

Army Regulation 56–9

Surface Transportation

Watercraft

**Headquarters
Department of the Army
Washington, DC
17 March 2010**

UNCLASSIFIED

SUMMARY of CHANGE

AR 56-9
Watercraft

This administrative revision, dated 17 March 2010--

- o Corrects the definition of class C vessels (table 1-1).
- o Makes administrative changes (throughout).

This major revision, dated 4 January 2010--

- o Clarifies standards for minimum manning of vessels (para 1-7).
- o Updates definitions of Army watercraft (table 1-1).
- o Adds annual requirement for refresher training for hazard communication (para 2-11e).
- o Updates tests, drills, and inspections (table 2-1).
- o Adds additional duties for ship personnel (paras 3-3, 3-4, and 3-6 through 3-10).
- o Further defines sailing orders and supporting documents (paras 4-1a, 4-1d, and 4-1e).
- o Clarifies Maritime Standardization Examiner responsibilities (para 5-4c(1)).
- o Adds retention and disposal instructions for vessel logbooks (para 6-3).

Effective 31 March 2010

Surface Transportation

Watercraft

By Order of the Secretary of the Army:

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General, United States Army
Chief of Staff

Official:


JOYCE E. MORROW
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Secretary of the Army

History. This publication is an administrative revision. This administrative revision is effective 31 March 2010. The portions affected by this administrative revision are listed in the summary of change

Summary. This regulation contains rules affecting watercraft operations and policies. This revision updates general rules affecting watercraft operations and marine responsibilities, policy, safety, environmental stewardship, personnel qualification, and certification.

Applicability. This regulation applies to the Active Army, the Army National

Guard/Army National Guard of the United States, and the U.S. Army Reserve, unless otherwise stated. During mobilization, chapters and policies contained in this regulation may be modified by the proponent.

Proponent and exception authority. The proponent of this regulation is the Deputy Chief of Staff, G–4. The proponent has the authority to approve exceptions or waivers to this regulation that are consistent with controlling law and regulations. The proponent may delegate this approval authority, in writing, to a division chief within the proponent agency or its direct reporting unit or field operating agency in the grade of colonel or the civilian equivalent. Activities may request a waiver to this regulation by providing justification that includes a full analysis of the expected benefits and must include formal review by the activity’s senior legal officer. All waiver requests will be endorsed by the commander or senior leader of the requesting activity and forwarded through higher headquarters to the policy proponent. Refer to AR 25–30 for specific guidance.

Army internal control process. This regulation contains management control provisions and identifies key management

controls that must be evaluated (appendix B).

Supplementation. Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from the Deputy Chief of Staff, G–4 (DALO–ORS), 500 Army Pentagon, Washington, DC 20310–0500.

Suggested improvements. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to the Office of the Deputy Chief of Staff, G–4 (DALO–ORS), 500 Army Pentagon, Washington, DC 20310–0500.

Distribution. This publication is available in electronic media only and is intended for command levels A, B, C, D, and E for the Active Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve.

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Glossary

Chapter 1 General

1-1. Purpose

- a. This regulation prescribes—
- b. Responsibilities for Department of the Army (DA) watercraft program planning, budgeting, and execution, and for ocean, harbor and inland waterway vessel operations.
- c. Responsibilities and policies for determining DA watercraft fielded under the total package fielding (TPF) process, requirements, priorities, distribution, and operations.
- d. Responsibilities, policies, and procedures for qualifying Army personnel in military occupational specialties (MOS) 88K, 88L, 880A, and 881A to skill level and vessel type. The basis for soldier maritime qualification is derived from the International Maritime Organization (IMO) conventions and United States Code (USC) as promulgated in the Code of Federal Regulations (CFR).

1-2. References

Required and related publications and prescribed and referenced forms are listed in Appendix A.

1-3. Explanation of abbreviations and terms

Abbreviations and special terms used in this regulation related to watercraft operations are explained in the glossary.

1-4. Responsibilities

- a. The Deputy Chief of Staff, G-4 (DCS, G-4) will—
 - (1) Monitor the programmatic status of developmental watercraft.
 - (2) Ensure the development of required logistic support for new watercraft.
 - (3) Plan overall Army objectives in coordination with the Navy for logistics-over-the-shore/joint logistics-over-the-shore (LOTS/JLOTS) capability.
 - (4) Review watercraft priorities and requirements for impact on DCS, G-4 functional areas.
 - (5) Budget for the logistics-related Operations and Maintenance, Army.
- b. The Deputy Chief of Staff, G-3/5/7 (DCS, G-3/5/7) will—
 - (1) Program for the acquisition of sufficient watercraft capabilities to meet mission requirements and defense guidance.
 - (2) Develop plans based on the DA Master Priority List or the Army Order of Precedence for distribution of watercraft assets to support planned peacetime and mobilization needs.
 - (3) Determine the appropriate distribution of strategic watercraft assets to meet peacetime and mobilization needs.
 - (4) Develop necessary force structure to support watercraft mission requirements.
 - (5) Integrate watercraft units into the Active Army and Reserve Component (RC) structure for mobilization planning.
 - (6) Establish watercraft requirements to support mission goals.
 - (7) Establish priority for acquisition of watercraft.
 - (8) Ensure the Army Watercraft Master Plan is updated as necessary to reflect priorities for watercraft acquisition and operations.
 - (9) Review watercraft policy and programming for impact on DCS, G-3/5/7 functional areas.
 - (10) Budget, in coordination with Assistant Secretary of the Army for Acquisition, Logistics, and Technologies (ASA(ALT)) for watercraft research, development, test, and evaluation (RDT&E) and Acquisition, Army.
- c. The ASA(ALT) will—
 - (1) Budget, in coordination with the DCS, G-3/5/7, for watercraft RDT&E and Acquisition, Army.
 - (2) Monitor the progress of watercraft RDT&E and procurement contracts.
 - (3) Monitor military adaptation of commercial nondevelopmental items for watercraft.
 - (4) Manage modification execution to include, but not limited to, service life extension programs and product improvement programs.
 - (5) Review watercraft policy, programs, and requirements for impact to the Army.
- d. The Deputy Chief of Staff, G-1 will—
 - (1) Develop policy procedures for training provided at Army training centers and schools for the operation and maintenance of watercraft, including all aspects of—
 - (a) Classifying, grading, qualifying, and assigning of civilian and military personnel to watercraft.
 - (b) Maintaining records of Army watercraft (maritime) personnel qualifications.
 - (2) Develop policy and procedures for qualification of Army maritime personnel.
 - (3) Have knowledge of AR 340-21 and AR 25-55.

- e. The Chief of Staff, Army has general staff responsibility to support Army watercraft safety activities with safety management and technical services.
- f. The IMO will—
- (1) Develop maintenance policies for, overseeing the maintenance and repair of, and planning, programming, and constructing—
 - (a) Piers.
 - (b) Wharves.
 - (c) Landing craft beaching ramps.
 - (d) Docking facilities.
 - (e) Other watercraft facilities on Army installations.
 - (2) Ensure that applicable cultural, environmental, and pollution-control laws and regulations are observed in the acquisition, construction, operation, maintenance, and disposal of watercraft facilities.
 - (3) Have knowledge of AR 340–21 and AR 25–55.
- g. The Commanding General, U.S. Army Materiel Command (AMC) will—
- (1) Store and sustain watercraft.
 - (2) Manage the execution of watercraft RDT&E and procurement contracts.
 - (3) Provide technical guidance and assistance related to watercraft to military components.
 - (4) Provide provisioning and technical manual support to all Army watercraft systems.
 - (5) Budget for sustainment maintenance of active component watercraft worldwide and for field and sustainment maintenance of Army prepositioned stock (APS) watercraft worldwide.
 - (6) Support required watercraft supply parts in the Army inventory.
 - (7) Keep an inventory of watercraft status and supply part availability.
 - (8) Maintain a load-line certification and inspection program for all Class A Army vessels and floating cranes, that meets or exceeds the requirements of the American Bureau of Shipping (ABS) for vessels of similar function and service.
 - (9) The Army vessel called the joint high-speed vessel (JHSV) will be maintained to ABS in-classification standards.
 - (10) Have knowledge of AR 340–21 and AR 25–55.
- h. The Commanding General, U.S. Army Training and Doctrine Command (TRADOC) will—
- (1) Ensure user interests are considered during the development and fielding of new watercraft and material improvements.
 - (2) Develop watercraft concepts of employment and conduct appropriate modeling and experimentation in accordance with TRADOC regulations as a basis for preparation of or changes to watercraft doctrine, organization, training, material, personnel and facilities.
 - (3) Develop and provide training to qualify personnel in maritime operations and maintenance functions in accordance with the Convention on Standards of Training, Certification, and Watchkeeping of the IMO and USC, in support of LOTS/JLOTS.
 - (4) Have knowledge of AR 340–21 and AR 25–55.
- i. The Chief of Transportation (COT), as the responsible official for the Commanding General (CG), TRADOC will—
- (1) Appoint a Maritime Qualification Board (MQB) when requested. The MQB will perform the functions indicated in paragraph 1–6h, below.
 - (2) Maintain a Maritime Qualification Division (MQD) staff section subordinate to the COT to—
 - (a) Support an MQB as required.
 - (b) Develop procedures for issuing, renewing, denying, suspending, revoking, or amending maritime qualification for military and civilian personnel.
 - (c) Perform the functions indicated in paragraph 1–6i, below.
 - (3) Support and sustain the Army Transportation Branch Marine Safety Program (Army Safety Center).
 - (4) Provide input on the development of maritime unit structure, capabilities, and allowances.
 - (5) Have knowledge of AR 340–21 and AR 25–55.
- j. The Commander, U.S. Army Reserve Command will—
- (1) Provide input to TRADOC on the development of policy and procedures for training provided to U.S. Army Reserve (USAR) Soldiers on the operation and maintenance of Army watercraft.
 - (2) Assist the Office of the DCS, G–3/5/7 in developing maritime unit structures, capabilities, and allowances suitable for implementation in the USAR.
 - (3) Provide input and assistance to Combined Arms Support Command/TRADOC in the development of Army watercraft doctrine.
 - (4) Assist the COT in developing and implementing training programs and strategies for USAR Soldiers.

- (5) Have knowledge of AR 340–21 and AR 25–55.
- k. Unit, installation, and activity commanders and State adjutants general will—
- (1) Ensure that DA Form 3068–1 (Marine Service Record) is maintained for each Soldier assigned to a watercraft unit who may serve on a watercraft. The DA Form 3068–1 must accurately reflect all watercraft duty assignments as indicated in the official vessel logbook.
 - (2) Ensure that the Soldier’s qualification (certification and license) is entered in his or her official military personnel qualification record.
 - (3) Ensure compliance with paragraph 1–6 of this regulation.
 - (4) Comply with DA Pam 385–40 regarding all watercraft incidents or accidents.
 - (5) Publish standard operating instructions on safe and efficient watercraft operations.
 - (6) Process receipt of notice from CG, AMC, of excess watercraft, by—
 - (a) Requesting a change to table of organizational equipment (TOE), modified table of organization and equipment (MTOE), or tables of distribution and allowances (TDA) (see AR 71–32).
 - (b) Preparing a statement of excess to authorized allowance and requesting disposal instructions from CG, AMC.
 - (7) Comply with DA Pam 750–1.
 - (8) Not modify watercraft without prior approval from the U.S. Army TACOM Life Cycle Management Command through either an official Modification Work Order or other official means.
 - (9) Establish—
 - (a) A training program supporting vessel-specific duty performance test (DPT) licensing for maritime personnel (MOS 88K, 88L, 880A, and 881A).
 - (b) A procedure to ensure standardization of vessel-specific DPT training and testing.
 - (10) Ensure that each Class A1 and A2 vessel conforms to the requirements of IMO Resolution A.601(15), “Provision and Display of Maneuvering Information on Board Ships,” adopted by the United States, 19 November 1987, as published in U.S. Coast Guard Navigation and Inspection Circular Number (NVIC) 7–89. Titles 33, 35, and 46 of the CFR contain the requirements.
 - (11) Enforce compliance with the safety aspects of this regulation with specific regard to providing qualified crew, safety equipment, medical support, operating supplies, maintenance and properly functioning communications, electronics, and navigation (CEN) equipment.
 - (12) Have knowledge of AR 340–21 and AR 25–55.

1–5. Watercraft affected

- a. This regulation applies to all DA controlled or leased watercraft used in LOTS operations and as directed in JLOTS; coastal, harbor, and inland waterway; and ocean operation. (Table 1–1, at the end of chapter 1, defines types and classes of watercraft governed by this regulation.) Vessels that have been fielded through the TPF process under DA guidelines are life-cycle managed by the Army Watercraft System, U.S. Army TACOM Life Cycle Management Command.
- b. This regulation does not cover watercraft used in civil work under jurisdiction of the U.S. Army Corps of Engineers, Special Forces operations, and engineer-specific equipment.

1–6. Maritime policies

- a. *General.*
 - (1) Army regulations and doctrine on the following apply to watercraft unless otherwise indicated:
 - (a) Operation.
 - (b) Disease control.
 - (c) Sanitation.
 - (d) Safety.
 - (e) Fire prevention and control.
 - (f) Maintenance of equipment.
 - (g) Training and assignment of personnel.
 - (h) Assignment of equipment.
 - (i) Sea pay.
 - (j) Environmental stewardship and pollution.
 - (2) Watercraft policy will, to the extent feasible, conform to—
 - (a) Titles 33, 46, 47, and 49 CFR and incorporated references, IMO Safety of Life at Sea (SOLAS) Regulations, and table 2–1.
 - (b) The requirements of regulatory bodies governing U.S. maritime activities, where specified in this regulation.
 - (c) Any exceptions to watercraft policy must be granted in writing by a general officer or an officer with general

court-martial convening authority. Waivers will be granted on a mission-by-mission basis with copies furnished to the Office of the Chief of Transportation (ATZF-OCT-S), Fort Eustis, VA 23604-5407.

b. Environmental stewardship and water pollution.

(1) Army watercraft operations will be environmentally sustainable, meeting current needs without compromising the integrity of the environment. The minimum standard for Army watercraft at all times, in all locations, are U.S. environmental laws and regulations.

(2) Commanders of units with watercraft will comply with Technical Bulletin (TB) 55-1900-206-14.

c. Allocation of watercraft.

(1) Watercraft will be assigned to Army preposition stocks, Active Army, and RCs only as authorized by TOE, MTOE, and TDA. (AR 71-32 governs submissions of TOE and TDA authorizations.)

(2) Request for transfer of watercraft between Army Service Component Commands will be sent to the U.S. Army TACOM Life Cycle Management Command, Warren, MI 48397-5000. The TACOM will forward the requests for inter-Army Service Component Commands to the DCS, G-3, 400 Army Pentagon, Washington, DC 20310-0400 to obtain the decision.

(3) Request for allocation for APS watercraft will be submitted in accordance with AR 710-1, chapter 6-4.

d. Use of watercraft.

(1) Watercraft will be used within their design capability per Field Manual (FM) 4-01.502.

(2) Nothing in this regulation will relieve the master, coxswain, or operator from the responsibility of providing lifesaving assistance.

(3) Watercraft will be used to—

(a) Transport personnel and cargo.

(b) Support terminal operations.

(c) Provide command and control.

(d) Support unit and individual training.

(e) Maintain other missions as directed.

(4) Existing welfare and morale programs may be supported if they do not interfere with the assigned mission of the craft or degrade its mission capability. The AR 215-1 governs operation of morale, welfare, and recreation activities.

(5) Recreational activities may be supported if they do not interfere with the mission or degrade capability of the craft. Users will pay for—

(a) Cost of fuel and consumable supplies.

(b) Overtime wages of civilian crews.

e. Personnel.

(1) Civilian crew positions will conform to similar positions within the U.S. maritime industry or the host country where host nation nationals are employed to crew Army vessels. Requests for civilian crew will be prepared per AR 71-32.

(2) Civilian personnel hired to operate (crew) Army watercraft must hold a U.S. Coast Guard license or host country license equivalent to the requirements of chapter 5 of this regulation; or be licensed per chapter 5.

(3) Army maritime personnel must be MOS qualified (technically certified) at each level of skill, as indicated below (see para 5-3).

(a) The MOS 88K/L Soldiers must be MOS qualified at each level of skill per DA Pam 611-21 and meet the physical standard requirements of chapter 5. Enlisted soldiers will attend applicable maritime technical track courses through the Noncommissioned Officer Education System to obtain MOS qualification.

(b) Award of MOS 88K or 88L must be supported by the appropriate level of certification. Soldiers assigned to MTOE units with vessels will license to appropriate grade within 6 months of assignment for the active duty and 1 year of assignment for the RC.

(c) All MOS 880A/881A warrant officers (WO1/CW2) must complete the Marine Deck Officer/Marine Engineering Officer Basic Course, be certified and licensed in MOS 880A/881A with a skill qualification identifier (SQI) 1, and meet the physical standard requirements of chapter 5. Warrant officers (WO1) or chief warrant officers (CW2) with no fewer than 4 years of Marine Deck/Engineering Officer service will complete the A2 Certification Course for SQI 2 certification. A CW3 must meet the WO1/CW2 qualifications at SQI 2 and complete the Marine Warrant Officer Advanced Course. A CW4 must maintain the CW3 qualifications and complete the Warrant Officer Staff Course. A CW5 must maintain the CW4 qualifications and complete the Warrant Officer Senior Staff Course.

(4) U.S. Army maritime personnel assigned to a vessel must be certified to grade and obtain a U.S. Army Marine License (USAML) by passing the appropriate vessel-specific DPT for the vessel being operated.

(5) When compliance with 1-6e(4), above, interferes with essential operations, the requirement for certified personnel in a specific duty position must be waived, in writing, by a general officer or an officer with general courts-martial convening authority. Waivers will be issued on a mission-by-mission basis with copies furnished to the COT (ATZF-OCT-S), Fort Eustis, VA 23604-5407.

(6) An appointed maritime qualification field examiner (MQFE) or test control officer (TCO) must hold a USAML equal to or greater than the person being examined.

(a) Request for appointment of MQFE or TCO will be forwarded to the Director, Office of the Chief of Transportation (ATZF-OCT-S), Fort Eustis, with DA Form 1687 (Notice Delegation of Authority).

(b) The office in 1-6d(6)(a), above, will provide a return letter of approval and instruction.

(7) The unit commander will designate which crewmembers will remain onboard or on station during repair or shipyard overhaul. Reserve Component units and active duty units will have, as a minimum, the following personnel present throughout the overhaul period or request a waiver as in paragraph 1-6a(2)(c), above:

(a) Class A-1 watercraft: Master and chief engineer.

(b) Class A-2 watercraft: Master, chief mate, chief engineer, and assistant engineer.

(8) The purpose of the vessel master and chief engineer attending the shipyard overhaul with their vessel is to represent the interests of the owning command. Specifically, they will—

(a) Coordinate with the Government ship surveyor to ensure that physical security of vessel property is maintained.

(b) Assist the Government ship surveyor by providing vessel specific information as needed to affect the contract work.

(c) Maintain cognizance of the work in progress without interfering with the contractor or work progress.

(d) Report vessel condition and status of contract work to the owning command weekly.

(9) When a vessel is habitable, crewmembers will remain on board. If the vessel is not habitable because of work or yard facilities, the crewmembers will be temporarily relocated so they can remain with the vessel on station. Crewmembers will do other than shipyard work and will assist the ship surveyor when required. Any work done by crewmembers will be coordinated with the Government ship surveyor to prevent conflicts with contractor personnel. The contracting officer's representative is the only person authorized to negotiate with contractor personnel.

(10) All masters, mates, and operators of Army watercraft must hold the appropriate certificate for Global Maritime Distress and Safety System (GMDSS) from a GMDSS operator course approved or accepted by the U.S. Coast Guard.

f. Customs, courtesies, and flags. Customs, courtesies, and flags will be applied to all watercraft per AR 600-25.

g. The communications, electronics, and navigation equipment.

(1) Watercraft that has CEN equipment must be assigned a ship's radio authorization per AR 5-12. Operation of CEN equipment will be performed in accordance with—

(a) Allied communications publications (ACPs).

(b) U.S. supplements to ACPs.

(c) Joint Army-Navy-Air Force publications.

(d) Army regulations.

(e) Army field and technical manuals.

(2) Radiotelephone stations must be operated in accordance with—

(a) The Bridge-to-Bridge Radio Telephone Act: Use of the designated frequency (33 CFR 26.04) states in part that the bridge-to-bridge "radiotelephone is for the exclusive use of the master or the person in charge to pilot or direct the movement of the vessel."

(b) The Federal Communications Commission.

(3) Deviations to installed CEN equipment are not authorized without the approval of the U.S. Army TACOM Life Cycle Management Command.

h. Maritime Qualification Board. The MQB will—

(1) Evaluate requests or recommendations by commanders of watercraft units to downgrade, suspend, or revoke an individual's U.S. Army Marine Certification/License (USAMC/USAML). Examples that may constitute the basis for such requests or recommendations include, but are not limited to, the following:

(a) Cowardice, refusal to sail when in all respects ready for sea, or fear of combat.

(b) Commission of an act constituting a flagrant violation of the International Regulations for Prevention of Collisions at Sea or the Inland Navigation Rules under 33 CFR.

(c) Negligence in the performance of assigned ship's crewman duties.

(d) Improper hazarding of vessel Uniform Code of Military Justice (UCMJ, Art. 110).

(2) The MQB is made up of 5 voting members appointed in writing by the Chief of Transportation (ATZF-OCT-S), Fort Eustis, VA 23604-5407, as follows:

(a) One field grade commissioned officer (O-5 or above) as president of the board.

(b) When evaluating a warrant officer, four senior maritime warrant officers in the grade of W3 and higher in grade than the warrant officer being evaluated (two must hold valid USAMC as Master, Class A-2 vessels, and two must hold valid USAMC as Chief Engineer, Class A-2 vessels).

(c) When evaluating an enlisted member, two senior maritime warrant officers (one must hold a valid USAMC as Master, Class A-2 vessels and one must hold a valid USAMC as Chief Engineer, Class A-2 vessels); and two senior

noncommissioned officers (NCOs) of higher grade than the Soldier being evaluated (one must hold a valid USAMC at the MOS 88K40 level and one must hold a valid USAMC at the 88L40 level).

(d) An administrative law officer and a Medical Corps officer, available to advise the president of the board, as appropriate, to the matter under consideration.

(e) A majority will constitute a quorum, however, the majority must have both a marine deck (MOS 880A2) and marine engineering (MOS 881A2) warrant officer present in all cases.

(3) The findings and recommendations of the board will be submitted to the COT for approval.

(4) The Chief, MQD will administer the appropriate action regarding an individual certification and/or license when the COT has approved the findings and recommendations of the MQB.

i. Maritime Qualification Division. The COT will maintain an MQD. The Chief, Maritime Qualification Division will—

(1) Assist and advise the COT.

(2) Authenticate U.S. Army maritime certificates and licenses.

(3) Maintain U.S. Army Maritime Qualification and sea service records on active, RC, and civilian personnel operating Army watercraft in accordance with AR 25–400–2.

(a) Distribute Marine Technical Examination (MTE) material to the MQFE or TCO.

(b) Record MTE grades and forward results to individuals, commanders, and agencies as applicable.

(c) Validate DPTs as appropriate.

(4) Perform periodic audits of individual files, watercraft units, and vessels to ensure proper management of the maritime licensing and certification program.

(5) Issue registered documents and maintain document register for—

(a) DA Form 5673 (United States Army Marine Certificate) upon passing MTE.

(b) DA Form 4309 (United States Army Marine License (Wall)) for marine warrant officers only.

(c) DA Form 4309–1 (United States Army Marine License (Pocket)) per skill level with endorsements as applicable, upon completing a DPT.

(6) Provide source documents in support of the maritime qualification and maritime sea service programs; all active duty, RCs, and nonmaritime personnel will maintain sea service records on DA Form 3068–1, and as such will—

(a) Submit a quarterly listing of personnel, at each level of skill and technically certified (MOS qualified) or not certified to grade (not MOS qualified), to the U.S. Army Human Resources Command (AHRC–OPZ–MS), Alexandria, VA 22332 and the U.S. Army Human Resources Command (AHRC–EPC–T), Alexandria, VA 22331.

(b) Submit a quarterly listing of reserve personnel, at each level of skill, technically certified (MOS qualified) or not certified to grade (not MOS qualified), to the Commander, Office of the Chief, Army Reserve (OCAR).

(7) Upon demand, provide agencies concerned (Human Resources Command, OCAR, and Chief, National Guard Bureau) with maritime certification and licensing data for—

(a) Individual active duty personnel.

(b) Individual mobilization augmentees.

(c) Individual Ready Reserve.

(d) Retired personnel.

(8) Provide administrative support for the MQB as required.

(9) Once every 3 years, convene and chair a Maritime Policy Advisory Panel to evaluate recommendations by commanders for policy changes that require a departure from a safety or operational standard as promulgated in this regulation. In addition to the Chief of MQD as the chairperson, the Maritime Policy Advisory Panel will be comprised of a minimum of four senior warrant officers in the grade of CW3 or above. These five panel members will have equal votes on issues considered. Two will hold MOS 880A2 and two will hold MOS 881A2. Additional panel members and nonvoting advisors may be used at the discretion of the Chief of MQD. The Maritime Policy Advisory Panel policy decisions will be promulgated by the cognizant activity as determined by the COT.

(10) Recommendations for policy changes under the provisions of this paragraph may be submitted in writing by, or through, commanders to the Director, Office of the COT (ATZF–OCT–S).

j. Career Sea Pay Program. The Career Sea Pay Coordinator, Maritime Qualification Division, Fort Eustis, will administer the Army Career Sea Pay Program in accordance with the provisions of AR 600–88.

k. Marine Safety Office. The Marine Safety Office is a function of the U.S. Army Transportation Center and School Safety Office, Fort Eustis, VA 23604–5113. The marine safety specialist (MSS) is the primary proponent for the U.S. Army Marine Safety Program and, as such, carries out regulatory mandated Marine Safety Program requirements for the entire U.S. Army. The MSS is responsible for developing, implementing, and maintaining a viable safety program for the overall Army maritime units engaged in all facets of high-risk maritime operations, to include inland water and ocean-going vessels, maritime repair and engineering, stevedoring, and port construction operations for Active, National Guard, and RCs worldwide. The MSS will—

(1) Develop and sustain maritime safety policy for the Army, which entails the interpretation of federal maritime law and safety standards.

(2) Write applicable portions of ARs, technical manuals (TMs), FMs, and other documents for Armywide application.

(3) Provide research and development to current fleet platforms and new construction projects for all safety related issues and regulatory requirements.

(4) Compile and maintain statistical data on watercraft casualties, accidents, incidents, and investigations.

(5) Evaluate and recommend actions on maritime safety issues.

(6) Act as the chief technical advisor to Army accident investigation boards, conduct on-site investigations of maritime casualties involving Army maritime vessels; review watercraft accident reports, incident reports and investigations; and recommend actions. All accidents are required to be reported to this office in accordance with AR 385-10 and FM 4-01.502.

1-7. Minimum manning of vessels

a. Every vessel must be manned with sufficient number of qualified personnel. Qualified is defined as certified and licensed to the position assigned. Sufficient number is defined in the subparagraphs below. The intent is to provide for—

(1) Management of fire and emergencies.

(2) Proper lookout by all available means in accordance with 33 CFR.

(3) Proper operation and monitoring of vessel systems.

(4) Safe vessel operation and crew protection.

(5) Relief of watchstanders for rest after 12 hours.

(6) Emergency maintenance on critical systems when underway.

b. In all cases, a qualified master and chief engineer must be assigned to Class A vessels.

c. All crewmembers must become familiar with the characteristics of the specific vessel to which assigned prior to assuming his or her duties. As appropriate for each MOS training and duty assignment, these include but are not limited to—

(1) Fire and emergency duties; general arrangement of the vessel; proper operation of the navigation equipment, fire fighting and life saving equipment; stability and loading characteristics; and main propulsion and auxiliary machinery, including steering gear systems and controls.

(2) While underway, all Class A and B Army vessels will be manned, at a minimum, with the following percentages of the specified crew in accordance with FM 55-501:

(a) For missions of 12 hours or less, the vessel must be crewed with qualified personnel, holding a valid USAML for the vessel and position assigned, consisting of—

1. Fifty percent of the required warrant officers by MOS.

2. Eighty percent of the required enlisted personnel by MOS.

(b) For missions exceeding 12 hours, the vessel must be crewed with qualified personnel, holding a valid USAML for the vessel and position assigned, consisting of—

1. One hundred percent of the required warrant officers by MOS.

2. Eighty percent of the required enlisted personnel by MOS. Exceptions are that Class A2 vessels sailing on coastal routes may be crewed with 75 percent of the required warrant officers by MOS. Eighty percent of an enlisted crew is 0.8 times the authorized number rounded off. Basic mathematical rules for rounding off will apply (round down if a decimal part is less than 0.5 and round up if the part is 0.5 or greater). As examples: If a vessel requires four 88K30/20/10 crewmembers by MTOE, $0.8 \times 4 = 3.2$, then three 88K crewmembers are required. If a vessel requires seven 88L30/20/10 crewmembers by MTOE, $0.8 \times 7 = 5.6$, then six 88L crewmembers are required. Warrant officer requirements are figured in the same manner using 50 percent (multiply by 0.5) for voyages less than 8 hours.

d. For missions, whether manning at full MTOE or not, a risk assessment will be made addressing, at a minimum, the six risk assessment elements of planning, supervision, soldier selection, soldier endurance, mission environment, and mission essential equipment. During the risk assessment, due regard will be given to the skill level, qualifications, and continuity of vessel crew when evaluating minimum manning requirements.

e. All Class A-2 vessels such as JHSV, logistics support vessel (LSV), and large tug (LT) 800 Mod 1 will include the 88K40 or 88L40 in calculating the 80 percent rule.

1-8. Water survival

Watercraft safety must be reinforced through vigorous water survival training.

a. *Initial requirement.* All Soldiers entering the watercraft field must successfully complete water survival training during Advanced Individual Training (MOSs 88K and 88L) and Warrant Officer Basic Course (MOSs 880A and 881A). Identify military nonswimmers. Minimum standards for water survival training are contained in FM 55-501, paragraph 10-22.

b. Annual requirement. All Soldiers holding MOSs indicated in paragraph 1–8*a*, above, must successfully complete annual water survival training at the unit level.

1–9. Naming of vessels

a. In accordance with AR 1–33, chap 1–4*c* and table 2–1, the Secretary of the Army has given approval authority to the Chief of Transportation (ATZF–OCT–S), Fort Eustis, VA 23604–5407 for naming Army vessels.

b. A letter of instruction will be kept on file signed by the Director, Office of the COT, giving further detailed guidance in executing the vessel naming process. This process is directed to be in consonance with applicable provisions and does include memorialization of deceased personnel (who have distinguished themselves by acts of valor or service), significant battles or campaigns, words or phrases that recognize or represent a brigade’s motto, and values that exemplify warrior ethos or patriotism in the Transportation Corps or the United States of America.

c. The MQD, Office of the COT, will keep the list of approved names, clear all names, and keep appropriate records. All requests or proposals for names must be forwarded to MQD who will convene a vessel naming board and present the recommendations to the COT for approval. The approved list of vessels names will be forwarded to the appropriate agency as cited in AR 1–33.

1–10. Department of the Army forms

This regulation is the prescribing authority for the following forms:

a. The DA Form 4309 (United States Army Marine License (Wall)) is issued by MQD for warrant officers upon completion of DPT licensing requirements. The DA Form 4309 is to be displayed prominently aboard vessels upon which warrant officers are assigned, verifying their qualifications.

b. The DA Form 4309–1 (United States Army Marine License (Pocket)) is issued by MQD for all Soldiers upon completion of DPT licensing requirements.

c. The DA Form 5673 (United States Army Marine Certificate) is issued by MQD for all Soldiers upon completion of MOS 88K, 88L, 880A, and 881A certification requirements at the appropriate skill levels.

**Table 1–1
Definitions of Army watercraft**

a. Class A–2 vessels	1. Are self-propelled, self-sustaining with berthing and messing facilities.
	2. Accomplish their primary mission underway.
	3. Are in an active status, in commission, or in service, and commanded by a licensed warrant officer.
	4. Are capable of tactical and operational sustainment on open ocean, near coastal, and inter-island operations.
	5. Support LOTS/JLOTS operations.
	6. Routinely deploy on operations away from the assigned home port.
	7. Have permanently assigned and embarked Army crew.
	8. Are identified and designated by the COT.
b. Class A–1 vessels	1. Are self-propelled, self-sustaining with berthing and messing facilities.
	2. Accomplish their primary mission underway.
	3. Are in an active status, in commission, or in service and commanded by a licensed warrant officer.
	4. Are capable of tactical and operational sustainment near coastal, and inland waterway service between two or more water terminals.
	5. Routinely deploy in support of near coastal, interisland and inland waterway service operations.
	6. Support LOTS/JLOTS operations.
	7. Have permanently assigned and embarked Army crew.
	8. Identified and designated by the COT.
c. Class B vessels	1. Are self-propelled, not self-sustaining.
	2. Accomplish their primary mission underway.
	3. Are in an active status, in commission, or in service and operated by a licensed enlisted soldier.

Table 1-1
Definitions of Army watercraft—Continued

	4. Are capable of tactical and operational support of logistical and harbor operations. Provides waterborne security, cargo and personnel transportation, performs fireboat duties when properly equipped and inter-harbor barge movements.
	5. Support LOTS/JLOTS operations.
	6. Have permanently assigned Army crew.
	7. Are identified and designated by the COT.
d. Class C vessels	1. Are not self-propelled, not self-sustaining.
	2. Accomplish their primary mission in port.
	3. Are capable of tactical and operational support of logistical and harbor operations, and/or waterborne cargo transportation when towed by a Class A towing vessel (tugboat).
	4. Provide waterborne support for maintenance and repair, or light and heavy lift.
	5. Support LOTS/JLOTS operations.
	6. Have permanently assigned Army crew.
	7. Are identified and designated by the COT.

Notes:

¹ Primary differences between Class A and B/C vessels are that Class B/C vessels are the following:

² They be furnished personnel, administrative, supply and organizational maintenance support.

³ Coxswains and watercraft operators do not have detachment commander authority

⁴ Class A vessels are commanded by licensed warrant officer responsible for voyage and mess funds and supply accountability.

Table 1-2
Classes of Army watercraft

Class A-2	Class A-1	Class B	Class C
LSV	Landing craft utility (LCU)-1646		Barge, cargo (BC) (All)
LT-800	LCU-2000	Landing craft mechanized (all)	
LT-100		Sideloading warping tug	Barge, derrick (BD)
JHSV		Small tug (ST) 900	Fuel barge (BG)
		Warping tug Causeway ferry	Roll on/roll off discharge facility (RRDF) Floating causeway

Chapter 2

Safety

2-1. General

A commander, master, coxswain, or operator of a vessel will—

a. Perform a composite risk management (CRM) assessment prior to each mission or underway movement. The CRM assessment must be accomplished in accordance with FM 4-01.502. If an emergency or vessel condition requires a change in the CRM assessment, the vessel master (or convoy commander) will promptly report that fact to the operational commander. The operational commander will amend the sailing orders and composite risk management worksheet as appropriate. If unable to communicate with the operational commander, the master (or convoy commander) may, on his/her own authority, deviate from sailing orders when the ship or crew is endangered or responding to lifesaving emergencies.

b. Uphold the safe operation and navigation of the vessel.

c. Ensure safety of the vessel, and its personnel and cargo.

2-2. Risk management

a. Background. Leaders must develop techniques that will conserve and preserve resources. Because the Army must

be prepared to operate worldwide, missions have become increasingly demanding and so have the risks inherent in those missions. This increase in risks requires leaders to balance reasonable risks with essential mission needs.

b. Definition. Risk is the probability and severity of loss linked to hazard. The loss can be death, injury, property damage, or mission failure. Composite risk management is the Army's primary decisionmaking process for identifying hazards and controlling risks across the full spectrum of Army missions, functions, operations, and activities. The guiding principles of CRM are as follows:

- (1) Integrate CRM into all phases of mission and operations.
- (2) Make risk decisions at appropriate level.
- (3) Accept no unnecessary risk.
- (4) Apply the process cyclically and continuously.
- (5) Do not be risk averse.

c. The composite risk management process. The CRM process is as follows:

- (1) Identify hazards.
- (2) Assess hazards to determine risk.
- (3) Develop controls and make risk decisions.
- (4) Implement controls.
- (5) Supervise and evaluate.

d. Composite risk management assessment worksheets and instructions. These can be found in Appendix A of FM 5-19.

2-3. Safety surveys

a. The Transportation Branch Marine Safety Office is assigned the task of performing marine safety surveys to meet the DA triennial requirement. All Army watercraft will undergo a safety survey every 3 years conducted by the Transportation Branch Safety Office (TBSO) Marine Safety Specialist (MSS), Fort Eustis, VA.

b. Surveys will not be conducted on watercraft in overhaul, at sea, or within the first 3 months before or after being placed in service. The purpose for the safety survey is to—

- (1) Uphold and maintain the safety posture of Army watercraft as related to readiness.
- (2) Provide compliance with Army and other federal safety regulations.
- (3) Assess the level of safety standardization within the Army watercraft field.
- (4) Provide onsite assistance for crew safety training.
- (5) Accumulate lessons learned from Army watercraft crews.

c. The triennial safety survey does not alleviate a command's responsibility per AR 385-10 that qualified personnel (880A2/881A2) will inspect all vessels and floating plants at least annually for seaworthiness and safe operating condition. Periodic inspections and tests will assure that a safe operating condition is maintained. An example of a safety guide can be found at <http://www.eustis.army.mil/ocot/marinesafety.htm>.

2-4. Medical

a. All Soldiers assigned to Army watercraft must successfully complete first aid and cardiopulmonary resuscitation (CPR) training at the unit level. Special emphasis must be made to hazards associated with watercraft operations, such as drowning, hypothermia, asphyxiation, hazardous cargo, hazardous ship's stores, and evacuation.

b. Responsibility for medical matters will be assigned to a ship's officer.

c. Class A-2 vessels must carry a certified emergency treatment NCO and will carry medical supplies appropriate for routine and emergency medical treatment.

d. Class A-1 vessels operating in oceans will meet Class A-2 requirements. Class A-1 vessels operating on near coastal waters must carry a certified Combat Lifesaver and will carry medical supplies appropriate for emergency medical treatment. An emergency treatment NCO will be requested for missions deemed of a hazardous nature or extended duration.

e. Class A-1 vessels operating more than 2 hours by air away from medical assistance will carry an Emergency Treatment NCO aboard the vessel.

f. All Class A vessels must, in the event of a serious injury or medical condition, ensure that procedures are in place to contact shore based medical assistance

g. First aid publications will be kept on all vessels. A ship's medicine chest or first aid kit, per vessel's basic issue items, is required on all vessels regardless of class.

h. A Department of Health and Human Services publication, PHS 03-2024, will be carried on all Class A vessels. Commanders will consult with their supporting medical activity to determine the appropriate medications to be carried aboard, based on mission requirements.

2-5. Global Maritime Distress and Safety System operator

a. For safety of life at sea, personnel operating maritime communications devices must be certified in the proper operation and procedures for use of such equipment.

b. All masters, mates, and operators of Army watercraft equipped with GMDSS must hold the appropriate certificate for GMDSS from a U.S. Coast Guard-approved or accepted GMDSS operator course.

2-6. Radar operation

All masters, mates, and operators of Army watercraft equipped with radar must hold the appropriate certificate from a U.S. Coast Guard-approved or accepted radar (unlimited) operator course. Additionally, watch officers aboard vessels fitted with an automatic radar plotting aid (ARPA) must possess a certificate of training in ARPA operation. In the event of a RADAR/ARPA failure aboard an Army vessel while underway or on a mission:

a. The vessel master will complete a new risk assessment for proceeding safely to a port facility that is capable of providing the proper repairs. The command will be advised of the situation and in lieu of a signature, a verbal authorization of a circle X entry into the logbook will be annotated.

b. Added control measures to decrease the risk assessment will be a restriction of daylight-only port arrivals and departures as well as posting additional lookouts.

2-7. Marine accidents

a. Marine (watercraft) accident investigations, reports, and records will be completed per DA Pam 385-40, chapter 4, and FM 4-01.502, chapters 1-11.

(1) In addition to local accident-reporting procedures, marine accidents will be reported within 24 hours by any electronic means available to the TBSO, Fort Eustis, VA 23604-5407.

(2) One copy of each report will be sent to the TBSO at the address in paragraph 2-7a(1), above.

(3) Collateral investigations and reports will be conducted in accordance with AR 385-10, chapter 3.

b. This chapter does not negate the master's responsibility to report any applicable marine accident, injury, or death involving commercial or Government-owned watercraft or property to the U.S. Coast Guard. Any such reports will be made through Army command channels.

c. Failure to comply with these requirements may result in adverse administrative or punitive action.

2-8. Tests, drills, and inspections

a. Each vessel will have a standing operating procedure (SOP) on board that specifies tests, drills and inspections (TDIs). Frequency of all TDIs will be per table 2-1, below. See table 2-1 for those that will be included in the TDI SOP.

b. Results of all TDIs will be noted in the vessel's logbook at a minimum in the daily pages.

2-9. Required safety standards

a. The CFR and safety of life at sea requirements define the minimum standards for safety on Army watercraft, unless specifically indicated in DA regulation.

b. Table 2-1, below, establishes those sections of the CFR that all watercraft will comply with regardless of military situation or operation.

2-10. Required publications on vessels

a. Every Class A vessel will carry on board all DA regulations, TMs, TBs, and FMs cited in tables 2-1 and 2-2, below, to include a current copy of CFR Titles 33, 46, 47, and 49.

b. Every unit with assigned Class B or C vessels will maintain the publications cited in tables 2-1 and 2-2. These publications may be maintained in a digital or print format.

c. Units having Class B and C vessels will utilize a common publications library, which will be readily available to the vessel crew.

2-11. Hazard Communication Program

a. Purpose. To ensure hazardous chemicals used aboard Army watercraft are evaluated to determine exposure hazards, personnel are provided specialized job safety and health training, and proper protective measures are taken while working with hazards aboard the vessel in accordance with 29 CFR 1910.1200.

b. Material safety data sheets. These are for all hazardous chemicals used aboard Army watercraft and must be readily accessible to crewmembers. They must also be maintained in the vessel files, and a current inventory of all products by location and type must be maintained.

c. Labels. All containers of hazardous chemicals will be labeled.

d. Hazardous chemical list. The HCL is a current list of all hazardous chemicals aboard the vessel. All personnel assigned aboard will review the HCL upon assignment and annually thereafter.

e. *Annual refresher training.* As per AR 385–10, this training is done at the unit level by the unit hazardous material coordinators and area environmental coordinators.

2–12. Marine lifting and lashing

- a. Proper lifting and lashing methods must be used to load and secure cargo transported on Army watercraft.
- b. Guidance on lifting may be obtained from the Military Surface and Deployment and Distribution Command’s Transportation Engineering Division. This guidance provides safety and procedural requirements for lifting and lashing vehicles, vessels, and other cargo aboard Army watercraft. Vessel masters and coxswains are responsible to—
- (1) Ensure proper devices and procedures are used to lift and lash vehicles and vessels aboard Army watercraft.
 - (2) Inspect the lashing and stowage of cargo aboard vessels. Inspections also will be conducted periodically when underway.
 - (3) Inspect the lashing and stowage of cargo aboard barges prior to being towed. Inspections also will be conducted periodically when underway.
- c. The 29 CFR 1915, 1917, 1918, and 1919 take precedence over TB 43–0142, with regard to the requirements for safety inspections and testing of lifting devices in maritime application.

2–13. Watertight doors

- a. All watertight doors in subdivision bulkheads will be kept properly closed during—
- (1) Navigation, except when necessarily opened for working of the vessel, and in such cases they will always be ready to be closed immediately.
 - (2) Periods when the vessel is unmanned or a minimal (caretaking) watch is being performed.
- b. All watertight doors will be labeled on both sides, with the words “KEEP DOOR CLOSED.” The lettering height of the label will not be less than 1 inch.

Table 2–1
Tests, drills, and inspections

Presail	Reference
Steering gear	46 CFR 97.15–3
Communication	46 CFR 97.15–3
Navigation lights, searchlights, deck lights, special working lights	46 CFR 111.75–17
Navigational compasses	46 CFR 96.17
Whistle	46 CFR 97.15–3
Navigation charts, publications, and equipment	46 CFR, 97.05–5
Radar inspection	AR 56–9, para 2–6, SOLAS Reg 19
Pyrotechnics inspection	46 CFR 160.066–10
Vessel watertight integrity	46 CFR 78.17–3
Steering gear test	33 CFR 164.25, and 46 CFR 58.25
Firefighters ensemble inspection	46 CFR 97.15–60
Fire hose and foam hose pressure test	46 CFR 97.15–60
Fire main pressure test	46 CFR 97.15–60
Fire/smoke detection systems inspection	46 CFR 97.15–60
Weekly	
Abandon-ship drill	46 CFR 199.180
Fire drill	46 CFR 199.180
Firefighting equipment inspection	46 CFR 97.15–60
Emergency power and lighting systems test	46 CFR 97.15–30
Communication equipment and publications	AR 56–9, para 6–5
General alarm test	46 CFR 199.190
Hydrostatic release inspection	46 CFR 199.190
Damage-control equipment	46 CFR 199.190

**Table 2-1
Tests, drills, and inspections—Continued**

Self-contained breathing apparatus	46 CFR 96.30-5
Life rafts	46 CFR 199.190
Life jackets	46 CFR 199.70
Monthly	
Emergency Position Indicator Radio Beacon	46 CFR 199.190
Exposure suit	46 CFR 199.70
Fire extinguishers, portable	46 CFR 95.50-10
Portable dewatering pump test	FM 4-01.502, chap 1-27
Confined space entry meter calibration	FM 4-01.502, chap 1-27
Internal combustion engine driven emergency generator test	46 CFR 97.15-30
Personal flotation device	46 CFR 199.70
Man-overboard drill	46 CFR 199.160, 175, 176, 190
Quarterly	
Line throwing apparatus	46 CFR 160.031-5,
Semiannually	
Battery operated fire/smoke detection systems test	FM 4-01.502, chap 1-27
Battery operated flashlight/battle lantern test	FM 4-01.502, chap 1-27
Batteries for emergency power/lighting system test	46 CFR 97.15-30
Environmental response drill	29 CFR 1910.120
Environmental response kit inspection	33 CFR, 155.210
Life ring light test	FM 4-01.502, chap 1-27
Litter sling load certification renewal	FM 4-01.502, chap 1-27
Annually	
Confined space entry test	FM 4-01.502, chap 1-27
Crane load test	FM 4-01.502, chap 1-27
Emergency escape breathing device inspection	FM 4-01.502, chap 1-27
Firefighters ensemble inspection	FM 4-01.502, chap 1-27
Fire hose and foam hose pressure test	FM 4-01.502, chap 1-27
Fire main pressure test	FM 4-01.502, chap 1-27
Fire/smoke detection systems inspection	FM 4-01.502, chap 1-27
First aid kit inspection	FM 4-01.502, chap 1-27
Fixed fire extinguisher inspection	46 CFR 95.05-10
Galley range fire extinguishing system certification renewal	FM 4-01.502, chap 1-27
Ground tackle inspection	FM 4-01.502, chap 1-27
Hazardous chemical list inspection	FM 4-01.502, chap 1-27
Life raft certification renewal (commercial)	FM 4-01.502, chap 1-27
Life raft hydrostatic release replacement & certification (commercial)	FM 4-01.502, chap 1-27
Life ring inspection	FM 4-01.502, chap 1-27
Load line certification renewal & inspection	FM 4-01.502, chap 1-27
Magnetic compass deviation table renewal	FM 4-01.502, chap 1-27
Personal flotation devices	46 CFR 199.70
Pyrotechnics	FM 4-01.502, chap 1-27
Rescue boat sling test	FM 4-01.502, chap 1-27

**Table 2-1
Tests, drills, and inspections—Continued**

Survival craft transmitter test	FM 4-01.502, chap 1-27
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Notes:

¹ The above listed frequencies of TDIs are the minimums. Consult CFRs for additional requirements.

² References listed may vary due to update to the current year CFRs.

**Table 2-2
Safety and occupational health references aboard Army watercraft**

Key word directory	Army standard	Federal standard
Abrasive blasting	TB 43-0144, chap 2-18	29 CFR 1915.34
Abrasive grinding	TB 43-0144, chap 3-10	29 CFR 1915.134
Accident reporting	DA Pam 385-40	29 CFR 1904.39
Aids to Navigation and Notice to Mariners		46 CFR 35.20-1
Air quality:	TB Med 502 (medical)	29 CFR 1915.1000
Compressed air		29 CFR 1915.131
Flammable atmospheres		29 CFR 1917.152
Oxygen deficiency		29 CFR 1915.1001
Toxic atmospheres		29 CFR 1915.1001
Barges-Walking surfaces		29 CFR 1918.37
Batteries		49 CFR 173.220
Carbon monoxide		29 CFR 1917.24
Cargo and gear:		29 CFR 1918.11
Cables		29 CFR 1918.11
Cargo spaces		29 CFR 1915.76
Certification:	TB 43-0142	29 CFR 1918.11
Hooks		29 CFR 1915.113
Preventers		29 CFR 1918.54
Winches		29 CFR 1919.27
Circuits de-energizing		29 CFR 1915.181
Coaming rollers		29 CFR 1918.52
Color coding	TB 43-0144	
Compressed air:		
For cleaning		29 CFR 1917.154
For breathing		29 CFR 1910.134
Compressed gas cylinders:		29 CFR 1917.152
Fire Fighting Operations		46 CFR 28.270
Welding		29 CFR 1915.51
Confined spaces		29 CFR 1915.11-1915.16
Cranes	TB 43-0142	29 CFR 1919.71
Body swing radius guarding		29 CFR 1917.45
Deck loads		29 CFR 1918.33
Distress signal	DA policy	46 CFR 28.145
Diving operations	FM 20-11-1	46 CFR 197.410
Embarkation aids		46 CFR 199.110

**Table 2-2
Safety and occupational health references aboard Army watercraft—Continued**

Key word directory	Army standard	Federal standard
Exposure suits (ocean/coast wise vessels only)		46 CFR 169.551
Fire protection:		46 CFR 115.810
Alarms		46 CFR 108.405
FM 200 & carbon dioxide storage		46 CFR 193.15
Discharge outlets		46 CFR 95.15
Fire axes		46 CFR 193.60
Portable extinguishers	TB 5-4200-200-10	46 CFR 193.50-20
First aid (all vessels):	FM 21-11	
Ships Medicine Chest & Medical Aid at Sea (Class A vessels)		46 CFR 28.210
Grounding (Elect)		29 CFR 1918.68
Guarding equipment		29 CFR 1917.151
Guardrails		29 CFR 1917.112
Hatches		29 CFR 1938.35
Hazardous cargo		
Hazard Communication Program		29 CFR 1910.1200
Hooks	TB 43-0142	29 CFR 1915.113
Hoses:		
Welding		29 CFR 1917.152
Potable Water	TB 43-0153	29 CFR 1918.95
Fire and Foam		46 CFR 181.320
Flammable liquids		29 CFR 1915.36
Housekeeping:		29 CFR 1918.91
Flammable liquids		29 CFR 1915.36
Trash		46 CFR 115.830
Walking surfaces		29 CFR 1917.12
Ignition sources/hazards:		
Dip tanks		29 CFR 1910.124
Electrical wiring		
Flammable liquids		29 CFR 1917.152
Lamps		29 CFR 1915.93
Spray finishing		29 CFR 1910.107
Life rafts:		46 CFR 199.201
Equipment for illumination		46 CFR 160.151
Life saving equipment:		
Personal flotation device (PFD) required		46 CFR 199.70
Stowage of PFD		46 CFR 199.70
Retro-reflective material		46 CFR 199.70
Lights and whistles		46 CFR 199.70
Ring life buoys and water lights		46 CFR 199.70
Markings	TB 43-0142	46 CFR 199.70
Lifting devices	TB 43-0142	29 CFR 1917.42
Lights:		

**Table 2-2
Safety and occupational health references aboard Army watercraft—Continued**

Key word directory	Army standard	Federal standard
Search, improper use		46 CFR 78.27-1
Line-throwing device		46 CFR 160.031
Logbooks:		
Actions required to be logged	AR 56-9 chap 6	46 CFR 109.433
Machinery guarding		29 CFR 1917.151
Mats and gratings		46 CFR 169.678
Noise	DA PAM 40-501, AR 40-5	46 CFR 58.01-50
Paints	TB 43-0144	
Personal protection equipment:		29 CFR 1915
Ear	DA PAM 40-501, AR 385-10	29 CFR 1915.152
Eye	AR 385-10	29 CFR 1915.153
Face		29 CFR 1915.153
Foot (common tables of allowances supplied)		29 CFR 1915.156
Head		29 CFR 1915.155
Purchase of Respiratory	AR 385-10	29 CFR 1915.154
Piping systems	FM 55-501	
Radiation	FM 8-9	
Radio beacon, emergency position indicating		46 CFR 25.26-50
Report of Dry Dock Certificate	AR 750-1	46 CFR 272.14
Rescue boat		46 CFR 131.855
Shackles	TB 43-0142	29 CFR 1917.42
Slings	TB 43-0142	29 CFR 1917.42
Solvents	TB 43-0144	
Station bills	FM 4-01.502	46 CFR 78.13-1
Tests/drills/inspection	AR 56-9	46 CFR 78.17
Ventilation	TB 43-0144	46 CFR 38.20-10
Water for drinking	TB 43-0153	29 CFR 1917.127
Whistling prohibited		46 CFR 78.23-1

Chapter 3 Duties of Ship Personnel

3-1. Master

The vessel master (or coxswain) command authority derives from maritime law and rules of navigation. The master is the ultimate authority even with the presence of a pilot or senior officer. At all times he or she is the technical authority and is responsible for crew training and vessel safety, operation, navigation, and environmental stewardship. The master will ensure when underway that: the wheelhouse is constantly manned by persons who direct and control the movement of the vessel; and who fix the vessel's position; and that each person performing a duty is competent and qualified to perform that duty. The master (or coxswain) will—

a. Ensure that the vessel is—

(1) Operated efficiently, safely, and economically. This includes ensuring that the crew keeps the vessel properly cleaned, painted, maintained, and repaired.

(2) Prepared to sail at the time scheduled.

(3) Properly supplied and that sufficient fuel and fresh water are on board before sailing. He or she will ensure that these items are replenished as required.

(4) Seaworthy, properly crewed, and fitted to—

- (a) Accomplish assigned mission.
- (b) Manage fire, emergency and adverse weather.
- (5) Navigated safely by being present on the bridge when—
 - (a) Weather conditions require his or her attention.
 - (b) Visibility is reduced.
 - (c) Approaching or leaving narrow channel ways.
 - (d) Navigating in crowded or restricted waters.
 - (e) Docking or undocking.
 - (f) Beaching or retracting.
 - (g) Arriving or departing ports.
 - (h) Transiting canal lock systems.
- (6) Properly staffed by a qualified engineering officer present in the engine room when—
 - (a) Approaching or leaving narrow channels.
 - (b) Navigating in crowded or restricted waters.
 - (c) Docking or undocking.
 - (d) Transiting canal lock systems.
- b. Strictly comply with Army regulations and special orders on vessel operations and Federal and environmental laws.
- c. Enforce safety by—
 - (1) Ensuring that written procedures are established and posted for relief of all watches.
 - (2) Considering the local conditions, and decide whether to—
 - (a) Enter/leave port or anchorage.
 - (b) Navigate in hazardous waters.
 - (c) Beach/retract the vessel to/from floating or shore facilities and beaches.
 - (d) Deploy cargo ramp(s) for loading or discharge.
 - (e) Marry own vessel to another vessel when required.
 - (3) Ensuring that, in the event of collision, provisions of 33 CFR 173, subpart C and DA Pam 385–40 and FM 4–01.502 are followed.
 - (4) Supervising the movement of the vessel to or from its berth.
 - (5) Ensuring that CEN, life saving and emergency equipment are in good working order.
 - (6) Consulting with a medical officer or other authority in case of contagious illness on board.
 - (7) Maintaining a safe and moderate speed when—
 - (a) Watercraft is navigating narrow channels or is in crowded or restricted waters.
 - (b) Passing tows or deep-laden small craft.
 - (c) There is limited visibility or other adverse conditions.
 - (8) Ensuring that—
 - (a) The gyro compass system, remote heading magnetic sensor, magnetic compasses, radar(s), radio(s) and other navigating equipment are properly maintained and fully operational before departure.
 - (b) An accurate DA Form 5073 (Magnetic Compass Deviation Table) is posted.
 - (c) Hourly comparisons of the compasses are made while underway and upon each change to a new heading.
 - (d) A comparison between the compasses and true direction is made once per watch when the weather and existing conditions permit. Compass error will be entered in the logbook.
 - (e) Bridge and engine room clocks are synchronized and entered into the logbook.
 - (f) Publications and equipment required for the safe navigation of the vessel are on board and that they are properly maintained.
 - (g) A route weather service is subscribed to and utilized for all Class A vessel missions when sailing in unprotected waters.
 - (9) Ensuring that maneuvering data for the vessel conforms to the requirement in 46 CFR 164.35 and is accurately maintained and/or posted in the pilothouse.
 - d. Maintain records as follows:
 - (1) A deck logbook, which will include—
 - (a) A record of the daily events.
 - (b) A record of collisions, groundings, or accidents of any kind. Any exceptional experiences, which may have affected the navigation of the vessel, must be in detail, such as influence of current and winds. The master will promptly report such occurrences to the home port commander.
 - (c) A record of any violation of regulation that affects safety, operations, and discipline. The corrective action taken should also be noted.

- (d) A detailed record of deficiencies in emergency and safety equipment noted during drills and inspections.
- (e) The time the vessel is underway.
- (f) The amount of fuel used each day.
- (g) The number of personnel and quantity of stores or freight transported.
- (h) Vessel pre-sail and arrival drafts.
- (i) A record of crewmembers and passengers who are nonswimmers.
- (j) A detailed record of personnel attached and detached.
- (k) Other missions that the vessel performed.
- (2) A night order book with general standing orders and precise special instructions.
- e. Ensure that—
 - (1) The crew and passengers conduct themselves properly.
 - (2) The officers and crew are properly uniformed and that all personnel on board maintain a clean and neat appearance.
 - (3) Unauthorized persons are not aboard.
 - (4) Passengers do not enter off-limit areas or interfere with crewmembers performing their duties.
 - (5) All cargo and documentation are checked and stowed in accordance with the pre-stow plan.
 - (6) The vessel has proper trim and stability.
 - (7) Personnel and cargo accepted on board are properly documented, secured, and protected.
 - (8) Sufficient rations or ration funds for crew and passengers for the entire voyage are on board and properly stowed and secured.
 - (9) Sufficient emergency rations are aboard appropriate to mission or voyage duration.
- f. Instruct the mate on the care of the vessel and ship's business to be conducted when the master is absent.
- g. Ensure that current station bill and muster lists are posted.
- h. Approve cargo pre-stow plans prior to loading cargo.
- i. Be accountable for vessel property per AR 710–2, chapter 1–12.
- j. Ensure that a vessel security plan is in place that meets local area commander force protection condition requirements, and that the crew is properly trained and resourced to carry out all required Antiterrorism Force Protection measures.
 - k. Ensure a comprehensive shipboard security plan is in place.
 - l. Appoint a shipboard security officer.

3–2. First mate

The first mate holds an A–2 license and marine certification and acts as assistant to the master and assumes responsibility for the vessel in the master's absence. Specifically, the first mate will—

- a. Ensure that the master's orders are obeyed.
- b. Supervise the deck department to include personnel training, safety, maintenance, cargo operations, and general ship's business.
- c. Navigate the vessel during appropriate watches. Maintain the prescribed course and deviate only as required to avoid danger.
- d. Notify the master of unusual circumstances.

3–3. Second mate

The second mate holds an A–1 license and marine certification, acts as assistant to the master, and assumes responsibility for the vessel in the master's and first mate's absence. Specifically, the second mate will—

- a. Ensure that the master's orders are obeyed.
- b. Supervise the navigation department to include plotting course, maintaining bridge equipment, and ensuring sea pay for the vessels crew is maintained properly.
- c. Navigate the vessel during appropriate watches. Maintain the prescribed course and deviate only as required to avoid danger.
- d. Notify the master of unusual circumstances.

3–4. Third mate

The third mate holds an A–1 license and marine certification and acts as assistant to the master and assumes responsibility for the vessel in the master's, first mate's, and second mate's absence. Specifically, the third mate will—

- a. Ensure that the master's orders are obeyed.
- b. Supervise the galley operations and personnel to include ordering subsistence, acquiring subsistence funds, and ensuring the proper health and welfare are maintained in the food storage and preparation areas.
- c. Perform duties as the medical officer.

- d.* Navigate the vessel during appropriate watches. Maintain the prescribed course and deviate only as required to avoid danger.
- e.* Notify the master of unusual circumstances.

3-5. Chief engineer

The chief engineer is responsible to the master for the efficient, safe, and economical operation of the engine department. Specifically, the chief engineer will—

- a.* Ensure efficient and economical operation of the engine room, auxiliary, and deck machinery.
- b.* Coordinate with the deck watch to ensure safe operation of the vessel.
- c.* Ensure that the engine department is manned with qualified personnel as required by paragraph 1-6 of this regulation.
- d.* Exercise immediate control over all persons connected with the engine department. He or she will ensure that—
 - (1) Training, discipline, and efficiency are maintained.
 - (2) All orders from the master are promptly executed.
- e.* Establish and maintain the watch schedules for the engine room.
- f.* Ensure that the engine room logbook is prepared per instructions in chapter 6 of this regulation.
- g.* Maintain all applicable records, reports, repair parts, and onboard repair parts inventory per DA Pam 750-8, chapter 3-1, AR 710-2, and local command directives.
- h.* Schedule, direct, and supervise the maintenance and repair of engine room machinery, electrical equipment, and deck machinery. The level of work performed must be according to the maintenance allocation chart and policies in AR 750-1.
- i.* Transfer fuels or water for ballast as directed by the master.
- j.* Ensure that the engine signals from the bridge are properly answered and performed.
- k.* Report defects that affect the operational readiness to the master. Prepare work orders for repairs beyond the ability of the crew (see AR 750-1).
- l.* Ensure that unauthorized personnel do not enter the engine room.
- m.* Promptly report to the bridge watch officer all machinery casualties or problems that may have an adverse effect on the vessels handling.
- n.* Maintain Watercraft Information Reporting Systems (WIRS) per TB 55-1900-205-24.
- o.* Report any violation of the regulations governing the engine department to the master.
- p.* Maintain a record of machinery history.
- q.* Instruct the assistant engineer on the care of the vessel and ship's business to be conducted when the chief engineer is absent.

3-6. First assistant engineer

The first assistant engineer holds an A-2 license and marine certification, acts as assistant to the chief engineer, and assumes responsibility of the engine department in the chief engineer's absence. He or she will—

- a.* Ensure that the chief engineer's orders are obeyed.
- b.* Supervise the engine department to include personnel training, safety, maintenance, and general ships business.
- c.* Notify the chief engineer of unusual circumstances.

3-7. Second assistant engineer

The second assistant engineer holds an A-1 license and marine certification, acts as assistant to the chief and first engineer, and assumes responsibility of the engine department in the chief engineer's and first assistant engineer's absence. He or she will—

- a.* Ensure that the chief engineer's orders are obeyed.
- b.* Supervise the maintenance on the auxiliary, direct-current, alternate-current, and emergency generator, bow-thruster, rescue boat, and hydraulic equipment, to include personnel training, safety, maintenance, and general ship's business.
- c.* Notify the chief engineer of unusual circumstances.

3-8. Third assistant engineer

The third assistant engineer holds an A-1 license and marine certification, acts as assistant to the chief and first engineer, and assumes responsibility of the engine department in the chief engineer's and first and second assistant engineer's absence. He or she will—

- a.* Ensure that the chief engineer's orders are obeyed.
- b.* As the property book supply and voyage funder officer, be responsible for all supply functions, inventories, and maintenance sustainment tracking for the vessel. Supervises the ordering and tracking of all classes of material order for the vessels consumption to include personnel training, safety, maintenance, and general ships business.

- c. Notify the chief engineer of unusual circumstances.

3-9. Enlisted mate

The enlisted mate holds an 88K40 license and marine certification, acts as assistant to the master, and assumes the responsibility for the A-1 vessel class in the master's absence. Specifically, the enlisted mate will—

- a. Ensure that the master's orders are obeyed.
- b. Supervise the deck department to include personnel training, safety, maintenance, cargo operations, and general ship's business.
- c. Navigate the vessel during appropriate watches. Maintain the prescribed course and deviate only as required to avoid danger.
- d. Notify the master of unusual circumstances.
- e. Be a coxswain of the Class B ST.
- f. Perform duties as a boatswain on the LT 128.

3-10. Enlisted assistant engineer

The enlisted assistant engineer holds an 88L40 license and marine certification, acts as assistant to the chief engineer, and assumes responsibility of the engine department in the chief engineer's absence. He or she will—

- a. Ensure that the chief engineer's orders are obeyed.
- b. Supervise the engine department to include personnel training, safety, maintenance, and general ships' business.
- c. Notify the chief engineer of unusual circumstances.

3-11. Officer in charge of the watch underway

The officer in charge of the watch underway (underway watch officer) is a warrant officer or NCO who is qualified to be in charge of the direct performance of vessel operation, either deck or engine operations; normally this is the master or mate, and the chief engineer or the assistant engineer.

- a. The underway watch officer (deck operations) is—
 - (1) At all times, on the vessel's bridge, until properly relieved.
 - (2) The master's representative, and his or her primary responsibility is the safe navigation of the vessel.
- b. The underway watch officer's (engineering operations) place of duty is, at all times, in the vessel's machinery spaces, until properly relieved. The underway-engineering officer's primary responsibility is the safe and efficient operation of the vessel's machinery. *Note:* On board a joint high speed vessel, the engineering watch officer's place of duty is on the bridge.

3-12. Watercraft noncommissioned officer (boatswain)

- a. The boatswain will—
 - (1) Report operational conditions of all deck machinery and equipment.
 - (2) Maintain the deck gear.
 - (3) Oversee conduct, discipline, and direct supervision and assistance of deck personnel.
- b. The boatswain will ensure that—
 - (1) The vessel is secured for sea before getting underway.
 - (2) Mooring lines and fenders are properly stowed after getting underway.
 - (3) Mooring lines and fenders are made ready before mooring.
- c. Under the supervision of the mate, the boatswain assigns deck department personnel to watches and details.
- d. On craft not authorized a mate, the boatswain performs the mate's duties except for navigation of the vessel.

3-13. Junior marine engineer

The enlisted junior marine engineer holds an 88L30 license and marine certification and is responsible to the assistant engineer and performs his/her duties in their absence as directed.

3-14. Watercraft operator (leading seaman)

The watercraft operator holds an 88K20 license and marine certification, is responsible to the boatswain, and performs his/her duties in their absence as directed.

3-15. Senior marine engineer

The enlisted senior marine engineer holds an 88L20 license and marine certification, is responsible to the assistant engineer, and performs his/her duties in their absence as directed.

3-16. Emergency treatment noncommissioned officer

The emergency treatment NCO is under the direct supervision of the master. He/she —

a. Is responsible for recording all medical emergencies, and the emergency medical care of all crew and passengers aboard the assigned vessel. These duties include, but are not limited to—

- (1) Emergency treatment of injuries.
- (2) CPR.
- (3) Ensuring the recommended surgical equipment, instruments, and supplies are maintained on board.
- (4) Remaining familiar with procedures for birth and death at sea.
- (5) Remaining familiar with procedures for prevention and control of shipboard and communicable diseases.

b. Will remain familiar with decision procedures (medical advice by radio) and familiar with emergency station bill procedures and force-protection measures.

c. Must be qualified in MOS 68W20.

d. Will immediately inform the master of all medical emergencies and the treatment administered.

e. Is responsible for the maintenance of all medical and surgical equipment.

3–17. Cook and cook’s helpers

a. The senior cook operates the ship’s galley and dining facility. He or she will—

- (1) Prepare food, clean and care for utensils, stoves, refrigerators, and associated equipment.
- (2) Ensure that personnel are complying with regulations regarding personal hygiene of food handlers.
- (3) Prepare requests for rations, coordinating ration delivery with the port stewards or ship’s chandlers, and prepare menus.
- (4) Prepare and serve meals.

b. The cook’s helpers work under the direct supervision of the senior cook.

c. The cook’s helpers will be familiar with emergency station bill procedures and force-protection measures.

3–18. Seaman

Seamen are personnel assigned to the deck department, who perform duties as directed.

3–19. Engineman

Enginemen are personnel assigned to the engine department, who perform duties as directed.

Chapter 4 Watercraft Operation, Supply, and Personnel

4–1. Sailing orders and supporting documents

Sailing orders (SailOrds) are required to get a vessel underway and are the official authority for an Army vessel or convoy to proceed and carry out the activity intended by the operational commander. The SailOrd constitutes a direct order and legal document when signed by the risk-level authority. The commander to whom a vessel is assigned or attached for operational control will publish SailOrds when directing a vessel or convoy to proceed underway. When tasked for contingency operations, deployment orders are required and will be generated at brigade-level or higher. Brigade commanders in areas of the continental United States may establish policy allowing vessels to get underway in order to conduct training or maintenance without a full SailOrd packet. This allowance will not exceed 12 nautical miles or 8 hours and will include at a minimum pre-sail checklist, risk assessment, and crew/passenger list.

a. *The sailing orders documents.* At a minimum, the SailOrds will contain the following documents:

- (1) Memorandum cover sheet.
- (2) Composite Risk Management worksheet per FM 5–19.
- (3) Voyage plan.
- (4) Either Class A or Class B vessel pre-sail checklist.
- (5) Combined crew and passenger list.
- (6) Deployment orders when required.

b. *Local documents.* Additional locally required documents supporting the SailOrds may be required.

c. *Emergency changes.* If an emergency requires a change in the SailOrds of a vessel while en route, the vessel master (or convoy commander) will promptly report that fact to the operational commander. The operational commander will amend the SailOrds as appropriate. If unable to communicate with the operational commander, the master (or convoy commander) may, on his own authority, deviate from the SailOrds when the ship or crew is endangered or responding to lifesaving emergencies.

d. *Example of complete sailing orders.* Documentation can be found on the Army electronic product support Web site, at <https://aeps2.ria.army.mil>.

e. Availability. A copy of the SailOrds will be maintained onboard Class A vessels. For all other classes they will be maintained in the operations section for a minimum of 3 years.

4-2. Vessel support (ship stores and voyage funds)

a. Supply items, services, and consumables are required to maintain vessels for safe, economical, and efficient operation.

b. Enough nonperishable emergency rations will be maintained aboard all Class A vessels to support the crew for 5 days. This is not part of the basic load of nonperishable rations.

c. The home port supply activity will review and approve requisitions for the vessel.

d. All purchases will be accountable in accordance with AR 710-2, paragraph 1-12.

4-3. Conduct

a. Shipboard customs and courtesies contained in FM 55-501 will be observed aboard all watercraft.

b. While on lookout duty, members of the crew will not engage in any activity not directly connected with lookout duty.

c. No intoxicating beverages or dangerous drugs (see AR 600-85) will be brought or used on board by any officer, crew member, or passenger unless prescribed for medication by competent medical personnel.

d. The senior military passenger on board is accountable and responsible to the master (or coxswain) for passenger conduct.

Chapter 5 Maritime Qualifications

5-1. Scope

Maritime qualification is a dual process consisting of an MTE for certification and a vessel-specific DPT for licensing.

a. Warrant officers (MOS 880A, 881A) must be certified per paragraph 1-6*e* of this regulation.

b. Enlisted personnel (88K/88L) are MOS-qualified only when certified to or above grade and have completed the appropriate Non-Commissioned Officer Education System courses or received equivalent credit in accordance with AR 350-1, chapter 3-12. Only those enlisted personnel assigned to watercraft must be licensed. Soldiers assigned to MTOE units with vessels will license to appropriate grade within 6 months of assignment for the Active Army and 2 years of assignment for the RC.

c. Because of the complexity and quantity of tasks for MOS 88K/88L (enlisted) and 880A/881A (warrant officer), personnel will not be certified in both deck operations and engineering operations.

5-2. General requirements

a. Prerequisites. To be eligible for entry into the maritime watercraft field and to hold MOS 88K, 88L, 880A or 881A the applicant must—

(1) Have the recommendation of his or her commander or civilian supervisor indicating—

(a) Satisfactory performance at his or her current level.

(b) Demonstrated potential at the level for which he or she is applying.

(2) Have actual or intended membership in, or employment by, the U.S. Army.

b. Physical standards. In accordance with DA Pam 611-21, the following standards must be met for entry level and continued service in MOS 88K, 88L, 880A, and 881A, to support DA Form 7434—

(1) *Vision standards.* Distance visual acuity must be correctable to at least 20/20 in one eye and 20/40 in the other eye.

(2) *Color vision.* Individual must pass one of the following color vision tests, without the use of color sensing lenses, as per AR 40-501, chapter 4-12:

(a) Pseudoisochromatic plates.

(b) Farnsworth lantern.

(c) Operational Test and Evaluation Command 900 color vision tester.

(3) *Exceptions.* Requests must be accompanied by DA Form 3349 (Physical Profile) and a written statement endorsed by a military physician certifying that the individual has the ability to perform the specific technical duties in his or her MOS, in accordance with AR 40-501. The statement must be based on a physician's examination conducted within 120 days prior to date of request.

c. Application. The DA Form 7434 (Application for United States Army Marine Certification) will be used to apply for Army marine certification. Reserve Component personnel are exempt in accordance with AR 335-15, paragraph 5-2*b*(4) but must submit equivalent documentation from a qualified medical specialist civilian provider.

5-3. U.S. Army Marine Certification

Certification is normally achieved by passing the MTE for each level of skill. The MTE verifies that an individual has knowledge of common maritime tasks at the appropriate skill level. The following applies to all maritime personnel:

a. Requirements. The applicant must—

- (1) Meet the requirements in paragraph 5-2, above.
- (2) Pass an appropriate MTE.
- (3) If warrant officer applicant for certification to 880A1 and 881A1 levels, comply with requirements as outlined in AR 135-100.

(4) If warrant officer applicant for certification to 880A2 and 881A2, satisfactorily complete the Marine Deck Officer A-2 Certification Course or Marine Engineering Officer A-2 Certification Course. In lieu of attending the resident training course, RC warrant officers may academically challenge the MTE for A-1 or A-2, but not both. The attendance to an official Army school proponent training is required. Applicants from other service academies will be formally processed through the warrant officer proponent for that MOS.

b. Duration. A Maritime Certificate is valid for 5 years from the date of issue.

c. Initial certification and upgrade. Individuals must—

(1) Progress through all the skill levels one level at a time. All personnel holding a valid U.S. Coast Guard license may submit a copy of their license with any other documents to MQD for evaluation and issuance of the appropriate level of USAMC Certification. Personnel applying for initial certification and not holding a valid U.S. Coast Guard license must attend a formal training program approved by the Transportation Corps proponent school.

(2) Pass an MTE for the appropriate level.

(3) Be certified and licensed to grade for a minimum of 180 days in order to challenge the MTE for the next higher level.

d. Initial, renewal or upgrade procedures.

(1) To receive initial, renew or upgrade the certification the individual must—

(a) Apply to the Office of the Chief of Transportation (ATZF-OCT-S), Fort Eustis, VA 23604-5407.

(b) Meet the prerequisites and physical standards of paragraph 5-2, above.

(c) Apply within 180 days before expiration date of current certification.

(d) Pass the initial, renewal, or upgraded MTE. Army maritime personnel having to renew their MTE must meet all requirements in paragraphs 5-2 and 5-3, above, of this regulation.

(e) Possess a valid Marine Radar Observer Certificate, if renewing at, or upgrading to, MOS 88K40, 880A1, and 880A2 levels.

(2) Those failing to meet these requirements may be subject to reclassification and/or bar to reenlistment.

(3) Soldiers seeking entry into CMF 88K/L from a different MOS must possess a valid Certificate of Training from an approved U.S. Coast Guard Firefighting and Damage Control training course, or execute the prescribed training as directed by the school proponent.

e. Suspension and revocation of U.S. Army Marine Certification.

(1) The USAMC may be suspended or revoked for cause. The suspension or revocation of a USAMC requires MQB action.

(2) Commanders and/or vessel masters are responsible for requesting, with supporting documentation, suspension or revocation of USAMC. Request for suspension or revocation must be forwarded, through channels, to the Chief of Transportation (ATZF-OCT-S), Fort Eustis, VA 23604-5407. The suspension of a USAMC will be in force until reinstated by the COT or the expiration date of the suspension, whichever occurs first.

(3) The COT may require the commander to investigate to determine if there is sufficient cause for suspension or revocation.

(4) Other documented evidence may include, but is not limited to, the following:

(a) DD Form 200 (Financial Liability Investigation of Property Loss).

(b) Proceedings conducted under the UCMJ.

(c) Records of civilian convictions.

(d) Accident reports.

(e) Sworn statements.

(5) When the certification of any individual is revoked, it is no longer valid for any purpose. Revocation renders the individual not MOS qualified and therefore, the individual cannot be assigned for duty aboard Army watercraft. Revocation of MOS qualification requires reclassification and/or bar to reenlistment, or other adverse personnel actions (see AR 614-200 for guidance).

5-4. U.S. Army maritime licenses

Licensing is achieved by completing a vessel-specific duty performance test. These DPTs verify that an individual has

the knowledge and ability to safely perform vessel-specific operational tasks to a designated skill level. The following apply to MOS 88K, 88L, 880A and 881A personnel.

a. Requirements. Individuals must—

- (1) Be certified as a minimum to his or her grade level.
- (2) Possess a Marine Radar Observer Certificate, as appropriate.
- (3) Pass a vessel-specific DPT.

(a) Active duty personnel must complete this requirement within 90 days of assignment to a position requiring a USAML. Commanders may grant an additional 90 days.

(b) Reserve Component personnel must complete this requirement within 180 days. Commanders may grant an additional 180 days.

(c) Individuals failing to meet the above requirements will be returned to a position for which they are qualified or be reclassified.

(d) The DPT will be forwarded to the Office of the Chief of Transportation (ATZF-OCT-S), Fort Eustis, VA. 23604-5407, for issuance of an original license.

b. Types of licenses. The annotations listed below will be recorded on the face of the USAML. The type vessels on which an individual has qualified and necessary endorsements will be noted on the reverse side of the USAML. If a soldier is a nonswimmer, the word "NONSWIMMER" will be noted on the reverse side of the USAML.

(1) Annotations for deck department are—

- (a) Seaman (88K10).
- (b) Watercraft Operator of Class B and C Vessels (88K20).
- (c) Watercraft NCO/Boatswain (88K30).
- (d) Mate of Class A-1 Freight and Towing Vessels Upon Near Coastal and Inland Waters, Radar Observer (88K40).
- (e) Master of Class A-1 Freight and Towing Vessels Upon Near Coastal Waters, Mate of Class A-2 Unlimited Motor Vessels Upon Oceans, Radar Observer (880A1).
- (f) Master of Class A-2 Unlimited Motor Vessels Upon Oceans, Radar Observer (880A2).

(2) Annotations for the Engine Department are—

- (a) Engineman (88L10).
- (b) Senior Engineman (88L20).
- (c) Junior Marine Engineer (88L30).
- (d) Assistant Engineer of Class A-1 Motor Vessels (88L40).
- (e) Chief Engineer of Class A-1 Motor Vessels; Assistant Engineer of Class A-2 Unlimited Motor Vessels (881A1).
- (f) Chief Engineer of Class A-2 Unlimited Motor Vessels (881A2).

(3) The following USAML endorsements may be added to the USAML:

(a) The Marine Radar Observer Endorsement is awarded by approved schools as identified in 46 CFR 10.305. Master, mate, coxswains and operators of radar-equipped vessels must have a Marine Radar Observer endorsement. The endorsement must be valid at the time of application for upgrade or renewal. Marine Radar Observer endorsement will indicate ARPA proficiency when the individual has been qualified through a course of instruction approved by the U.S. Coast Guard.

(b) The Marine Safety Inspector endorsement will be awarded to both deck and engine senior warrant officers who meet the following criteria:

- (1) Complete the 880A/881A Warrant Officer Advance Course.
- (2) Complete Marine Safety Inspector classes.
- (3) Have either an 880A2 or 881A2 maritime certification.
- (4) Hold one of the following assignments: harbormaster of a harbormaster operations detachment, vessel master of a Class A2 vessel, marine maintenance officer (battalion or higher command level), or chief engineer of a Class A2 vessel.

(5) Perform a minimum of three safety inspections on Army watercraft using the current version of the U.S. Army Watercraft Safety Survey Guide Class A and C Vessels.

(c) The marine inspector/port engineer must have Certificate of Marine Safety awarded by the U.S. Coast Guard or hold an 881A2 USAML. A person must serve in a marine inspector/port engineer position for a period of not less than 1 year before issue of this endorsement.

(d) The harbormaster must hold an 880A2 USAML and have served as a harbormaster for a minimum of 6 months (substantiated by a DA Form 3068-1).

(e) The tankerman must pass written/hands-on testing as required by the Chief, Maritime Qualification Division or hold a U.S. Merchant Mariner's document as an endorsed tankerman.

(f) The causeway pilot must hold a valid USAML-annotated Watercraft NCO/boatswain (or higher) document, pass an approved course of instruction, and complete the DPT for causeway ferry.

(g) The GMDSS operator must complete a Coast Guard-approved GMDSS course.

c. The U.S. Army Marine License administration. The USAML process is administered at unit level and by MQD. The unit administers and forwards the DPT to MQD. The MQD, responsible for oversight of the licensing process, validates the DPT and issues DA Forms 4309 and 4309–1 as appropriate.

(1) The maritime standardization examiner (MSE) is appointed by unit memorandum and is responsible to the unit commander for the quality control of maritime training standards required by vessel-specific DPTs.

(2) Unit commanders will appoint a primary and alternate MSE for each maritime MOS in their units and forward a copy of the appointment to MQD.

(3) The MSE must hold a specific watercraft USAML equal to or greater than those he/she is to examine and have been licensed on that class vessel for a minimum of 12 months.

d. Validity of the U.S. Army Marine License. The USAML is valid for the period of vessel-specific assignment if the soldier's USAMC has not expired.

(1) Vessel endorsements expire 1 year after a Soldier's departure from the vessel or expiration of the USAMC.

(2) A Soldier not assigned to a position for which licensed during the previous 12 months must complete revalidation at the unit of assignment, by completing tasks designated by the DPT.

e. Renewal. The USAML renewal is concurrent with the renewal of certification.

f. Suspension and revocation.

(1) A USAML may be suspended or revoked for cause. If an individual's USAMC is suspended or revoked by MQB action, the USAML is automatically suspended or revoked.

(2) Commanders and/or vessel masters are responsible for requesting, with supporting documentation, suspension or revocation of USAML. Requests for suspension or revocation must be forwarded, through channels, to the Chief of Transportation (ATZF–OCT–S), Fort Eustis, VA 23604–5407. The suspension of a USAML will be in force until reinstated by the COT or the expiration date of the suspension, whichever occurs first.

(3) The COT may require the commander to investigate to determine if there is cause for suspension or revocation.

(4) Other documented evidence might include, but is not limited to, the following:

(a) DD Form 200.

(b) Any proceeding under the UCMJ.

(c) Records of civilian convictions.

(d) Accident reports.

(e) Sworn statements.

(5) Commanders are authorized to temporarily suspend a USAML for a period not to exceed 120 days. This temporary suspension authority is to allow the command to conduct appropriate investigations and submit necessary requests for MQB action to the COT. Commanders will forward a copy of the letter of suspension and the Soldier's original maritime license (DA Form 4309–1) to MQD for holding until the suspension is lifted or permanent action is taken. The COT may grant extensions of temporary suspension, when justified, upon request.

(6) When the license of any individual is revoked, it is no longer valid for any purpose. Any license, of the same type, subsequently requested must be applied for as an original license by completing the appropriate DPT.

5–5. Noncommissioned officer underway watch officer

The NCOs in the grade of E6 (staff sergeant) for A–1 vessels may be utilized as underway watch officers in charge of a watch section when in compliance with the provisions of this section. This authorization does not relieve the Vessel Master of his/her responsibility, as stated in AR 56–9, chapter 3. This authority is vested in the issuing vessel master only and applies solely to Class A–1 vessels. The qualification is not transferable to any other vessel or vessel master. Qualification criteria are as follows:

a. Deck NCOs (MOS 88K30) must hold a valid Marine Radar Observer certificate and GMDSS certificate.

b. Both deck and engine (MOS 88K and 88L) NCOs must be certified and licensed to grade.

c. The vessel master must request an exception through the unit commander and submit to the MQD office. The memorandum will define conditions and impose limits deemed appropriate by the vessel master. A copy of the memorandum of qualification will be forwarded to the Office of the Chief of Transportation (ATZF–OCT–S), Fort Eustis, VA 23604–5407, for the Soldier's Maritime Qualification file.

d. This memorandum is not a substitute for the minimum manning requirement.

e. Both deck and engine (MOS 88K and 88L) NCOs must complete the tasks contained on the 40 level DPT prior to the vessel master issuing the above stated memorandum. Completing these tasks will not constitute the NCO being issued a new USAML.

5–6. Requirements for other personnel

Individuals with maritime experience who desire to enter the Army maritime field must—

a. Meet physical standards in subparagraph 5–2*b*, above.

- b. Submit documented evidence of maritime experience to the MQD for evaluation.

Chapter 6 Logbooks

6-1. Requirements

- a. Official vessel logbooks and records required by this regulation will provide a permanent legal record of—
 - (1) The operation, location, and condition of the vessel.
 - (2) The status of the cargo, crew, passengers, and communications.
- b. Logbooks will be maintained aboard the vessel at all times unless removed in accordance with paragraph 6-3g(1), below, and in the event of abandoning ship.

6-2. Official logbook entries

- a. All events of importance, interest, or historical value about the crew, passengers, operation, location, condition, and safety of Army watercraft will be recorded daily in the appropriate logbook.
 - (1) DA Form 4640 (Harbor Boat Deck Department Log for Class A and B Vessels) and DA Form 4993 (Harbor Boat Engine Department Log for Class A and C-1 Vessels) must be used on Class A and C vessels.
 - (2) *Note:* All BDs will use the above logbooks.
 - (3) DA Form 5273 (Harbor Boat Deck and Engine Log for Class B Vessels) must be used on all Class B vessels. DA Form 5273 is a 6-month logbook; two logbooks are required for each Class B vessel per year.
 - (4) Class C vessels designated BG must use DA Form 5273 instead of DA Forms 4640 and 4993.
 - (5) Marine logbooks for Class C vessels designated BC, nonpowered floating platforms, floating causeway pier, and RRDF are not required.
 - (6) Logbooks will be prepared per instructions in this regulation; DA Pam 750-8, chapter 6; and those in the logbook. The local command may require additional entries (see table 2-1).
- b. Actions that are required to be logged in the official logbook are grouped here for emphasis and convenience. This section summarizes existing requirements for—
 - (1) Fire and boat drills: Weekly.
 - (2) Steering gear, whistle, and means of communication: Prior to departure.
 - (3) Drafts and load line markings: Prior to leaving port.
 - (4) Hatches and watertight doors: Upon leaving port and when closing the vessel for temporary/permanent storage without crew.
 - (5) Line throwing appliances: Once every 3 months.
 - (6) Emergency lighting and power systems: Weekly.
 - (7) Electric power operated lifeboat/life raft winches: Once every 3 months.
 - (8) Fuel oil data: Upon receipt of fuel oil on board.
 - (9) Cargo gear inspections: Before and after use.
- c. Commanders' assigned watercraft will periodically review logbooks to ensure that they are maintained, per this regulation, not less than quarterly.

6-3. Maintenance and retention

- a. *The DA Form 4640.* The deck officers of the watch will maintain this log. It will be presented to the master each day for inspection and approval. If necessary, the master will require the concerned deck watch officer to make corrections. After the corrections are made, the master will approve the entries for the day. No further entries or corrections will be made without the master's permission. Officers of the watch may decline to change entries that they believe to be accurate. However, the master will—
 - (1) Require a verbal or written explanation from the watch officer making the entry.
 - (2) Enter explanatory or discretionary remarks in the log.
 - (3) Certify the remarks by signing beneath them.
- b. *The DA Form 4993.* Follow the procedure established for DA Form 4640, above. It will be kept by the engine watch officer and inspected by the chief engineer.
- c. *Correcting entries.* A single red line drawn horizontally through it voids an incorrect entry. The line must not impair legibility. The watch officer who entered it will then initial the incorrect entry in red ink. Make no erasures and remove no pages.
- d. *Drills and inspections.* Entries for drills and inspections per 46 CFR 97.35-5 will be made in, or underlined with, red ink.
- e. *Active Army vessels must use the required logbook.* Logbooks will be utilized only for 1 calendar year.

f. Reserve Component and vessels in preposition status must use the required logbooks. Logbooks may be used for more than 1 year but not more than 5 years for each vessel.

(1) Logbook entries will be made for each day the vessel is utilized for—

(a) Annual training.

(b) Active duty for training.

(c) Active duty for special work.

(d) All other days the vessel is unsecured or activated for inspection, training, or maintenance.

(2) Daily entries will be made sequentially, without skipping pages.

(3) The first line of the logbook section titled, “Remarks” or “Record of Miscellaneous Events of the Day,” will be annotated with the reason for vessel utilization, with the name and signature of the individual opening the vessel.

(4) The vessel master, chief engineer, maintenance supervisor, or coxswain as appropriate will approve the daily page entries by signature in the space provided.

g. Retention and disposition.

(1) Logbooks for Class A vessels will be preserved aboard for 3 years after the year of use. They will be disposed of by forwarding the “Title” pages, “Memorandum” pages, “Inspection” pages, “Vessel Data” pages, “List of Crew Members” pages, and any “Daily” pages that record and describe involvement in incidents or accidents reportable in accordance with AR 385–10 to MQD for historical reference and disposition. Included in the submission of above pages will be a memorandum consolidating the covered period — which includes the vessel underway days, total engine hours, and major missions supported. Dispose of the remainder of the logbook through your installation recycling program.

(2) Logbooks for other than Class A vessels will be retained aboard or at the unit for 3 years after the year of use, and will be disposed of in accordance with the paragraph 6–3g(1), above.

(a) The requirements for preserving logbooks and other pertinent records for use in claims will be coordinated with the U.S. Army Claims Service, 4411 Llewellyn Avenue, Fort George G. Meade, MD 20755–5360.

(b) When a log is to be used in litigation or is to be withheld for legal proceedings, the Litigation Division (JALS–LT), 901 N. Stuart Street, Ballston Suite 400, Arlington, VA 22203–1821, will be notified. When the log is no longer required for legal proceedings, it will be returned to the owning unit or disposed of per paragraph 6–3g(1), above.

h. Other records. This regulation is not meant to preclude keeping other records as required by other regulations, laws, or persons in charge of watercraft.

6–4. Oil record books

a. In accordance with 33 CFR 151.25, all Class A vessels of 400 gross tons or more and BGs will have on board a record of—

(1) Ballasting and cleaning of bunker fuel tanks.

(2) The disposal of oily residues from bunker fuel tanks.

(3) Other exceptional discharges of oil.

b. This record is made on the appropriate U.S. Coast Guard Form, CG–4602A (Oil Record Book for Ships).

c. All other Army vessels will record this information in their logbook. When oil or an oily mixture is discharged or spilled into the water, the details will be recorded and underlined in red ink by the person in charge.

d. Oil record books will be preserved on board for 3 years after the last date of entry and then destroyed.

6–5. Communication logs

The master will ensure that the following radio logs are kept in accordance with 47 CFR 80.401:

a. Bridge-to-bridge communication. For vessels equipped with bridge-to-bridge very high frequency-frequency modulation (VHF-FM) radio/telephone, this record may be kept on the Official Logbook. Each page is dated and identified by the vessel name or number. The log of the bridge-to-bridge station (channel 13, 156.650 MHz) includes, as a minimum, the following entries:

(1) All distress and alarm messages transmitted or intercepted, and any information heard that may be important to maritime safety. Text should be as complete as possible including time, frequencies used, and position of vessel in distress.

(2) The times when watch is begun, interrupted, and ended.

(3) A daily entry on the operating condition of the radio.

b. Military tactical communications. For vessels equipped with military tactical communication capability, records and procedures are per existing regulations and are not further supplemented by this regulation.

c. High-frequency, low-frequency communications satellite. On vessels equipped with high frequency (HF), low frequency, and communications satellite (SATCOM) ability, as a minimum, a record is kept of the following:

(1) The name of the operator on watch. The operator going on watch makes the entry “ON WATCH.” The entry

“OFF WATCH” is made when an operator is relieved or the station is closed down. The operator’s signature must accompany both entries.

(2) All calls, replies to calls, the call sign of the station called, the times that traffic is handled, and the frequency and mode used. The time traffic is handled will be noted as “Time in” to note when a communication begins and “Time out” to note when it is finished. Times are suffixed for the proper time zone.

(3) Cases of unlawful interference and equipment failure.

(4) The full text of distress, urgent, and safety messages.

(5) Results of tests of auto alarm receivers. This includes the times that the auto alarm is in operation.

(6) During the period a watch is maintained by an operator, an entry is made twice per hour stating whether or not the international silent period was observed.

d. Retention and disposition of radio/station logs. Radio logs are kept by calendar year. They are retained for 1 year after the last entry. Station logs involving communications concerning distress, disaster, or watercraft accident are retained for 3 years after the last entry is made. Dispose of the logbook through your installation recycling program.

Appendix A References

Section I Required Publications

AR 5-12

Army Management of the Electromagnetic Spectrum (Cited in para 1-6g(1).)

AR 71-32

Force Development and Documentation-Consolidated Policies (Cited in paras 1-4k(6)(a), 1-6c(1), and 1-6e(1).)

AR 135-100

Appointment of Commissioned and Warrant Officers of the Army (Cited in para 5-3a(3).)

AR 385-10

The Army Safety Program (Cited in paras 2-1a, 2-7a(3).)

AR 614-200

Enlisted Assignments and Utilization Management (Cited in para 5-3e(5).)

AR 710-2

Supply Policy Below the National Level (Cited in paras 3-1i, 3-5g.)

AR 750-1

Army Materiel Maintenance Policy (Cited in paras 3-5h, 3-5k, and table 2-2.)

DA Pam 40-501

Standards of Medical Fitness (Cited in paras 5-2b(2), 5-2b(3), and table 2-2.)

DA Pam 385-10

The Army Safety Program (Cited in paras 1-4k(4), 2-7a, 3-1c(3) and table 2-2.)

DA Pam 385-40

Army Accident Investigations and Reporting (Cited in para 2-7a.)

DA Pam 750-1

Commanders' Maintenance Handbook (Cited in para 1-4k(7).)

DA Pam 750-8

The Army Maintenance Management System (TAMMS) Users Manual (Cited in para 6-2a(7).)

FM 4-01.502

Army Watercraft Safety (Cited in para 2-1a.)

FM 5-19

Composite Risk Assessment (Cited in para 2-2d.)

FM 55-501

Marine Crewman's Handbook (Cited in paras 1-7c(2), 1-8a, 4-3a, and table 2-2.)

TB 43-0142

Safety Inspection and Testing of Lifting Devices (Cited in para 2-12c.)

TB 43-0144

Painting of Watercraft (Cited in para 2-12b(3) and table 2-2.)

TB 43-0153

Water Supply Afloat

TB 55–1900–205–24

Watercraft Information and Reporting System (WIRS) Data Collection for Configuration Control (Cited in para 3–5*n*.)

TB 55–1900–206–14

Control and Abatement of Pollution by Army Watercraft (Cited in paras 1–6*b*(2), 3–5*n*.)

TM 55–500

Watercraft Equipment Characteristics and Data (Cited in para 1–5*d*(1).)

DODD 5030.57

Special Warnings to Mariners (Cited in para 2–11*a*(2).) (Available from <http://www.dtic.mil/whs/directives>.)

Section II

Related Publications

A related publication is a source of additional information. The user does not have to read it to understand this publication. The Code of Federal Regulations is available at <http://ecfr.gpoaccess.gov>.

AR 1–33

The Army Memorial Program

AR 25–400–2

Army Records Information Management System (ARIMS)

AR 30–22

The Army Food Program

AR 40–5

Preventive Medicine

AR 70–1

Army Acquisition Policy

AR 200–1

Environmental Protection and Enhancement

AR 215–1

Military Morale, Welfare, and Recreation Programs and Nonappropriated Fund Instrumentalities

AR 600–8–104

Military Personnel Information Management/Records

AR 600–25

Salutes, Honors, and Visits of Courtesy

AR 600–85

The Army Substance Abuse Program

AR 600–88

Sea Duty

AR 700–138

Army Logistics Readiness and Sustainability

AR 750–1

Army Materiel Maintenance Policy

AR 750–43

Army Test, Measurement, and Diagnostic Equipment Program

DA Pam 30-22

Operating Procedures for the Army Food Program

FM 4-25.11

First Aid

FM 8-9

NATO Handbook on the Medical Aspects of Nuclear Biological Chemical Defensive

FM 20-11-1

Military Diving

TB 5-4200-200-10

Hand Portable Fire Extinguishers Approved for Army Users

TB 740-97-4

Preservation of Vessels for Storage

TB MED 502

Respiratory Protection Program

TB MED 530

Food Service Sanitation

TM 10-412

Index of Recipes Armed Forces Recipe Service

AFARS

Army Federal Acquisition Regulation Supplement (Available at <http://farsite.hill.af.mil/vfafar1.htm>)

U.S. Army Watercraft Safety Survey Guide Class A and C Vessels

U.S. Army watercraft survey guide (Available from the Transportation Branch Marine Safety Office (ATZF-OCT-S), Fort Eustis, VA 23604-5407.)

NVIC 7-89

Maneuvering Information (Available at <http://www.uscg.mil/hq/cg5/nvic/1980s.asp#1989>.)

UCMJ, Art. 110

Improper Hazarding of Vessel (Available at <http://www.army.mil/references/UCMJ>.)

PHS 03-2024 (formerly)

Ships Medicine Chest and Medical Aid at Sea (Formerly a Public Health Service publication, now available commercially only.)

29 CFR

Labor

33 CFR

Navigation and Navigable Waters

46 CFR

Shipping

47 CFR

Telecommunication

49 CFR

Transportation

MARPOL Convention

International Convention for the Prevention of Pollution from Ships (Available from <http://www.imo.org>, ISBN 9789280142167.)

SOLAS Regulations

Safety of Life at Sea Regulations (Available at <http://www.imo.org>, ISBN 978-92-801-4183-2.)

33 USC 1251, chap 26

Water Pollution Prevention and Control: Congressional declaration of goals and policy

Section III

Prescribed Forms

Except where otherwise indicated below, the following forms are available on the Army Publishing Directorate Web site (<http://www.apd.army.mil>).

DA Form 4309

United States Army Marine License (Wall) (Prescribed in paras 1-9, 5-4*c*.) (Available from the U.S. Army Transportation Center (ATZF-OCT), Fort Eustis, VA 23604-5000.)

DA Form 4309-1

United States Army Marine License (Pocket) (Prescribed in para 1-9*c*.) (Available from the U.S. Army Transportation Center (ATZF-OCT), Fort Eustis, VA 23604-5000.)

DA Form 4640

Harbor Boat Deck Department Log for Class A and B Vessels (Prescribed in paras 6-2*a*, 6-3*a* and 6-3*b*.) (Available through normal publications supply channels.)

DA Form 4993

Harbor Boat Engine Department Log for Class A and C-1 Vessels (Prescribed in paras 6-2*a*, 6-3*b*.) (Available through normal publications supply channels.)

DA Form 5073

Magnetic Compass Deviation Table (Prescribed in paras 3-1*c*, 6-2*a*.)

DA Form 5273

Harbor Boat Deck and Engine Log for Class B Vessels (Prescribed in para 6-2*a*.) (Available through normal publications supply channels.)

DA Form 5673

United States Army Marine Certificate (Prescribed in para 1-9*d*.) (Available from S&I, USA Transportation School (ATSP-OCT), Fort Eustis, VA 23604.)

DA Form 7434

Application for United States Army Marine Certification (Prescribed in para 5-2*c*.)

CG-4602A

Oil Record Book for Oil Ships (Prescribed in para 6-4.) (Available through Coast Guard Engineering Logistics Center, 2401 Hawkins Point Road, Baltimore, MD 21226; Stock No. 7530-01-GF3-0660.)

Section IV

Referenced Forms

DA Form 1687

Notice Delegation of Authority

DA Form 3068-1

Marine Service Record

DA Form 3349

Physical Profile

DD Form 200

Financial Liability Investigation of Property Loss

**Appendix B
Management Control Checklist****B-1. Function**

The function covered by this checklist is to ensure prescribed policies, procedures, and responsibilities contained in this regulation are followed to allow for the systematic identification, maintenance, and retention of Army marine qualification and certification.

B-2. Purpose

The purpose of this internal checklist is to assist designated managers in evaluating the key internal controls listed below. It is not intended to cover all controls. Key internal controls are to—

- a.* Establish a certification renewal program.
- b.* Ensure a Soldier assigned to an Army watercraft is fully qualified and meets medical and physical standards within the scope of regulatory guidelines.
- c.* Ensure all individual training is conducted annually.

B-3. Instructions

Answers must be based on the actual testing of key management controls (for example, document analysis, direct observation, simulation, other). Answers which indicated deficiencies must be explained and corrective action indicated in supporting documentation. These management controls must be evaluated at least once every 5 years. Certification that this evaluation has been conducted must be accomplished on DA Form 11-2 R (Management Control Evaluation Certification Statement).

B-4. Test questions

- a.* Are all Soldiers licensed and certified to grade prior to getting underway?
- b.* Have all Soldiers assigned on board completed annual water survival training?
- c.* Have Soldiers who can't swim been identified?
- d.* Has the proper risk-management assessment been identified and control measures put in place prior to getting underway?
- e.* Has a safety survey been performed by the Marine Safety Specialist (MSS) within the last 3 years?
- f.* Has an annual safety assessment been conducted at the unit level?

B-5. Supersession

No previous checklist exists for this program.

B-6. Comments

Help make this a better tool for evaluating management controls. Submit comments to the Office of the Deputy Chief of Staff, G-4 (DALO-ORS), 500 Army Pentagon, Washington, DC 20310-0500.

Glossary

Section I Abbreviations

ABS

American Bureau of Shipping

ACP

allied communications publication

AMC

Army Materiel Command

APS

Army prepositioned stock

AR

Army Regulation

ARPA

automatic radar plotting aid

ASA(ALT)

Assistant Secretary of the Army for Acquisition, Logistics, and Technologies

BC

barge, cargo

BD

barge, derrick (floating crane)

BG

fuel barge

CEN

communications, electronics, and navigation

CF

causeway ferry

CFR

Code of Federal Regulations

CG

commanding general

COT

chief of transportation

CPR

cardiopulmonary resuscitation

CRM

composite risk management

CW2

chief warrant officer two

DA

Department of the Army

DCS, G-3/5/7

Deputy Chief of Staff, G-3/5/7

DCS, G-4

Deputy Chief of Staff, G-4

DPT

duty performance test

FM

field manual

GMDSS

Global Maritime Distress and Safety System

HCL

hazardous chemical list

HF

high frequency

IMO

International Maritime Organization

JHSV

joint high-speed vessel

JLOTS

Joint Logistics-over-the-shore

LCU

landing craft utility

LOTS

logistics over the shore

LSV

logistics support vessel

LT

large tug

MOS

military occupational specialty

MQB

Maritime Qualification Board

MQD

Maritime Qualification Division

MQFE

maritime qualification field examiner

MSE

maritime standardization examiner

MSS

marine safety specialist

MTE

Marine Technical Examination

MTOE

modified table of organization and equipment

NCO

noncommissioned officer

NVIC

U.S. Coast Guard Navigation and Inspection Circular Number

OCAR

Office of the Chief, Army Reserve

Pam

pamphlet

PFD

personal flotation device

RC

Reserve Component

RDT&E

research, development, test, and evaluation

RRDF

roll-on/roll-off discharge facility

SailOrd

sailing order

SATCOM

Satellite Communications

SOLAS

safety of life at sea

SOP

standing operating procedure

SQI

skill qualification identifier

ST

small tug

TB

technical bulletin

TBSO

Transportation Branch Safety Office

TCM-T

Training and Doctrine Command capability manager, transportation

TCO

test control officer

TDA

tables of distribution and allowances

TDI

test drills and inspection

TM

technical manual

TOE

table of organizational equipment

TPF

total package fielding

TRADOC

Training and Doctrine Command

UCMJ

Uniform Code of Military Justice

USAMC

U.S. Army Marine Certification

USAML

U.S. Army Marine License

USAR

U.S. Army Reserve

USC

United States Code

VHF-FM

very high frequency-frequency modulation

WIRS

Watercraft Information Reporting System

WO1

warrant officer one

Section II**Terms****Army maritime personnel**

Warrant officers, enlisted personnel, and civilian personnel whose actual or intended assignment is aboard Army watercraft or in related maritime activities.

Assistant engineer

A licensed engineer whose duties are directed by the chief engineer (88L40 for Class A-1 vessels, 881A1 for Class A-2 vessels).

Barge

A nonself-propelled watercraft platform normally used for transporting cargo or to support stationary machinery or equipment.

Boatswain

A deck department supervisor (not a ship's officer).

Chief engineer

A licensed engineering warrant officer who is responsible to the master for the effective and economical operation of the engine department.

Conn

Space or area where the person directing the movements of the vessel performs his or her duties. Usually, but not always, the bridge, wheelhouse, or a coxswain's position.

Conning

Directing the maneuvering of a vessel (while aboard).

Coxswain

Operator in charge of a Class B vessel.

Engineer-peculiar equipment

Tactical river crossing and port construction equipment under the jurisdiction of the Engineer Corps.

Harbormaster

A senior marine deck warrant officer who is qualified to control the movement of watercraft in port areas and other operational activities designated by the port commander.

International Maritime Organization (IMO)

International Maritime Organization and its several conventions, currently comprising 114 State-Parties, sets world standards for the ocean transportation. The United States became a party (signatory) in 1991 to these International Laws.

Inland waters

Navigable waters of the United States shoreward of the Boundary Lines as described in 46 CFR 7.1.

Licensed maritime personnel

Qualified military or civilian individuals who have completed the certification requirements and vessel-specific DPT tasks to a designated skill level.

Logbook (vessel log)

The official daily record of a vessel's activities and other data relevant to its navigation, cargo, crew, maintenance, repair, and passengers furnishing a complete chronological history of the vessel.

Logistics over-the-shore (LOTS)

The loading and unloading of ships, when the use of lighterage is required, with or without fixed port facilities or when existing ports are inadequate or denied.

Marine casualty

An accident or incident requiring action per AR 385-10.

Marine inspector

A senior marine engineering warrant officer who manages maintenance activities and conducts technical inspections and marine condition surveys.

Maritime personnel

Any person certified by this AR.

Maritime Qualification Board (MQB)

A board of commissioned officers, warrant officers, and enlisted personnel appointed on orders under this AR.

Maritime Qualification Field Examiner (MQFE)

An agent, approved by the COT, authorized to request and administer recertification exams.

Maritime Qualification Division (MQD)

A supporting element for the Chief of Transportation and the MQB.

Marine Service Record (DA Form 3068-1)

An extract record of marine service from official vessel logbooks authenticated by the unit commander or vessel master.

Maritime Technical Examination (MTE)

The MTE is the end-of-course comprehensive test given at each level of resident course training that establishes MOS qualification.

Master

Individual in command of a Class A-1 or A-2 vessel.

Mate

A licensed deck officer or NCO whose duties are directed by the master.

Mess

A shipboard dining facility.

Material safety data sheet

An information sheet provided by a chemical manufacturer about a chemical, its characteristics, and personnel protective equipment.

Near coastal

Ocean waters not more than 200 miles offshore.

Oceans

Waters seaward of the Boundary Lines as described in 46 CFR 7.1

Passenger

Any person other than the assigned crew.

Personal flotation device (PFD)

An approved buoyant life jacket or vest.

Pilot

A marine deck officer qualified to board ocean-going vessels at the harbor entrance, and direct the movement of such vessels to anchorage or berth within the confines of a terminal port.

Port engineer

A senior marine engineering warrant officer who is qualified to initiate and coordinate all marine engineering functions designated by the port or installation commander.

Presail

The period of time immediately prior to a vessel's departure, not to exceed 12 hours.

Reserve Component

U.S. Army Reserve and Army National Guard/Army National Guard of the United States.

Restricted waterways

Areas that for navigational reasons, such as the presence of shoals or other dangers, confine the movements of shipping within narrow limits, and areas of high vessel traffic.

Roll-on/roll-off discharge facility

The RRDF is an assembly of causeway sections, configured and positioned alongside a ship at anchor to facilitate the movement of vehicles between the ship and LSV, LCU, and causeway type watercraft.

Sea duty

Actual duty performed aboard a vessel by a soldier under orders issued by competent authority.

Seaman

A junior member of the deck department crew.

Seaworthiness

A vessel's adequacy in respect to materials, construction, equipment, crew, and outfit needed to perform the mission or service for which it is designed, and as determined by the master and applicable publications.

Standards of training, certification and watchkeeping for seafarers

A convention of the IMO.

Station bill

A numerical muster list that indicates standard emergency signals and the person's response to each signal.

Technically qualified maritime personnel

U.S. Army marine personnel 88K, 88L, 880A, and 881A, who have demonstrated their knowledge of common maritime tasks by passing the appropriate MTE (MOS qualified).

Test control officer (TCO)

An agent approved by the COT and authorized to request and administer the MTE.

Underway

The vessel that is not at anchor, or made fast to the shore, a pier, or aground.

U.S. Army Marine License (USAML)

A serially numbered, registered document issued to personnel qualified for assignment aboard a vessel. This document bears the qualifications of the holder, date of issue and expiration (DA Form 4309 (Wall); (DA Form 4309-1 (Pocket)).

Watercraft (vessel)

Any type of waterborne craft used or capable of being used for water transportation.

Watercraft operator

A person certified to the 88K20 level.

Work vest

A type of floatation vest used only for working around or over water that will not keep the head of a person floating face down out of the water.

Section III**Special Abbreviations and Terms**

This section contains no entries.

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