized vessel. Please note that the USCG will need verification that your service has been under the direct supervision of a licensed OICNW or Master whilst you were being trained in navigational watch keeping functions.

This course also includes the USCG Approved practical demonstration of competency in Knot Tying and Splicing.

Subjects Include:
Marlinspike Seamanship
Shipboard Terminology
Rules of the Road
Aids to Navigation
Buoyage Systems
Watchstanding & Helmsman Duties
Ship Construction
Cargo Handling & Stowage
Anchoring and Mooring
Fire Fighting
Towing
Deck Maintenance
Shipboard Emergencies
Marine Pollution

Additional Recommended/Required Courses:
Basic Safety Training #140
Proficiency in Survival Craft and Rescue Boats (Lifeboatman) #146
RFPNW Assessments #251
Tankerman Dangerous Liquids #170

Engineer Exam Prep Study Course - USCG Course #261

The course is three weeks (15 days) in length and is ideal for all original issuance and upgrades of unlimited level licenses and includes the upper level exam information. This course utilizes MPT’s Marine Technical Institute Engineering Laboratories. This course combines classroom theory, which is led by a Chief Engineering instructor and practical training to prepare experienced candidates for their written examinations at the USCG. The course includes your training, your textbooks, and a helpful CD with all of the current USCG Examination Questions. There is no better way to prepare for your engineering exams! Students come from all over the world for this course.

Additional Recommended Courses:
Basic Safety Training #140
Proficiency In Survival Craft
Powerboat Level II
This course is accredited by the RYA and MCA Recognized for service as Captain or Mate (OOW) up to 200gt/24meters up to 150 miles offshore. The Yachtmaster meets STCW A-VI/1 and section A-VI/1-4 when combined with the STCW Basic Safety Training Courses. The commercially endorsed Yachtmaster fulfills the prerequisite for MCA OOW 500 and 3000gt and the MCA STCW Command Certificate for Master 200gt.

Based on your experience and expertise, upon successful completion, the RYA Examiner will award you with either the Yachtmaster Offshore or Coastal Skipper level of Certificate of Competency. This course is USCG Approved, when taken at MPT, for original license OR upgrade of up to Master or Mate 200gt/500gt ITC based on your sea service experience. No additional testing is required if applied for within one year of MPT course completion. You must also meet USCG Application, additional sea time, STCW, and citizenship requirements. Call and ask for details or refer to the qualifications section of this manual for USCG Licenses of up to 200gt.

Subjects Include:
A 5 day comprehensive shore based theory module with assessment papers including navigation, tidal calculations, international and inland rules of the road, coastal pilotage, meteorology, anchoring and mooring, docking and undocking, buoyage systems, safety, voyage and passage planning, general ship knowledge and seamanship.

The 5 day Yachtmaster offshore practical course module is conducted on board one of MPT’s Yachts. These yachts are up to 48’ and are twin screw motor yachts. This part of the instruction covers seamanship skills such as nautical terms, tides, marlinespike seamanship, anchor work, boat handling, docking, general yachting skills, basic weather, navigation and passage planning. This course will be a preparation course for your final Yachtmaster Offshore Examination.

Written Exams:
The written exams are administered at MPT at the end of the shore based theory segment of your program. They include all of the topics covered in the course.

Practical Exam:
All of the shore based courses and experience criteria must be fulfilled before the RYA Examiner will conduct the practical assessment. The final exam will be conducted by an independent and unbiased RYA Yachtmaster examiner and takes the form of an extensive oral and practical test on a motor yacht. The practical exam will take an additional day and is scheduled when the examiner is available and generally at the end of the course, weather permitting.

We will teach you the knowledge based subjects during your shore based theory week and also fine tune your boat handling skills during your practical course, but you should be familiar with the following areas when you join the class and proficient by the exam date.

• Knowledge of the International and Inland Rules of the Road.
• Safety. The candidate will be expected to know what safety equipment should be carried on board a yacht.
• Boat Handling, Maneuvering, Docking: Coastal Skipper students will be expected to answer questions & demonstrate ability in simple situations only. Yachtmaster candidates are expected to demonstrate ability in more complex situations and will also be expected to show a higher level of expertise.
• General seamanship, including maintenance.
• Responsibilities of the skipper
• Navigation, Basic Weather
• Radio Communication & Signaling
• Command presence, management and direction of crew.
RYA Short Range Radio License Certificate (SRC)
Course #303

This 1 day course is perfect for boating enthusiasts and yachting professionals to learn more about Radio Operation and obtain a Radio License valid worldwide for VHF DSC and Single Side Band Radios. The examination for the RYA Short Range Certificate (SRC) is included in the course.

Subjects Include:
- Radio Operation
- Management of the Maritime Mobile Band
- Introduction to GMDSS
- Marine VHF
- DigitalSelectiveCallingEquipment
- Navtex
- Emergency Radio Equipment
- Routine Procedures
- Distress Procedures

RYA Radar Operator Certificate
Course #304

This 1 day course is perfect for boating enthusiasts and yachting professionals to learn more about Radar Systems and Operation. Trainees use Radar Equipment and Simulators with landmasses, environmental effects and vessel returns.

Subjects Include:
- Radar Theory
- Set Up and Maintaining Radar Displays
- Measuring Distances
- Measuring Bearings
- Collision Avoidance with Radar
- Radar Navigation
- Understanding Relative Motion

Note: For a more in depth course, we also offer a five day Radar Observer Course and a four day ARPA - Automatic Radar Plotting Aids Course. Or if you will be upgrading to an MCA Officer of the Watch in the future, we recommend that you take the ten day Navigation and Radar Course.

RYA Diesel Engine Certificate
Course #305

This 1 day course is perfect for boating enthusiasts and yachting professionals to learn more about Basic Maintenance and Engine Care. This is a theory based class that is designed to heighten awareness of the main systems of a marine diesel engine and the ability to take simple measures to prevent mechanical breakdown at sea and rectify defects which do not require workshop support.

Subjects:
- The Principles of the Diesel Engine
- The Four stroke cycle
- The Induction Stroke
- The Compression Stroke
- The Power Stroke
- The Exhaust Stroke
- Turbocharging
- Intercooling/Aftercooling
- The Fuel System
- The Basic System
- The Tank
- Fuel pre-filter (water separating filter)
- Fuel Lift Pump
- The Engine Fine Filter
- Injection Pump
- Injectors
- Bleeding the system
- The Cooling System
- Seawater Cooling
- Freshwater Cooling
- Temperature Control
- The Thermostat
- The Seawater Impeller Pump
- The Air Systems
- The Airway In
- The Airway Out
- Engine Electrical Systems
- The Basic System
- Battery Capacity and Care
- Drive Belts
- The Alternator
- Check List
- Basic Spares and Tools
- Importance of Winterization and Servicing

Yachtmaster Oceans Certificate of Competency
Course #306

This is a 6 day shore based theory course in Celestial (Astro) Navigation, Passage Planning and Meteorology is accredited by the RYA and designed to upgrade your RYA Yachtmaster Offshore to an RYA Yachtmaster Oceans Certificate of Competency. After completion of this course, you will conduct a voyage of at least 600nm/at least 96 hours and at least 50nm from land (on your own vessel) taking sights and completing passage planning and then schedule an Oceans Oral Exam with the Royal Yachting Association. This course when endorsed on your CoC fulfills YM Ocean Prerequisite for MCA (Yacht) C.O.C. Upgrades when Commercially Endorsed.

Note: This course assumes that you are still familiar with the Offshore Navigation Subjects.

Powerboat Level II / Tender Operator
Course #307

This RYA Accredited 2 day classroom theory and hands on practical training program is perfect for individuals interested in improving their hands-on powerboat and tender operating skills. This course is great for beginners or seasoned tender operators! The practical portion of the course utilizes MPT’s powerboat and tender fleet up to 8 meters.

This course will cover the requirement for a tender operator license in the Mediterranean and other countries where a certificate is required to operate a tender. Program includes Shore based & Practical Onboard Training

Excellent training for powerboat owners and crew!
Day/Yacht Skipper - RYA Course #308

This 10 day program is ideal for owner/operators, mates & deckhands. The course combines shore based theory and practical hands-on skippering techniques. This course is accredited by the RYA.

Subjects Include:
A five day shore based theory module with assessment papers including basic navigation, tidal calculations, international and inland rules of the road, coastal pilotage, meteorology, anchoring and mooring, docking and undocking, buoyage systems, safety, voyage and passage planning, general ships knowledge and seamanship.

The 5 day day/yacht skipper offshore practical course module is conducted on board one of MPT’s Yachts. These yachts are up to 48’ and are twin screw motor yachts. This part of the instruction covers seamanship skills such as nautical terms, tides, marlinespike seamanship, anchor work, boat handling, docking, general yachting skills, basic weather, navigation and passage planning.

Written Exams:
The written exams are administered at MPT at the end of the shore based theory segment of your program. They include all of the topics covered in the course.

General Ships Knowledge – MCA Course #400

This 5 day course is designed for Officer of the Watch candidates pursuing their MCA Certificate of Competency or for ambitious mariners desiring to improve their knowledge and abilities in general ships knowledge.

Subjects Include:
The course is divided into four sections:
1 – Ship Construction
2 – Stability
3 – Meteorology
4 – Seamanship

Exam:
Assessment will be by a written 2 hour examination of seven questions. The pass mark will be 60%.

Advanced Sea Survival Course #401

This 4 day course is designed for Officer of the Watch candidates pursuing their MCA Certificate of Competency or for ambitious mariners desiring to improve their knowledge and abilities in sea survival techniques. This course combines classroom theory and practical instruction, which is led by a certificated instructor to prepare candidates for the additional responsibilities needed to upgrade to the OOW position onboard yachts and other vessels.

Subjects Include:
Emergencies and Drills
Survival Craft
First Aid for Survivors
Lifejackets and Immersion Suits
Actions in Survival Craft
Distress Signals and Communications
Rescue Boats
Practical Pool Session
Practical Open Water Session

Exam/Assessment:
The assessment shall be in two parts:
1) In course continuous assessment,
2) A final exercise designed to test understanding of the techniques learnt during the course and an oral/written examination to test the underpinning knowledge.

During the course assessment particular attention shall be given to the following operations.
• Take charge of a survival craft or rescue boat during and after launch
• Operate a survival craft engine
• Manage survivors and survival craft after abandoning ship
• Use locating devices, including communications and signaling apparatus and pyrotechnics
• Apply first aid to survivors
**OOW Navigation, Radar, & ARPA**  
Course #402

This 15 day course is designed for Officer of the Watch candidates pursuing their MCA Certificate of Competency or for ambitious mariners desiring to improve their knowledge and abilities in navigation. This course utilizes MPT’s SMART™ Simulation Center. This course combines classroom theory, which is led by a certificated instructor and practical training to prepare candidates for the additional responsibilities needed to upgrade to the OOW position onboard yachts and other vessels. The module will consist of sections on basic chart work, navigation aids, basic radar operation and plotting. There will be practical in-course assessment throughout and satisfactory completion of this assessment will allow the student entry to the final written examination at the end of the course.

**Subjects Include:**
- Basic chartwork and position fixing
- Running fix with tides and leeway
- Compass bearings and conversion from compass to true bearings
- Horizontal angles
- Clearing bearings and transits
- Operation and setting up of Electronic Navigation Aids including:
  - GPS
  - Loran C
  - Electronic Chart Systems
  - Echo Sounders and Logs
- Basic operation and setting up of Radar & use of PI’s
- Chart symbols and abbreviations
- The IALA system of buoyage both A & B and the Cardinal system
- Tides & Tidal Stream Calculations

**Exam:**
Part 1 will consist of 2 questions – 1 each on chartwork and radar plotting. Part 2 will consist of 4 questions to test “underpinning knowledge”. Candidates must achieve a minimum of 60% in both parts.

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**Global Maritime Distress & Safety System (GMDSS) ROC**  
Restricted Operator Certificate  
Course #403

This 3 day course is required for all deck officers serving on vessels equipped with GMDSS Equipment limited to Sea Area 1 (coastwise service). This certificate is restricted, and therefore MPT recommends the GOC Course for any candidates that have the ability to take the alternative 10 day course. This course utilizes the MPT GMDSS Live Station Equipment Labs. This course will satisfy the GMDSS Training of STCW A-IV/2 for ROC, as well as fulfilling the FCC GMDSS Operators License or the MCA ROC through AMERC.

**Subjects & Equipment Include:**
- General Information and System Overview
- Documents, Publications, & Regulations
- Transmission and Reception of Distress Alerts and Messages
- Maritime Safety Information
- VHF DSC – Digital Selective Calling & Numerical ID Systems
- 406 mHz EPIRBS – Emergency Positioning Indicating Radio Beacons
- Search & Rescue Transponders (SARTS)
- Survival Craft Transceivers

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**Global Maritime Distress & Safety System (GMDSS)**  
GOC General Operator Certificate  
Course #404

This 10 day course is required for all deck officers serving on vessels equipped with GMDSS Equipment. This course utilizes the MPT GMDSS Live Station Equipment Labs. This USCG course will satisfy the GMDSS Training of STCW A-IV/2 for GOC, as well as fulfilling the FCC GMDSS Operators License or the MCA GOC through AMERC.

**Subjects & Equipment Include:**
- Satellite Systems
- Terrestrial Communications
- Transmission and Reception of Distress Alerts and Messages
- Maritime Safety Information
- INMARSAT A/B/C
- MF/HF Transceivers (Single Side Band)
- MF/HF NBDP – Narrow Band
- Direct Printing Modems
- MF/HF DSC – Digital Selective Calling Controllers
- VHF Radio Telephones
- VHF DSC – Digital Selective Calling Controllers
- NAVTEX Receivers
- 406 mHz EPIRBS – Emergency Positioning Indicating Radio Beacons
- Search & Rescue Transponders (SARTS)
- Survival Craft Transceivers
- Reserve Sources of Energy with Integrated Chargers
- Antenna Systems (terrestrial and satellite)
Medical First Aid Provider
Course #405

This 4 day course is designed for officers and crew who will provide immediate first aid and assist the Medical Person In Charge. This course will satisfy the Medical First Aid Provider Training of STCW A-VI/4, 4.1-4.3 and Table 4-1 for raise in grade from the support to the operational licenses as per USCG Policy Letter 01-02 and for candidates applying for an MCA Chief Mate - Yacht. This course is recommended for all crewmembers.

Prerequisites:
Elementary First Aid (BST Module)

Subjects Include:
Legal Issues
Communication & Documentation
Anatomy
Patient Assessment
Respiratory Emergencies
Cardiovascular Emergencies
CPR
AED - Defibrillation
Bleeding & Shock
Burns
Environmental Emergencies
First Aid Kits
Sterile Techniques
Pharmacology
Toxicology
Musculo-Skeletal Injuries
Spinal Injuries
Lifting & Moving Injured or Ill Patients

Medical Care at Sea/Person In Charge
Course #406

This 7 day course is designed for officers and crew who will be serving as the Medical Person In Charge. This course will satisfy the Medical Person in Charge Training of STCW A-VI/4, 4.4-4.6 and Table 4-2 for raise in grade from the operational to the management level licenses as per USCG Policy Letter 04-02 and for candidates applying for an MCA Master 500-3000ton Yachts. This course is recommended for all crewmembers. If you have not taken the Medical First Aid Provider 4 day Course, you may take them both consecutively for a total of 10 days. This course includes lab time at the local Hospital Emergency Room. This MPIC course also satisfies the STCW Requirement for the Management Level of Medical Certification.

Prerequisites:
Medical First Aid

Subjects Include:
Suturing & Wound Care, IV Therapy, Medication Administration & Injections, Pain Management, Infectious Diseases, Behavioral Emergencies, Eye, Ear, Nose & Throat, NG Tubes & Urinary Catheterization, Altered Mental States, Specific Diseases, OB/GYN & Infant Care, Complications of Drug & Alcohol Use, Poisoning & Overdoses, Rescue & Death At Sea, Legal Issues, Communication & Documentation, Anatomy, Patient Assessment, Respiratory Emergencies, Cardiovascular Emergencies, Defibrillation (AED), CPR, Bleeding & Shock, Burns, Environmental Emergencies, First Aid Kit, Sterile Techniques, Pharmacology, Toxicology, Muscular & Skeletal Injuries, Spinal Injuries, Lifting & Moving Injured or Ill Patients.

Business & Law
(Master, Yachts – MCA)
Course #407

This 5 day course is designed for Master of Yacht candidates pursuing their MCA Certificate of Competency or for ambitious mariners desiring to improve their knowledge and abilities in navigation, radar and arpa. This course utilizes MPT’s SMART™ Simulation Center. This course combines classroom theory, which is led by a certificated instructor and practical training to prepare candidates for the additional responsibilities needed to upgrade to the Masters position onboard yachts and other vessels. The module will consist of sections on chart work, navigation aids, automatic radar operation and plotting. There will be practical in-course assessment throughout and satisfactory completion of this assessment will allow the student entry to the final written examination at the end of the course.

Subjects Include:
PASSAGE PLANNING
Use of ECDIS
Fuel consumption and range
Application of the Collision Regulations
SEARCH AND RESCUE
RADAR & ARPA

Exam:
To achieve a pass the candidate must achieve at least 60%.

Master Navigation, Radar, & ARPA
Course #408

This 10 day course is designed for Master of Yacht candidates pursuing their MCA Certificate of Competency or for ambitious mariners desiring to improve their knowledge and abilities in navigation, radar and arpa. This course utilizes MPT’s SMART™ Simulation Center. This course combines classroom theory, which is led by a certificated instructor and practical training to prepare candidates for the additional responsibilities needed to upgrade to the Masters position onboard yachts and other vessels. This module is to be split into sections, Navigation, Radar, ARPA and Simulation.

Subjects Include:
Navigation, Radar, ARPA
Use of ECDIS
Fuel consumption and range
Application of the Collision Regulations
SEARCH AND RESCUE
RADAR & ARPA

Exam:
To achieve a pass the candidate must achieve at least 60%.
Seamanship & Meteorology (MCA Master Yachts) Course #409

This 5 day course is designed for Master of Yacht candidates pursuing their MCA Certificate of Competency or for ambitious mariners desiring to improve their knowledge and abilities. This course utilizes MPT’s SMART™ Simulation Center. This course combines classroom theory, which is led by a certificated instructor and practical training to prepare candidates for the additional responsibilities needed to upgrade to the Masters position onboard yachts and other vessels.

Subjects Include:
The course is divided into five sections:
1 – Seamanship
2 – Navigation and Passage Planning
3 – Meteorology
4 – MARPOL
5 – Code of Safe Working Practices

Exam:
Assessment will be by written 2½ hour examination with one question being drawn from each topic of the syllabus. The pass mark will be 60%.

Advanced Fire Fighting Course #413

This course is Approved by the MCA for Advanced Fire fighting Certification. The first day of this course is actually a pre-course review of basic concepts in the classroom and the second through fifth day of class are actually days 1-4 of the advanced certification. This course will satisfy the STCW requirements as outlined in A-VI/3 and includes both theory and practical training and assessments. This course utilizes the MPT Marine Tech Fire Academy. Many flag states require this course to be taken at least once every 5 years by deck and engineering officers as well as those individuals responsible for the prevention and combating of fires onboard. This course is also recognized by the USCG and many other flag states, please see course #145.

Stability (MCA Master Yachts) Course #410

This 5 day course is designed for Master of Yacht candidates pursuing their MCA Certificate of Competency or for ambitious mariners desiring to improve their knowledge and abilities in Stability & Vessel Construction. This course combines classroom theory and practical instruction, which is led by a certificated instructor to prepare candidates for the additional responsibilities needed to upgrade to the Masters position onboard yachts and other vessels.

Subjects Include:
The course will consist of five sections:
1 – Basic principles
2 – List and related problems
3 – Curves of statical stability
4 – Loll and related problems
5 – Dry docking and longitudinal stability

Exam:
Assessment will be by a written 2½ hour examination with one question being drawn from each Topic of the syllabus. The pass mark will be 60%.

Approved Engine Course Course #440

This is a 5 day course designed for engineering candidates pursuing their MCA Approved Engine Course Certificate or for ambitious mariners desiring to improve their knowledge and abilities in the engine department. This course is also an excellent addition to any deckhand, mate or captain’s resume! This course utilizes MPT’s Marine Technical Institute Engineering Laboratories. This course combines classroom theory, which is led by a Chief Engineering instructor and practical training to prepare candidates for the additional responsibilities needed as part of the certificated engineering staff onboard yachts and other vessels. Students come from all over the world for this course.

Subjects Include:
Diesel engines
Compression ignition engine (general principles)
Cycle of operation and constructional details
Fuel system
Role of air in the combustion process
Cooling system
Lubrication system
Engine electrical systems
Power transmission
Hull fittings
Pollution legislation
Code of Safe Working Practices
Bottled LPG installations

Note: Fault finding and rectification will be covered within each part of the syllabus as the individual topics are covered.
Marine Engine Operator License (MCA MEOL – Yacht) Course #441

This 5 day course is designed to serve as a preparatory course towards the Oral Exam Required to obtain the MEOL Certificate from the MCA.

Auxiliary Equipment & Basic Ship Construction Course #442

This course is designed for those engineering candidates applying for their engineering certification through the MCA and preparing for the SQA Exam Auxiliary Equipment & Basic Ship Construction Engineering for Y4. This course may also be beneficial to those ambitious mariners who would like to learn more about the subject matter or will be applying for this certificate in the future. The exam passing certificate is valid for three years whilst you obtain the remaining sea service. If you do not hold any certification or if you have just started in the yachting industry, we would recommend that you consider first taking the Approved Engine Course #440.

The syllabus for this course is defined by the MCA Exam Syllabus and includes exam preparatory style lectures on the below listed subjects as well as practice exams and general guidance. The pass rate is very high for candidates who have undertaken the recommended pre study. Register early for the course to get your course notes in advance. There are four days of teaching and on the fifth day you will take your SQA examination.

Operational Procedures & Basic Hotel Services Course #443

This course is designed for those engineering candidates applying for their engineering certification through the MCA and preparing for the SQA Exam Operational Procedures and Basic Hotel Services for Y4. This course may also be beneficial to those ambitious mariners who would like to learn more about the subject matter or will be applying for this certificate in the future. The exam passing certificate is valid for three years whilst you obtain the remaining sea service. If you do not hold any certification or if you have just started in the yachting industry, we would recommend that you consider first taking the Approved Engine Course #440.

The syllabus for this course is defined by the MCA Exam Syllabus and includes exam preparatory style lectures on the below listed subjects as well as practice exams and general guidance. The pass rate is very high for candidates who have undertaken the recommended pre study. Register early for the course to get your course notes in advance. There are four days of teaching and on the fifth day you will take your SQA examination.
Marine Diesel Engineering - MCA Course #444

This course is designed for those engineering candidates applying for their engineering certification through the MCA and preparing for the SQA Exam Marine Diesel Engineering for Y4. This course may also be beneficial to those ambitious mariners who would like to learn more about the subject matter or will be applying for this certificate in the future. The exam passing certificate is valid for three years whilst you obtain the remaining sea service. If you do not hold any certification or if you have just started in the yachting industry, we would recommend that you consider first taking the Approved Engine Course #440.

The syllabus for this course is defined by the MCA Exam Syllabus and includes exam preparatory style lectures on the below listed subjects as well as practice exams and general guidance. The pass rate is very high for candidates who have undertaken the recommended pre study. Register early for the course to get your course notes in advance. There are four days of teaching and on the fifth day you will take your SQA examination.

Subjects Include:
- Working principles of diesel engines and petrol engines
- Constructional details
- Operation and maintenance
- Heat exchangers and cooling systems
- Fuel oils and preparation
- Lubrication system
- Turbochargers
- Starting systems

Exam:
The Scottish Qualifications Authority (SQA) Written Exam is administered at MPT in a 2 hour prescribed format on the 5th day of the course.

Craft Skills Prep and Test – MCA Course #445

This is a 5 day course designed for engineering candidates pursuing their MCA Yacht 4 Engineering Certificate of Competency or for ambitious mariners desiring to improve their knowledge and abilities in the engine department. If you have little or no experience with machine shop tools or skills, you may need additional training or practice time to become proficient. This course utilizes MPT’s Marine Technical Institute Engineering Laboratories and Machine Shop. This course combines classroom theory, which is led by a Chief Engineering instructor and practical training to prepare candidates for the additional responsibilities needed as part of the certificated engine department onboard yachts and other vessels. Students come from all over the world for this course.

Subjects Include:
- Interpretation of drawings
- Use and care of hand tools
- Use of measuring equipment
- Safe use of portable power tools
- Safe use of drilling machines
- Safe use of off-hand grinders
- Metal joining - welding
- Brazing, soldering
- Gas cutting
- Mechanical joints - gaskets
- Flanges, couplings
- Assembly skills
- Electrical testing and wiring

Exam:
Administered at MPT through practical demonstrations of competency.

Advanced Hotel Services – MCA Course #447

This course is designed for those engineering candidates applying for their management level engineering certification through the MCA and preparing for the SQA Exam Advanced Hotel Services for Y2/Y1. This course may also be beneficial to those ambitious mariners who would like to learn more about the subject matter or will be applying for this certificate in the future. The exam passing certificate is valid for three years whilst you obtain the remaining sea service. If you do not hold any certification at this time, we would recommend that you start with the Y4 level courses #442 through #445 or the Approved Engine Course #440.

The syllabus for this course is defined by the MCA Exam Syllabus and includes exam preparatory style lectures on the below listed subjects as well as practice exams and general guidance. The pass rate is very high for candidates who have undertaken the recommended pre study. Register early for the course to get your course notes in advance. There are four days of teaching and on the fifth day you will take your SQA examination.

Subjects Include:
- Air conditioning - forced air and chilled water
- Refrigeration
- Sewage treatment systems
- Hydraulics
- Fresh water systems
- Air compressors

Exam:
The Scottish Qualifications Authority (SQA) Written Exam is administered at MPT in a 2 hour prescribed format on the 5th day of the course.
Applied Marine Engineering
Course #448
This course is designed for those engineering candidates applying for their management level engineering certification through the MCA and preparing for the SQA Exam Applied Marine Engineering for Y2/Y1. This course may also be beneficial to those ambitious mariners who would like to learn more about the subject matter or will be applying for this certificate in the future. The exam passing certificate is valid for three years whilst you obtain the remaining sea service. If you do not hold any certification at this time, we would recommend that you start with the Y4 level courses #442 through #445 or the Approved Engine Course #440.

The syllabus for this course is defined by the MCA Exam Syllabus and includes exam preparatory style lectures on the below listed subjects as well as practice exams and general guidance. The pass rate is very high for candidates who have undertaken the recommended pre study. Register early for the course to get your course notes in advance. There are four days of teaching and on the fifth day you will take your SQA examination.

Subjects Include:
Materials technology
Corrosion control
Marine electrical practice
Properties of fuels and lubricants
Automation, instrumentation and control
Engine starting systems

Exam:
The Scottish Qualifications Authority (SQA) Written Exam is administered at MPT in a 2 hour prescribed format on the 5th day of the course.

Chief Engineer Statutory & Operational Requirements
Course #449
This course is designed for those engineering candidates applying for their management level engineering certification through the MCA and preparing for the SQA Exam Chief Engineer Statutory & Operational Requirements for Y3/Y2/Y1. This course may also be beneficial to those ambitious mariners who would like to learn more about the subject matter or will be applying for this certificate in the future. The exam passing certificate is valid for three years whilst you obtain the remaining sea service. If you do not hold any certification at this time, we would recommend that you start with the Y4 level courses #442 through #445.

The syllabus for this course is defined by the MCA Exam Syllabus and includes exam preparatory style lectures on the below listed subjects as well as practice exams and general guidance. The pass rate is very high for candidates who have undertaken the recommended pre study. Register early for the course to get your course notes in advance. There are four days of teaching and on the fifth day you will take your SQA examination.

Subjects Include:
Health and safety at work
Pollution control regulations
‘M’ notices
International conventions
Dry docking procedures
Planned maintenance
Hull and machinery surveys
Voyage planning
Fire prevention, explosive mixtures and sources of ignition
Ship construction (terminology and stresses)
Damage control, flooding and sub-division
Fuel consumption

Exam:
The Scottish Qualifications Authority (SQA) Written Exam is administered at MPT in a 2 hour prescribed format on the 5th day of the course.

General Engineering Science I – MCA
Course #450
This course is designed for those engineering candidates applying for their management level engineering certification through the MCA and preparing for the SQA Exam General Engineering Science I for Y2/Y1. Please take at the same as you take #451 whenever possible.

This course may also be beneficial to those ambitious mariners who would like to learn more about the subject matter or will be applying for this certificate in the future. The exam passing certificate is valid for three years whilst you obtain the remaining sea service. If you do not hold any certification at this time, we would recommend that you start with the Y4 level courses #442 through #445.

The syllabus for this course is defined by the MCA Exam Syllabus and includes exam preparatory style lectures on the below listed subjects as well as practice exams and general guidance. The pass rate is very high for candidates who have undertaken the recommended pre study. Register early for the course to get your course notes in advance. There are four days of teaching and on the fifth day you will take your SQA examination.

Subjects Include:
Mathematics / arithmetic
Algebra
Graphs
Trigonometry
Geometry
Mensuration

Exam:
The Scottish Qualifications Authority (SQA) Written Exam is administered at MPT in a 2 hour prescribed format on the 5th day of the course.
General Engineering Science II – MCA
Course #451

This course is designed for those engineering candidates applying for their management level engineering certification through the MCA and preparing for the SQA Exam General Engineering Science I for Y2/Y1. Please take at the same as you take #450 whenever possible.

This course may also be beneficial to those ambitious mariners who would like to learn more about the subject matter or will be applying for this certificate in the future. The exam passing certificate is valid for three years whilst you obtain the remaining sea service. If you do not hold any certification at this time, we would recommend that you start with the Y4 level courses #442 through #445.

The syllabus for this course is defined by the MCA Exam Syllabus and includes exam preparatory style lectures on the below listed subjects as well as practice exams and general guidance. The pass rate is very high for candidates who have undertaken the recommended pre study. Register early for the course to get your course notes in advance. There are four days of teaching and on the fifth day you will take your SQA examination.

Subjects Include:
- Applied Heat
- Heat energy
- Gas laws
- Combustion
- Refrigeration
- Electricity nature of electricity
- Electric currents
- Electric circuits
- Resistance
- Secondary cells
- Magnetic fields
- Electromagnetic induction
- Measuring instruments and measurements

Exam:
The Scottish Qualifications Authority (SQA) Written Exam is administered at MPT in a 2 hour prescribed format on the 5th day of the course.

Oral Exam Prep – Engineering Course #452

This course takes up to 5 days and is designed to assist candidates in preparing for their MCA Oral Examinations for Engineering Qualifications. All other training requirements and written examinations should be complete and you will need to file for your Notice of Assessment. See an MPT Student Service representative for assistance.

Oral Exam Prep – OOW or Master of Yacht Course #453

This course takes up to 5 days and is designed for candidates preparing for their MCA Oral Examination for Certificates of Competency and Certificates of Equivalent Competency. This is an instructor led program designed to review the information that the MCA Examiners will require you to be proficient in during the exam. The prep week will also assist you in assessing your ability to pass the exam and identify weak areas that you need to improve before taking the exam. Pre study of all of your course notes is highly recommended. You will need to apply in advance of the course to the MCA to schedule an oral examination and receive a Notice of Eligibility (NOE) for CoC’s or Notice of Assessment (NOA) for CEC’s. If you are applying for a CEC and hold an unlimited tonnage USCG merchant license, or from another MCA accepted country, you are exempt from the MCA Oral Exam.

Virtual Vetting Course #505

Each 4 hour session is the ultimate method for the final selection process of management or operational level deck officers or ratings. We have often been asked by insurance companies, maritime corporations and vessel masters how to separate out a great resume from a great officer. MPT has created the path to do this. This is also an excellent way to determine if an existing crew member is ready to be promoted, to reenact a post casualty incident or to gauge the competence of someone who has applied for enhanced responsibility related to navigational watch keeping. It is also an excellent way to familiarize oneself or bridge team with a new and larger vessel, or a new area of operation, i.e the Mediterranean or the Pacific Northwest, etc. Many candidates have chosen to put themselves through this session choosing the size of vessels and keeping a printed transcript of their progress and an examiners report, and video to submit to their prospective vessel owners, management companies or insurance underwriters. This is increasingly beneficial as insurance companies are becoming more stringent in the prerequisiteexperience with reference to time served on vessels of equivalent size in command capacities to those being applied for. The Virtual Vetting Session can prove or disprove whether a candidate is ready for the navigational aspects of the position. Consideration is given by the examiners for competence based on capacity, i.e. operational or management level officers or support level crew members, scenarios are made increasingly difficult but are always reasonable and appropriate for the area of operation being tested. Briefs and debriefs will be conducted to let candidates and company representatives know the results and career counseling is offered. Company representatives are permitted to observe from the operations room, MPT will report on the status of their progress in the scenarios undertaken, and the vessel’s representative will always make the final decision of whether or not to hire/promote/retain, etc. Virtually any size vessel, with any characteristics and anywhere in the world can be simulated either with MPT stock vessels and ports or by custom digitization.
Dynamic Positioning (DP) Induction
Course #510

This 4 day class is the first level of DP training required for all DP operators. It will cover The Principles of the DP system, Elements of the system, Practical Operation, Position Reference System, Environmental Sensors and Ancillary Equipment, Power Generation and Supply, and Operations.

Dynamic Positioning (DP) Simulator
Course #511

This 4 day class is the advanced level of training and requires that the induction has already been taken as well as familiarization training on a DP vessel and at least 30 days of sea service. This course provides practical knowledge of planning, conduct and execution of DP operations and teaches how to correctly use and interpret diagrams and plan the detail of each stage of the operations and emergency planning and bailout. Simulated scenarios assist in realistic training and confident operators for both normal operating as well as emergencies.

Advanced Navigation Part One
Course #601

This 10 day course is the combination of VPEN and ECDIS; two 5 day courses as listed below. When taken within 1 year of each other they satisfy the USCG Requirement for Advanced Navigation as listed in policy letter 04-02 for the raise in grade from the operational to management level in accordance with STCW A-II/2.

This 5 day course covers the theory and practical components of using and IMO approved ECDIS. This course utilizes the MPT SMART™ Simulation Center. Trainees use ECDIS Equipment and Ship Simulators. This course will satisfy the ECDIS Training Requirements of STCW A-II/2 and A-II/1 for deck officers standing watch on an ECDIS equipped vessel.

Subjects Include:
Use, Installation and Correction of Electronic Charts
Validity of sensor data (including radar overlay)
Potential Errors or Interpretation Selecting Operating Settings and Alarms for Route Monitoring Navigational Calculations
Route Planning and Scheduling
Accessing Ship’s Log and Data
Playback Functions
ARPA, and AIS Trial
Maneuver Functions

Electronic Chart Display & Instrumentation System
Course #601 A

This 5 day course covers the theory and practical components of using and IMO approved ECDIS. This course utilizes the MPT SMART™ Simulation Center. Trainees use ECDIS Equipment and Ship Simulators. This course will satisfy the ECDIS Training Requirements of STCW A-II/2 and A-II/1 for deck officers standing watch on an ECDIS equipped vessel.

Subjects Include:
Use, Installation and Correction of Electronic Charts
Validity of sensor data (including radar overlay)
Potential Errors or Interpretation Selecting Operating Settings and Alarms for Route Monitoring Navigational Calculations
Route Planning and Scheduling
Accessing Ship’s Log and Data
Playback Functions
ARPA, and AIS Trial
Maneuver Functions

Advanced Navigation Part Two
Course #602

This 10 day course is the combination of VPEN and ECDIS; two 5 day courses as listed below. When taken within 1 year of each other they satisfy the USCG Requirement for Advanced Navigation as listed in policy letter 04-02 for the raise in grade from the operational to management level in accordance with STCW A-II/2.

This 5 day course covers the Voyage Planning in accordance with IMO Resolution and the use of Electronic Navigation to maintain and monitor the voyage plan. This course utilizes the MPT SMART™ Simulation Center.

Subjects Include:
Voyage Planning
Magnetic and Gyro Compass
GPS
Auto Pilots
Integrated Bridge Systems
Mercator and Great Circle Sailings

Advanced Stability
Course #605

This 5 day course covers every aspect of calculating stability, trim, bending and shearing moments for the Chief Mate and Master. This course will satisfy the Advanced Stability Training of STCW A-II/2 for raise in grade from the operational to management level licenses as per USCG Policy Letter 04/02.

Prerequisite: any one of the following
Basic Stability Course
Chief Mate License upgrading to Master
Graduation of a Maritime Academy
Or Strong Background in the Subject

Subjects Include:
Trim
Stress
Bending Moment
Damage Stability
Use of Stability Software Programs
Advanced Calculations
Advanced Cargo Handling Operations
Course #606

This 10 day course covers the duties undertaken by the Chief Mate while loading and discharging cargo in port, and care of cargo in transit. This course will satisfy the Advanced Cargo Operations Training of STCW A-II/2 for raise in grade from the operational to management level licenses as per USCG Policy Letter 04/02.

Subjects Include:
- General Cargo
- Container Ships
- Bulk Carriers
- Ro-Ro Vessels
- Tank Vessels
- Carriage of Hazardous Materials
- Ship Construction
- Repair
- Maintenance

Advanced Meteorology
Course #608

This 5 day course covers weather forecasting and use of all available resources to avoid heavy weather and conduct route planning. This course will satisfy the Advanced Meteorology Training of STCW A-II/2 for raise in grade from the operational to management level licenses as per USCG Policy Letter 04/02.

Subjects Include:
- Weather Systems
- Ocean Systems
- Storm Avoidance Tactics
- Synoptic Charts
- Routing Systems & Software

Marine Propulsion Plants for Chief Mates & Masters
Course #610

This 5 day course covers subjects to provide a general knowledge of a ship’s propulsion and auxiliary systems. This course will satisfy the Marine Propulsion Plant Training of STCW A-II/2 for raise in grade from the operational to management level licenses as per USCG Policy Letter 04/02.

Subjects Include:
- Steam Propulsion
- Diesel Propulsion
- Gas Turbine Propulsion
- Generators
- Electrical Distribution
- Steering Systems
- Water Making Systems
- Sewage Processing Systems

Ship Management, Personnel Safety & Maritime Law
Course #612 & #613

This is a two part course totaling 10 days. It covers management, meeting and training techniques essential to the modern Chief Mate and Master. This course will satisfy the Ship Management Training requirement of STCW A-II/2 for raise in grade from the operational to management level licenses as per USCG Policy Letter 04/02.

Subjects Include:
- Legislative and Business Issues
- Masters and Owners/Corporate Liability
- Crew Training and Assessment
- International Conventions
- National Regulations
- ISM
- SOLAS
- Crew Living Conditions
- Service Regulations
- Cargo Operations

Marine Insurance
Pollution Prevention & Environmental Compliance
Collisions & Salvage
Emergency Preparedness
Managing Staff
Organizing Work
Managing Medical Care Personnel

Advanced Shiphandling
Course #620

This 10 day course covers normal and emergency shiphandling to the Master’s level including search and rescue operations. It utilizes MPT’s full mission SMART™ Simulation Center. This course will satisfy the Advanced Shiphandling Training of STCW A-II/2 for raise in grade from the operational to management level licenses as per USCG Policy Letter 04/02.

Subjects Include:
- Docking and Undocking
- Operating in Restricted Waters
- Anchoring
- Using Tugs
- Responding to Shiphandling Emergencies
- Heavy Weather Tactics

Advanced Watch Keeping
Course #622

This 5 day course covers actions to avoid close quarters situations in accordance with the COLREGS and Watchkeeping procedures including BRM refresher. This course will satisfy the Advanced Watchkeeping Training of STCW A-II/2 for raise in grade from the operational to management level licenses as per USCG Policy Letter 04/02.

Subjects Include:
- COLREGS
- Keeping a Safe Watch at Sea
- Keeping a Safe Watch at Anchor
- Keeping a Safe Watch in Port
- Decision Making in Complex Situations
Silver Service – Interior Yacht Service Arts Certificate
Course #803

This 10 day course is ideal for all Stewards/esses serving onboard large Private or Charter Yachts. This course can be taken before or after your STCW Basic Safety Training Course. MPT also recommends the Tender Operator Course if you will be operating the Tenders for guests or crew at any time.

This program is designed to ensure five star service at the operational level.

Chief Stewards/esses should take this course as a review before proceeding on to the Interior Yacht Management Program.

Subjects:
Personal Dynamics Skills and the Language of Service
Individual and Interpersonal Relationships
Choosing Service
Etiquette and Personal Graces
Code of Ethics
Life Balances
Yacht Roles and Definitions
Image and Personal Presentation
International Protocol
Language and Speech
The Relationship of Service
Privacy and Professional Boundaries
Entertaining, Wine and Service
Entertaining and Protocol
Setting up for Entertaining
Styles, Formal and Informal Entertaining
Formal Table Settings
Formal Table Service
The Formal Dinner
Table Linens
Silver Polishing and Care
Correspondence Etiquette
Flower Arranging
Liquor and Bar Set-up
The History of Wine
Components of Wine
Food and Wine and Menus
Coordinating with the Chef
Technical Skills
“Yachtkeeping” Techniques

Cleaning, detail cleaning and products
Bed Making
Turnedown Service
Closet Organization
Packing and Unpacking for Travel
Fine Linens
Sewing Skills, Emergency Repair
Ironing, Steaming Skills
Laundry Skills
Leather and Shoe Polishing
Designer Clothing
Dry Cleaning
Silver Polishing
Conservation of Fine Art Pieces
Antiques, Handling and Care
Oriental Rugs and Care
Environmental Awareness, Allergies
Security
Concierge Services

Cooking Fundamentals – Culinary Meal Planning & Preparation
#804

This 5 day basic course is designed to prepare crewmembers for cooking, meal planning, and vessel provisioning responsibilities. This is a hands-on course, including field trips and cooking assignments.

Workboat Cook Diploma – Culinary Certification
#805

This 2 week course is designed to train a crewmember in the cooking methods, preparation, and provisioning appropriate for the workboat, supply and towing industries. It includes hands-on food preparation and cooking assignments, and baking skills. This course will focus on the types of foods commonly desired in the shipboard environment as well as the nutritional aspects of meal planning, as well sanitation and maintaining the galley.
Interior Yacht Management Program
Service Arts Certification
Course #806

This 10 day course is ideal for the Chief Steward/ess serving onboard a large Private or Charter Yacht. This program is designed to ensure five star service at the management level.

Prerequisite:
As the service fundamentals covered in the Silver Service course will not be repeated in this management level program, it is recommended that you take The Silver Service Program before taking this program as an introduction to the operational level of service or as a review if you have had similar training before. If your experience and former training are current, you may enter at the management level.

Subjects:
How to Manage Yacht
Service Expectations
Vision and Service Goals
Knowing the Guests Needs, likes & Dislikes: (Charter or Private)
Favorites and Preferences
Knowing the Family Tree (private yacht)
Establishing the Environment
Physical Structure and the Service Flow
Daily Graces
Cleaning and Maintenance Task Sheets
Service Standards
Administrative
Entertaining
Yacht Layout
Maintenance
Security
Interviewing Techniques
Yacht Roles and definitions
Service Etiquette
Image and Personal Presentation
International Protocol
Language and Speech
The Relationship of Service
Privacy and Professional Boundaries
Human Resources Development and Management

Computer Technology
Listening and Service Anticipation
Hiring and Dismissing Techniques
Background Investigations
Immigration Issues
Creating Team Synergy
Time Management
Managing Support Vendors
Negotiations and Resource Relations
Finances, Budget and Records
Entertaining and Protocol
Event Planning
Setting up for Entertaining
Seating Charts
Correspondence Etiquette
Flower Arranging
Wine Cellar Management
Coordinating with the Chef

Yacht Etiquette & Service Arts
Course #807

This 1 day course is ideal for all crew serving onboard large Private or Charter Yachts. This course can be taken before or after your STCW Basic Safety Training Course. MPT also recommends the Tender Operator Course if you will be operating the Tenders for guests or crew at any time.

All crewmembers must be familiar with the level of service expected onboard a large yacht. This course is the first 3 days of the Silver Service Program and is ideal for Deckhands, Mates, Engineers, and other crew members. The Stewards/esses should continue on through the entire Silver Service Course, Chief Stewards/esses should proceed through to the Interior Yacht Management Program.

This program is designed to ensure five star service at the support level.

Personal Skills and the Language of Service
Individual and Interpersonal Relationships
Choosing Service
Etiquette and Personal Graces
Code of Ethics
Life Balances
Yacht Roles and definitions

Image and Personal Presentation
International Protocol
Language and Speech
The Relationship of Service
Privacy and Professional Boundaries
Program Descriptions

Programs are combinations of courses packaged together to satisfy licensing and certification requirements.

Create Your Own Program #10

Tell us what combination of courses you would like to meet your career goals and we will work up a package program for you!

Yacht Crew Program #12

This program is 2 weeks in length and includes all of the following course modules and assessments:
- Tender Operator/Powerboat Level II ...........................................#307
- Yacht Etiquette & Service Arts ...........................................#804
- Superyacht Crew Watchstanding Certificate..............................#805
- STCW Basic Safety Training ...................................................#140

MPT offers all of the courses that are required by USCG Policy letter 01-02 to upgrade from an Able Seaman to a Third Mate Unlimited or a Mate (OICNW) 500/1600/3000gt license. If you have any questions about the USCG sea time requirements, please refer to the qualifications section of this manual.

MPT trains more Third Mate candidates than any other private maritime school in the country. Our staff of licensed instructors and student services personnel care about you and your success. MPT’s high quality training courses are practical, hands-on learning experiences that truly enhance your progression from Able Seaman to Mate. We help you every step of the way!

USCG Captains License Program #14

This program is 2-3 weeks in length and includes all of the following course modules and assessments:
- Captains License Course – Master/Mate 100 ton .........................#101
- Commercial Assistance Towing ...........................................#122
- FCC MROP .................................................................#130
- Auxiliary Sailing Endorsement (optional)..............................#103
- STCW Basic Safety Training (optional) ..................................#140

Tankerman Person In Charge Program #17

This program is approximately 3-6 weeks in length and includes all of the following course modules and related assessments:
- Tankerman Person In Charge
- Dangerous Liquids .....................................................#170
- STCW Basic Safety Training ...........................................#140
- Advanced Fire fighting ..............................................#145
- Hazmat Technician (optional) ...........................................#175
- Stability & Ships Construction (optional) ..............................#203
- Cargo Handling & Stowage (optional) ....................................#204

Many of these courses utilize the MPT SMART™ Simulation Center. The course descriptions for individual modules can be found in this section of the manual alphabetically for each course as follows:

- Radar ...............................................#148
- Advanced Fire ...................................#145
- ARPA ...............................................#150
- GMDSS ...........................................#152
- Medical First Aid ..............................................#153
- Celestial Navigation for Oceans ......................................#201
- Terrestrial & Coastal Navigation/Deck Officer ....................#200
- Flashing Light – Visual Signaling ......................................#207
- Search and Rescue (SAR) ..............................................#209
- Emergency Procedures ..................................................#208
- Electronic Navigation ....................................................#206
- Watch keeping .............................................................#205
- Bridge Resource Management .........................................#151
- Shiphandling & Steering ..................................................#211
- Compass: Magnetic & Gyro .............................................#210
- Stability & Ships Construction ..........................................#203
- Cargo Handling & Stowage ..............................................#204
- Meteorology .................................................................#202
- Watch keeping Assessments .............................................#212

The USCG also requires practical assessments to be completed in addition to the training courses listed above. Please refer to the chart below for a list of the assessment numbers and the MPT course that will fulfill each of the demonstrations of competency. Assessments that are not covered in MPT courses must be completed onboard your vessel. Please contact an MPT student services representative for assistance or clarification.

(See assessments on the following page-pg. 84)
<table>
<thead>
<tr>
<th>Assessments Number</th>
<th>MPT #</th>
<th>MPT Training Course</th>
<th>MPT #</th>
<th>MPT Assessments without Course</th>
<th>Must be done Onboard</th>
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<td>201</td>
<td>Celestial Navigation</td>
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<td>Magnetic &amp; Gyro Compass</td>
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<tr>
<td>OICNW 1-2B</td>
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<td>Radar Observer 5 day</td>
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<td>OICNW 1-2C</td>
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<td>Radar Observer 5 day</td>
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Master of Towing/
Mate Pilot Towing/
Apprentice Mate
Steersman
#27

This program is approximately 5 ½ weeks in length and includes all of the following course modules and related exams:

Master/Mate 100 ton ...................... #101
200 ton upgrade Course ................. #107
FCC MROP .................................... #130
Basic Safety Training ..................... #140
Radar Observer Unlimited ............ #148
Apprentice Mate Steersman
Crossover Course ......................... #120

Operational Engineer
Dual Program
#28

This program is approximately 11-15 weeks in length and includes all of the following course modules and related exams:

PSC/Advanced Sea Survival ............... #401
Basic Safety Training ..................... #140
Advanced Fire Fighting ................... #413
Medical First Aid .......................... #405
Marine Diesel Engineering .............. #444
Craft Skills Test ........................... #445
Auxiliary Equipment & Ships
Construction ............................... #442
Operational Procedures &
Basic Hotel ................................. #443
USCG Engineer Prep Course ............. #261
EPA HVAC Certification ................. #270
Math Fundamentals ....................... #168
Tankerman Person In Charge .......... #170
Dangerous Liquids (opt) .......... #170
Hazmat Technician (optional) .......... #175
Approved Engine Course
(optional) .................................... #440
Management Engineer Dual Program
#29

This program is approximately 8-12 weeks in length and includes all of the following course modules and related exams:

- Applied Marine Engineering ...... #448
- Advanced Hotel Services .......... #447
- Chief Engineer Stats & Ops ........ #449
- General Engineering Science I ... #450
- General Engineering Science II ... #451
- USCG Engineer Prep Course ...... #261
- EPA HVAC Certification .......... #270
- Math Fundamentals ................. #168
- Tankerman Person In Charge
- Dangerous Liquids (opt) .......... #170
- Hazmat Technician (optional) ...... #175
- Approved Engine Course (optional) .. #440
- Advanced Fire Fighting .......... #413

MCA Y4 Engineer Program
#40

This program is approximately 8 weeks in length and includes all of the following course modules and related exams:

- PSC/Advanced Sea Survival ...... #401
- Basic Safety Training .............. #140
- Advanced Fire Fighting .......... #413
- Medical First Aid ................. #405
- Marine Diesel Engineering ........ #444
- Craft Skills Test ................. #445
- Auxiliary Equipment & Ships
- Construction .................. #442
- Operational Procedures &
- Basic Hotel .................. #443

MCA Y2/Y1 Engineer Program
#42

This program is approximately 5 weeks in length and includes all of the following course modules and related exams:

- Applied Marine Engineering ...... #448
- Advanced Hotel Services .......... #447
- Chief Engineer Stats & Ops ........ #449
- General Engineering Science I ... #450
- General Engineering Science II ... #451

MCA Code Vessel 200 Oceans Program
#32

This program is approximately 7 ½ weeks in length and includes all of the following course modules and related exams:

- Yachtmaster Offshore Theory ...... #300
- Yachtmaster Practical .............. #301
- Short Range Certificate or
- MROP..................................#303 or #130
- STCW Basic Safety Training ...... #140

MCA OOW 3000 ton Program
#45

This program is approximately 7 weeks in length and includes all of the following course modules and related exams:

- PSC/Advanced Sea Survival ...... #401
- GMDSS GOC .................. #404
- OOW Navigation, Radar, ARPA .... #402
- GSK General Ships Knowledge .... #400

MCA Master 500-3000 ton Program
#47

This program is approximately 9 weeks in length and includes all of the following course modules and related exams:

- Advanced Fire Fighting .......... #413
- Medical First Aid .................. #405
- Medical Care at Sea ............... #406
- Yachtmaster Oceans Theory ....... #306
- Master Navigation, Radar, ARPA .. #408
- Master Stability .................. #410
- Master Seamanship &
- Meteorology .................. #409
- Business & Law .................. #407

Chief Mate/Master Program
#60

This program is approximately 14 weeks in length and includes all of the following course modules and related assessments:

- Medical Care at Sea/
- Person In Charge ............... #154
- Flashing Light –
- Visual Signaling ............... #109
- Advanced Navigation Part 1 .... #601
- Advanced Navigation Part 2 ...... #602
- Advanced Stability .............. #605
- Advanced Cargo Handling ....... #606
- Advanced Meteorology ........... #608
- Marine Propulsion Plants ....... #610
- Ship & Personnel Management ... #612
- Maritime Business & Law ....... #613
- Advanced Shiphandling .......... #620
- Advanced Watch keeping ........ #622
Bridge Management Simulation Refresher & Virtual Vetting Program #85

This program is ideal for new hires and post casualty.

This program is approximately 4½ weeks in length and includes all of the following course modules and related exams:

Bridge Resource Management ...... #151
Watch keeping ......................... #205
STCW Deck Officer Refresher ...... #110
Shiphandling & Steering ............. #211
Virtual Vetting ........................... #505

Service Arts Yacht Steward Program #86

This program is approximately 7 weeks in length and includes all of the following course modules and related exams:

Tender Operator / Powerboat
Level II ...................................... #307
Yacht Etiquette & Service Arts ....... #807
Superyacht Crew Watchstanding Certificate ................................... #805
STCW Basic Safety Training .......... #140
Silver Service Interior
Yacht Course .............................. #803
Medical First Aid ....................... #153
ISPS ......................................... #171
Cooking Fundamentals - Culinary Meal Planning & Preparation ...... #804

Service Arts Yacht Chief Steward Program #87

This program is approximately 8 weeks in length and includes all of the following course modules and related exams:

Tender Operator / Powerboat
Level II ...................................... #307
Superyacht Crew
Watchstanding Certificate ............ #805
STCW Basic Safety Training .......... #140
Interior Yacht Management Course ...................................... #806
Medical Care at Sea .................... #154
ISPS ......................................... #171
ISM .......................................... #172
Cooking Fundamentals - Culinary Meal Planning & Preparation ...... #804

Shipboard Medical Officer Program

#88

This program is approximately 7 weeks in length and includes all of the following course modules and related exams:

Tender Operator / Powerboat
Level II ...................................... #307
STCW Basic Safety Training .......... #140
Medical First Aid ....................... #153
Medical Care at Sea .................... #154
ISPS ......................................... #171
ISM .......................................... #172
Crowd Management .................... #155
Crisis Management ..................... #156
Hazmat Technician ..................... #175

Ship Security Officer Program #89

This program is approximately 5½ weeks in length and includes all of the following course modules and related exams:

STCW Basic Safety Training .......... #140
Medical First Aid ....................... #153
ISPS ......................................... #171
ISM .......................................... #172
Crowd Management .................... #155
Crisis Management ..................... #156
Hazmat Technician ..................... #175

Fire Patrol Officer Program #90

This program is approximately 8 weeks in length and includes all of the following course modules and related exams:

STCW Basic Safety Training .......... #140
Medical First Aid ....................... #153
ISPS ......................................... #171
ISM .......................................... #172
Crowd Management .................... #155
Crisis Management ..................... #156
Hazmat Technician ..................... #175
Advanced Fire Fighting ............... #145
Phase III Fire Fighting Response Course ................................ #950

Radio Officer Program #91

This program is approximately 8 weeks in length and includes all of the following course modules and related exams:

STCW Basic Safety Training .......... #140
ISM .......................................... #172
GMDSS GOC ............................. #152
GMDSS Maintainer ..................... #134
FCC GROL .................................. #132
Safety Officer Program #92

This program is approximately 8 ½ weeks in length and includes all of the following course modules and related exams:

STCW Basic Safety Training ........#140
Hazmat Technician.................... #175
Advanced Fire Fighting .............#145
ISM .............................................#172
ISPS ...........................................#171
Advanced Stability ....................#605
Advanced Cargo Handling ..........#606
Tankerman Person In Charge
Dangerous Liquids (opt)..............#170
Crowd Management ..................#155
(passenger vessels) ......................#156
Crisis Management 
(passenger vessels) ....................#156

Bosun’s Mate #93

This program is approximately 8 weeks in length and includes all of the following course modules and related exams:

Able Seaman Course ..................#252
Proficiency In Survival Craft & 
Rescue Boats/Lifeboatman .........#146
RFPNW Assessments .................#251
Basic Safety Training .................#140
Hazmat Technician .....................#175
Advanced Fire Fighting .............#145
ISM .............................................#172
ISPS ...........................................#171
Tankerman Person In Charge
Dangerous Liquids (opt)..............#170
Stability & Ships Construction ....#203
Cargo Handling & Stowage ..........#204
What students are saying about MPT

“Your school has a bright future and will be recommended in my travels.”

“Thank you for the opportunity to take these important courses for my future and for employing a great instructor that is easy to learn from and always willing to help.”

“I really appreciated the extra effort you gave to ensure that I passed the course. Ultimately, I learned a great deal from this course.”

“I will suggest your school to anyone.”

“Not only does the instructor possess a faultless understanding of celestial navigation, he is genuinely interested in spending whatever time it takes to make sure that I understand the topic.”

“The instructor’s skills reflect great credit upon herself, the school, and the maritime industry.”

“Just wanted to thank you for the excellent experience the last six weeks at your school was.”
Why Choose MPT?

Our People
MPT’s staff of knowledgeable professionals truly care about you and your success. Welcome to the MPT Family!

Our Experience
Over 23 years training the best captains and crew in the industry!

Our Facility
MPT’s 45,000 square foot campus with beautifully appointed classrooms, engineering labs, SMART simulation, and our fleet of training vessels, provide a realistic and practical training environment. Schedule your tour today!

Our Philosophy
At MPT we believe that students learn best by seeing, hearing and doing. Our success depends on your success!

Our Commitment
Our Commitment
MPT is committed to your professional development and overall satisfaction!

Our Reputation
MPT is recognized internationally for providing consistently high quality maritime education.

Our Programs
MPT offers training to meet all levels of international requirements. MPT has more coastguard approvals than virtually any other school.

Our Prices
Our everyday fees are designed to be cost efficient to meet your budget.
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