

Army Regulation 56–9

Surface Transportation

**Army
Intratheater
Watercraft
Systems**

**Headquarters
Department of the Army
Washington, DC
2 October 2020**

UNCLASSIFIED

SUMMARY of CHANGE

AR 56–9

Army Intratheater Watercraft Systems

This major revision, dated 2 October 2020—

- o Changes the title to Army Intratheater Watercraft Systems (cover).
- o Updates and clarifies roles and responsibilities (chap 1, section II).
- o Adds an Armywide records-management policy (para 1–5).
- o Adds a requirement for the Maritime Qualification Division to submit a quarterly listing of military occupational specialty-qualified National Guard personnel to the Chief, National Guard Bureau (para 1–7*i*(6)(c)).
- o Addresses missing information for Soldiers needing medications and prescriptions (para 2–4*h*).
- o Allows for publications to be stored electronically on vessels (para 2–11).
- o Updates duties of all ship personnel (chap 3).
- o Clarifies the definition of a vessel master (para 3–1).
- o Clarifies that a sailing order is an official movement order document (para 4–1).
- o Clarifies that only enlisted personnel assigned to watercraft have a licensing requirement (para 5–1*b*).
- o Adds continuation of service language to general requirements prerequisites (para 5–2*a*).
- o Clarifies requirements for a warrant officer applying for certification schooling (para 5–3*a*(4)).
- o Adds eligibility requirements for marine certification renewal categories (para 5–3*e*).
- o Removes the commanders' 90-day extension for a Regular Army licensing requirement (para 5–4*a*(4)(*a*)).
- o Removes tankerman endorsement from a list of endorsements for maritime licenses (para 5–4*b*(3)).
- o Clarifies endorsement requirements for a causeway pilot license (para 5–4*b*(3)(*e*)).
- o Adds certificate requirements for noncommissioned officer underway watch officers (para 5–5*a*).
- o Adds professional military education requirements for other personnel (para 5–6*c*).
- o Adds Army mariner skill ratings (para 5–7).

Surface Transportation
Army Intratheater Watercraft Systems

By Order of the Secretary of the Army:

JAMES C. MCCONVILLE
General, United States Army
Chief of Staff

Official:


KATHLEEN S. MILLER
Administrative Assistant
to the Secretary of the Army

History. This publication is a major revision.

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 Regular 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. 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.

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 their higher headquarters to the policy proponent. Refer to AR 25–30 for specific guidance.

Army internal control process. This regulation contains internal control provisions in accordance with AR 11–2 and identifies key internal controls that must be evaluated (see 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–OPM), 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–OPM), 500 Army Pentagon, Washington, DC 20310–0500.

Committee management. AR 15–39 requires the proponent to justify establishing/continuing committee(s), coordinate draft publications, and coordinate changes in committee status with the Office of the Administrative Assistant to the Secretary of the Army, Department of the Army Committee Management Office (AARP–ZA), 9301 Chapek Road, Building 1458, Fort Belvoir, VA 22060–5527. Further, if it is determined that an established “group” identified within this regulation later takes on the characteristics of a committee as found in AR 15–39, then the proponent will follow AR 15–39 requirements for establishing and continuing the group as a committee.

Distribution. This regulation is available in electronic media only and is intended for the Regular Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve.

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Chapter 1 Introduction

Section I

General

1–1. Purpose

This regulation prescribes responsibilities for Department of the Army (DA) watercraft program planning, budgeting, and execution. It also assigns responsibilities for ocean, harbor, and inland waterway vessel operations; responsibilities and policies for determining the requirements, priorities, distribution, and operations of DA watercraft fielded under the total package fielding (TPF) process; responsibilities, policies, and procedures for qualifying Army personnel in military occupational specialties (MOSs) 88K, 88L, 880A, and 881A to skill level and vessel type. The basis for Soldier maritime qualification, training, and operational procedures is derived from the International Maritime Organization (IMO) conventions and the United States Code, as promulgated in the Code of Federal Regulations (CFR).

1–2. References and forms

See appendix A.

1–3. Explanation of abbreviations and terms

See the glossary.

1–4. Responsibilities

See section II of this chapter.

1–5. Records management (recordkeeping) requirements

The records management requirements for all record numbers, associated forms, and reports are included in the Records Retention Schedule–Army (RRS–A). Detailed information for all related record numbers, forms, and reports associated with AR 25–30 are located in RRS–A at <https://www.arims.army.mil>. If any record numbers, forms, and reports are not current, addressed, and/or published correctly in ARIMS/RRS–A, see DA Pam 25–403 for guidance.

1–6. Applicable watercraft affected

a. This regulation applies to all DA-controlled-or-leased watercraft used in operations and as directed during a logistics-over-the-shore (LOTS) operation, or in coastal, harbor, intratheater, inland waterway, and ocean operations. Tables 1–1 and 1–2 define types and classes of watercraft governed by this regulation. The Product Director, Army Watercraft Systems, U.S. Army Tank-Automotive and Armament Command (TACOM) Life Cycle Management Command (LCMC) manages the life cycle of vessels that have been fielded through the TPF process under DA guidelines.

Table 1–1
Definitions of Army watercraft-

Vessel	Definitions and descriptions
Class A–2 vessels	1. Are self-propelled and 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 waterways, and interisland operations.
	5. Support LOTS and Joint logistics over-the-shore (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 Chief of Transportation (COT).

**Table 1-1
Definitions of Army watercraft—Continued**

Class A-1 vessels	1. Are self-propelled and 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 and JLOTS operations.
	7. Have permanently assigned and embarked Army crew.
	8. Identified and designated by the COT.
Class B vessels	1. Are self-propelled, but 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.
	4. Are capable of tactical and operational support of logistical and harbor operations. Provide waterborne security, cargo, and personnel transportation; perform fireboat duties when properly equipped; and undergo inter-harbor barge movements.
	5. Support LOTS and JLOTS operations.
	6. Have permanently assigned Army crew.
	7. Are identified and designated by the COT.
Class C vessels	1. Are not self-propelled and 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:

The primary differences between class A vessels, and class B or class C vessels are as follows:

¹ Class B and C vessels are furnished personnel, administrative, supply, and organizational maintenance support.

² Coxswains and watercraft operators of class B and C vessels do not have detachment commander authority.

³ Class A vessels are commanded by a 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
Logistics support vessel (LSV) LSV 1-7 (Besson class) LSV 7-8 (Kuroda class)	Landing craft, utility (LCU)-2000		
Large tug (LT)-800	Maneuver support vessel (light) (MSV(L))	Landing craft mechanized (LCM) (all)	
		Side-loadable warping tug (SLWT)	Barge, derrick (floating crane)
		Small tug 900	

Table 1–2
Classes of Army watercraft—Continued

Class A–2	Class A–1	Class B	Class C
		Modular warping tug (MWT)	Roll-on/roll-off discharge facility (RRDF)
		Causeway ferry (CF)	Floating causeway

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.

1–7. Maritime policies

a. General.

(1) ARs 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.

(2) Watercraft policy will, to the extent feasible, conform to—

(a) Titles 33, 46, 47, and 49 Code of Federal Regulations (CFR) and incorporated references, IMO Safety of Life at Sea (SOLAS) regulations, and table 1–3.

Table 1–3
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 Chap V, Reg 19
Pyrotechnics inspection	DA Pamphlet (Pam) 742–1
Vessel watertight integrity	46 CFR 97.37–60
Steering gear test	33 CFR 164.25, 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-and-smoke detection systems inspection	46 CFR 97.15–60
Weekly	
Firefighting equipment inspection	TM 4–15.21
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

**Table 1–3
Tests, drills, and inspections—Continued**

Hydrostatic release inspection	46 CFR 199.190 and Navy S9008–LL–OMI–010
Damage-control equipment	TC 4–15.51 Chapter 17
Self-contained breathing apparatus	46 CFR 96.30–5 and Technical Manual (TM) 4–15.21
Life rafts	46 CFR 199.190 and Navy S9008–LL–OMI–010
SCR/SART	TM 4–15.21
Monthly	
Abandon ship drill	46 CFR 199.180
Emergency Position Indicator Radio Beacon	46 CFR 199.190
Exposure suit	46 CFR 199.70
Fire drill	46 CFR 199.180
Fire extinguishers, portable	46 CFR 91.25–20
Portable dewatering pump test	TM 4–15.21
Confined space entry meter calibration	TM 4–15.21
Internal combustion engine driven emergency generator test	46 CFR 97.15–30
Personal flotation device (PFD)	46 CFR 199.70
Man-overboard drill	46 CFR 185.520
Quarterly	
Line throwing apparatus	46 CFR 160.031
Semiannually	
Battery operated fire-and-smoke detection systems test	TM 4–15.21
Battery operated flashlight-and-battle-lantern test	TM 4–15.21
Batteries for emergency power-and-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	TM 4–15.21
Litter sling load certification renewal	TM 4–15.21
Annually	
Confined space entry test	TM 4–15.21
Crane load test	TM 4–15.21
Emergency escape breathing device inspection	TM 4–15.21
Firefighters ensemble inspection	TM 4–15.21
Fire hose and foam hose pressure test	TM 4–15.21
Fire main pressure test	TM 4–15.21
Fire/smoke detection systems inspection	TM 4–15.21
First aid kit inspection	TM 4–15.21
Fixed fire extinguisher inspection	46 CFR 95.05–10
Galley range fire extinguishing system certification renewal	TM 4–15.21
Ground tackle inspection	TM 4–15.21
Hazardous chemical list (HCL) inspection	TM 4–15.21
Life raft certification renewal (commercial)	TM 4–15.21

**Table 1–3
Tests, drills, and inspections—Continued**

Life raft hydrostatic release replacement and certification (commercial)	TM 4–15.21
Life ring inspection	TM 4–15.21
Load line certification renewal and inspection	TM 4–15.21
Magnetic compass deviation table renewal	TM 4–15.21
PFD	46 CFR 199.70
Pyrotechnics	TM 4–15.21
Rescue boat sling test	29 CFR 1918.62(g)
Survival craft transmitter test	TM 4–15.21

Notes:

¹ The above listed frequencies of tests, drills, and inspections (TDIs) are the minimums. Consult the CFR for additional requirements.

² References listed may vary due to updates to the current year's CFRs.

(b) The requirements of regulatory bodies governing U.S. maritime activities, where specified in this regulation.

(c) Any exceptions to table 1–3 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 Chief of Transportation (ATZF–OCT–S).

b. Environmental stewardship and water pollution.

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

(2) All Army watercraft operations will fully comply with Federal, State, and host-nation environmental laws and regulations. This includes policies under MARPOL 73/78 and the U.S. Environmental Protection Agency's Uniform National Discharge Standards for Vessels of the Armed Forces.

c. Allocation of watercraft. Watercraft will be assigned as authorized by table of organization and equipment (TOE), modified table of organization and equipment (MTOE), and tables of distribution and allowances (TDA). AR 71–32 governs submissions of TOE, MTOE, and TDA authorizations.

(1) Requests 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.

(2) Requests for allocation for Army pre-positioned stocks (APS) watercraft will be submitted per AR 710–1.

d. Use of watercraft.

(1) Watercraft must be used within their design capability per Army Techniques Publication (ATP) 4–15.

(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) Move and maneuver combat forces.

(c) Support terminal operations.

(d) Provide command and control.

(e) Support unit and individual training.

(f) 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. AR 215–1 governs operation of morale, welfare, and recreation activities.

e. Personnel.

(1) 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.

(2) 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 (NCOES) to obtain MOS qualification.

(b) Award of any maritime MOS must be supported by the appropriate level of certification. Soldiers assigned to units with vessels will license to appropriate level of certification within 6 months of assignment for Regular Army personnel and 1 year of assignment for Reserve Component (RC) personnel.

(c) All MOS 880A/881A warrant officers (WO1) or chief warrant officers two (CW2) must complete the Marine Deck Officer/Marine Engineering Officer Basic Course, be certified and licensed in MOS 880A/881A with skill qualifications identifier (SQI) 1, and meet the physical standard requirements of paragraph 5–2. Warrant officers with no fewer than 4 years of marine deck/engineering officer service will complete the A2 Certification Course for SQI 2 certification. A chief warrant officer three (CW3) must meet the WO1 or CW2 qualifications at SQI 2. A chief warrant officer four (CW4) must maintain the CW3 qualifications. A chief warrant officer five (CW5) must maintain the CW4 qualifications.

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

(4) When compliance with 1–7e 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).

(5) The chain of command will nominate a marine qualification field examiner (MQFE) or test control officer (TCO). The MQFE or 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 Chief, Maritime Qualification Division (MQD), Chief of Transportation (ATZF–OCT–S), Joint Base Langley-Eustis, with DA Form 1687 (Notice of Delegation of Authority—Receipt for Supplies). The MQFEs will be appointed on orders by the battalion commander with copies forwarded to the Chief, MQD. Only approved personnel on orders filed with MQD are eligible to administer and receive testing materials.

(b) The Chief of Transportation will provide a return letter of approval and instruction.

(6) The unit commander will designate which crewmembers will remain onboard or on station during repair or shipyard overhaul, and at least one individual will be a certified contracting officer's technical representative. RC units and Regular Army units will have the following personnel present throughout the overhaul period or request a waiver, as in paragraph 1–7a(2)(c):

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

(b) Class A–2 watercraft: Master and/or chief mate; chief engineer and/or assistant engineer.

(7) 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 and government representative. 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 do the contract work.

(c) Maintain status 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.

(8) When a vessel is habitable, crewmembers will remain onboard. 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 must be coordinated with the Government ship surveyor to prevent conflicts with contractor personnel. The contracting officer is the only person authorized to negotiate with contractor personnel.

(9) 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, as well as an Electronic Chart Display and Information System (ECDIS) 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 Communications, Electronics, and Navigation (CEN) equipment must be assigned a ship's radio authorization per AR 5–12. Operation of CEN equipment must be performed per—

(a) Allied communications publications.

(b) U.S. supplements to allied communications publications.

(c) Joint publications.

- (d) ARs.
- (e) Army field and technical manuals (TMs).
- (2) Radiotelephone stations must be operated per—
 - (a) Section 04, Part 26, Title 33, Code of Federal Regulations (Vessel Bridge-to-Bridge Radiotelephone Regulations: Use of the designated frequency) 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 TACOM LCMC.
- h. *Marine qualification board.*
 - (1) The marine qualification board (MQB) will evaluate requests or recommendations by commanders of watercraft units to downgrade, suspend, or revoke an individual’s U.S. Army Marine Certification (USAMC) or USAML. Examples that may constitute the basis for such requests or recommendations include 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 under Article 110, Uniform Code of Military Justice (UCMJ), 10 USC 902.
 - (2) The MQB is made up of five voting members appointed in writing by the COT (ATZF–OCT–S), 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 CW3 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, there must be 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.) There must also be 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 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, MQD 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 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) Periodically audit individual files, watercraft units, and vessels to ensure proper management of the maritime licensing and certification program.
 - (5) Issue registered documents and maintain a 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 Regular Army and RC personnel serving on Army watercraft, regardless of MOS, will maintain sea service records on DA Form 3068–1 (Marine Service Record) and 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), 1600 Spearhead Division Ave., Fort Knox, KY 40122–5408, and the U.S. Army Human Resources Command (AHRC–EPC–T), 1600 Spearhead Division Ave., Fort Knox, KY 40122–5408.

(b) Submit a quarterly listing of Army Reserve personnel, at each level of skill and technically certified (MOS qualified) or not certified to grade (not MOS qualified), to the Commander, Office of the Chief, Army Reserve (OCAR) (AFRC-CIE), 6075 Goethals Road, Fort Belvoir, VA 22060-5231.

(c) Submit a quarterly listing of National Guard personnel, at each level of skill and technically certified (MOS qualified) or not certified to grade (not MOS qualified), to the Chief, National Guard Bureau (ARNG-HRP), 111 South George Mason Drive, Arlington, VA 22204-1373.

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

(a) Individual Regular Army personnel.

(b) Individual mobilization augmentees.

(c) Individual Ready Reserve.

(d) Retired personnel.

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

(9) On an annual basis, 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 published in this regulation. In addition to the Chief, 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, MQD. The Maritime Policy Advisory Panel provides the recommended policy changes to the COT for approval in coordination with DCS, G-4.

(10) The 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 Chief of Transportation (ATZF-OCT-S).

(11) Initiate accident investigation process for any maritime accident or mishap that causes a vessel to stop operations at any given time (for example, grounding or collision). Vessel masters must include the Chief, MQD (usarmy.jble.cac.mbx.usatsch-mqd@mail.mil) as part of the chain of concern in the initial reporting process, per TM 4-15.21.

j. Career Sea Pay Program. Chief, MQD, Joint Base Langley-Eustis, will administer the Army Career Sea Pay Program per AR 600-88.

k. Maritime Safety Office. The MSO functions as a special staff of the COT, Joint Base Langley-Eustis, VA 23604-5113. The MSO is the primary proponent for maritime safety for the entire U.S. Army. Responsible for providing maritime safety input across the doctrine, organization, training, leader development, materiel, personnel, and facilities spectrum. The MSO will—

(1) Develop, implement, and maintain viable safety programs for the overall Army marine units engaged in all facets of high risk maritime operations, including waterway, coastal, and transoceanic operations.

(2) Conduct safety surveys to validate unit safety posture and provide technical guidance, advice, and recommendations for safety compliance.

(3) Develop and sustain maritime safety policy for the Army, which entails the interpretation of Federal and international maritime law and safety standards.

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

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

(6) Compile and maintain statistical data and safety trends on watercraft casualties, accidents, incidents, and investigations.

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

(8) 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 must be reported to this office per AR 385-10 and TM 4-15.21.

(9) Support the Commander's safety training program upon request.

1-8. Minimum manning of vessels

a. Every vessel must be manned with a 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, per 33 CFR.

(3) Proper operation and monitoring of vessel systems.

- (4) Safe vessel operation and crew protection.
- (5) Relief of watch-standers 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 before 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, firefighting, and lifesaving 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 must be manned, at a minimum, with the following percentages of the specified crew:

(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, per the approved MTOE or TDA for that specific vessel.
2. Eighty percent of the required enlisted personnel by MOS, per the approved MTOE or TDA for that specific vessel.

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

1. One hundred percent of the required warrant officers by MOS, per the approved MTOE or TDA for that specific vessel.

2. Eighty percent of the required enlisted personnel by MOS, per the approved MTOE or TDA for that specific vessel. Exceptions are that class A–2 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 approximately 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. For example, if a vessel requires four MOS 88K30/20/10 crewmembers by MTOE, $0.8 \times 4 = 3.2$, then three MOS 88K crewmembers are required. If a vessel requires seven MOS 88L30/20/10 crewmembers by MTOE, $0.8 \times 7 = 5.6$, then six MOS 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, the vessel master/coxswain will make a deliberate risk assessment by addressing, at a minimum, the six risk-assessment elements of planning, supervision, Soldier selection, Soldier endurance, mission environment, and mission-essential equipment (see AR 385–10, ATP 5–19, DA Pam 385–40 and TM 4–15.21). 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 the LSV, and LT–800 will include the 88K40 or 88L40 in calculating the 80 percent rule.

1–9. 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). Military personnel who are nonswimmers must be identified within the vessel's official logbook. Minimum standards for water survival training are contained in TC 21–21 and TC 4–15.51.

b. *Annual requirement.* All Soldiers holding MOSs indicated in paragraph 1–9a must successfully complete annual water survival training at the unit level.

1–10. Naming of vessels

a. Per AR 1–33, on behalf of the Commanding General, U.S. Army Training and Doctrine Command (CG, TRADOC), the COT (ATZF–OCT–S), Fort Lee, VA 23801 is the approval authority for naming Army vessels under the Transportation Corps Vessel Names Program except for those situations where the Assistant Secretary of the Army (Manpower & Reserve Affairs) has final approval authority.

b. A letter of instruction will be kept on file signed by the Director, Office of the Chief of Transportation (OCOT), 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, OCOT, 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.

1–11. Department of the Army forms

This regulation is the prescribing authority for the following forms:

- a. MQD issues DA Form 4309 for warrant officers after they complete DPT licensing requirements. DA Form 4309 must be displayed prominently aboard vessels where warrant officers are assigned, verifying their qualifications.
- b. MQD issues DA Form 4309–1 for all Soldiers after they complete DPT licensing requirements.
- c. MQD issues DA Form 5673 for all Soldiers after they complete MOSs 88K, 88L, 880A, and 881A certification requirements at the appropriate skill levels.

Section II

Responsibilities

1–12. Assistant Secretary of the Army (Acquisition, Logistics, and Technology)

The ASA (AL&T) will—

- a. Budget, in coordination with the DCS, G–3/5/7, for watercraft research, development, test, and evaluation (RDT&E) and acquisition.
- b. Monitor the progress of watercraft RDT&E and procurement contracts.
- c. Monitor military adaptation of commercial nondevelopmental items for watercraft.
- d. Manage modification execution, including service life extension programs and product improvement programs.
- e. Review watercraft policy, programs, and requirements for impact to the Army.
- f. Manage the execution of watercraft RDT&E and procurement contracts.

1–13. Deputy Chief of Staff, G–1

The DCS, G–1, will document and track the qualifications of soldiers receiving training provided at Army training centers and schools for the operation and maintenance of Army 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.
- c. Develop policy and procedures for qualification of Army maritime personnel.

1–14. Deputy Chief of Staff, G–3/5/7

The DCS, G–3/5/7, will—

- a. Update policies as required to ensure watercraft meet global operational requirements.
- b. Ensure appropriate distribution of watercraft assets meet operational and training requirements.
- c. Support development of necessary force-structure changes as required.
- d. Develop policy for training provided at Army training centers and schools for operating and maintaining Army watercraft.
- e. Support watercraft acquisition priorities through the Strategic Portfolio Analysis and Review (SPAR) process.
- f. Review watercraft policy and programming for their impact on DCS, G–3/5/7's areas of responsibility.

1–15. Deputy Chief of Staff, G–4

The DCS, G–4, will—

- a. Synchronize planning, policies, and programming in support of Army watercraft worldwide to maintain and sustain a ready Army.
- b. Conduct readiness reporting and analysis in support of global operations.
- c. Create, shape, and provide logistics strategies that support the Army watercraft program.
- d. Program for resources to support operations, maintenance, and sustainment activities.
- e. Monitor watercraft modernization and sustainment programs, as well as project statuses.
- f. Support watercraft acquisition priorities through the SPAR process.
- g. Ensure logistics-and-lifecycle-sustainment strategies are developed and updated as required.

- h.* Assist with planning Army objectives and coordinating with other Services or partners for LOTS and JLOTS capability.
- i.* Review watercraft priorities and requirements for impact on DCS, G-4's areas of responsibility.

1-16. Deputy Chief of Staff, G-8

The DCS, G-8 will secure funding for present and future distribution capabilities, force structure, and combat and materiel development.

1-17. Commanding General, Army Materiel Command

The CG, AMC will—

- a.* Store and sustain watercraft.
- b.* Provide technical guidance and assistance related to watercraft to military components.
- c.* Provide provisioning and TM support to all Army watercraft systems.
- d.* Budget for and execute sustainment maintenance of Regular Army watercraft worldwide and for field and sustainment maintenance of Army pre-positioned stock (APS) watercraft worldwide.
- e.* Support required watercraft supply parts in the Army inventory.
- f.* Maintain an inventory of watercraft status and supply part availability.
- g.* Maintain a load-line certification and inspection program for all Army vessels and floating cranes that meets or exceeds the requirements of the American Bureau of Shipping for vessels of similar function and service.

1-18. Commander, U.S. Army Forces Command

The Commander, FORSCOM will—

- a.* Prepare conventional Army watercraft units in the continental U.S. and serve as the Army service force provider for deployment, redeployment, and accomplishment of wartime and other assigned missions.
- b.* Provide input to TRADOC on developing policy and procedures, for training provided to U.S. Army Soldiers on operation and maintenance of Army watercraft.
- c.* Help the DCS, G-3/5/7's Force Management and Combined Arms Support Command (CASCOM) develop maritime unit structure, capabilities, and allowances suitable for implementation.
- d.* Help the COT develop and implement training programs and strategies.

1-19. Commanding General, U.S. Army Training and Doctrine Command

The CG, TRADOC will—

- a.* Conduct appropriate modeling and experimentation per TRADOC regulations as a basis for preparing or changing watercraft doctrine, organization, training, materiel, personnel, and facilities.
- b.* Develop and provide training to qualify personnel in maritime operations and watercraft maintenance, in accordance with the Standards of Training, Certification, and Watchkeeping for Seafarers.
- c.* Through the COT, will—
 - (1) Appoint an MQB when requested; the MQB will perform the functions in paragraph 1-7h.
 - (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.
 - (c)* Perform the functions indicated in paragraph 1-7j.
 - (d)* Help with the investigating, reporting, and recording of maritime accidents.
 - (e)* Support and sustain the Army Transportation Branch Marine Safety Program (Army Safety Center) and maintain an MSO to perform the functions in paragraph 1-7k.
 - (f)* Provide input on developing maritime unit structure, capabilities, and allowances.

1-20. Commanding General, Army Futures Command

The CG, AFC will—

- a.* Develop watercraft requirements, and concepts of employment.
- b.* Provide input on developing maritime platforms, unit structure and capabilities.

1-21. Commander, U.S. Army Reserve Command

The Commander, USAR will—

- a.* Provide input to TRADOC on the development of policy and procedures for training provided to USAR Soldiers on the operation and maintenance of Army watercraft.

- b.* Assist the Office of the DCS, G-3/5/7, Force Management and CASCOM develop maritime unit structures, capabilities, and allowances to implement in the USAR.
- c.* Provide input and assistance to CASCOM/TRADOC in the development of Army watercraft doctrine.
- d.* Assist the COT in developing and implementing training programs and strategies for USAR Soldiers.

1-22. Commanders, Army service component commands

These commanders are—

- a.* Responsible for submitting requests for forces (RFF) when requiring watercraft support through the RFF process.
- b.* Responsible for readiness and readiness reporting while supporting ASCC watercraft operations.
- c.* Responsible to establish and maintain life support and infrastructure for Army watercraft conducting and supporting operations in their area of responsibility.

1-23. Joint base or senior commanders

All Joint base commands or senior commands will—

- a.* Develop maintenance policies for planning, programming, constructing, and overseeing the maintenance and repair of:
 - (1) Piers.
 - (2) Wharves.
 - (3) Roll-on/roll-off discharge facilities and ramps.
 - (4) Docking facilities.
 - (5) Other watercraft facilities on Army installations.
- b.* Ensure that applicable cultural, environmental, and pollution-control laws and regulations are observed in the acquisition, construction, operation, maintenance, and disposal of watercraft facilities.

1-24. Unit and activity commanders

The unit and activity commanders will—

- a.* Ensure that DA Form 3068-1 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.
- b.* Ensure that the Soldier's qualification (certification and license) is entered in his or her official military personnel qualification record.
- c.* Ensure compliance with paragraph 1-7 of this regulation.
- d.* Comply with DA Pam 385-40 regarding all watercraft incidents or accidents.
- e.* Publish standard operating instructions on safe and efficient watercraft operations.
- f.* Process receipt of notice from CG, AMC of excess watercraft by—
 - (1) Requesting a change to the TOE, MTOE, or TDA (see AR 71-32).
 - (2) Preparing a statement of excess to authorized allowance and requesting disposal instructions from CG, AMC.
- g.* Comply with AR 750-1 and DA Pam 750-8.
- h.* Not modify watercraft without prior approval from the TACOM LCMC through either an official modification work order (MWO) or other official means.
- i.* Establish a training program supporting vessel-specific DPT licensing for maritime personnel (MOSs 88K, 88L, 880A, and 881A).
- j.* Establish a procedure to ensure standardization of vessel-specific DPT training and testing.
- k.* Ensure that each class A-1 and A-2 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.
- l.* 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 CEN equipment.

Chapter 2 Safety

2–1. General

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

a. Perform a deliberate risk assessment before (and during as conditions change) each mission or underway movement. The deliberate risk assessment must be accomplished per TM 4–15.21. If an emergency or vessel condition requires a change on DD Form 2977 (Deliberate Risk Assessment Worksheet), the vessel master (or convoy commander) will promptly report that fact to the operational commander. The operational commander will amend the sailing orders and deliberate risk assessment worksheet as appropriate. If unable to communicate with the operational commander, the master (or convoy commander) may, on his or 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, its personnel, and its 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 inherent risks. The increase in risks requires leaders to balance reasonable risks with essential mission needs. Integrating risk management into how we think is crucial to maintaining combat power and ensuring that we efficiently accomplish our mission.

b. Definition. Risk is the probability and severity of loss linked to hazard. The loss can be death, injury, property damage, or mission failure.

c. Composite risk management assessment worksheets and instructions. ATP 5–19 fully outlines risk management procedures and instructions.

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 assigned will undergo a safety survey every 3 years, conducted by the MSO, Joint Base Langley-Eustis. The triennial safety survey does not alleviate a command's responsibility per AR 385–10 to conduct annual inspections.

b. Surveys will not be conducted on watercraft in overhaul, 90 days before or after overhaul, at sea, or within the first 90 days before or after initial fielding. The purpose for the safety survey is to—

- (1) Uphold and maintain the safety posture of Army watercraft as related to readiness.
- (2) Ensure 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 first general officer in a unit's chain of command will reply to, by endorsement, the Triennial Safety Survey response memos.

d. All vessels and floating plants will be inspected at least annually for seaworthiness and safe operating condition. Periodic inspections and tests will assure that a safe operating condition is maintained. Copies of these inspections will be forwarded to the MSO at this email address: usarmy.jble.cascom.mbx.marinesafety@mail.mil. Copies of the safety survey checklist can be found on TACOM's TACOM-unique logistics support applications (TULSA) website, under Safety First (<https://tulsa.tacom.army.mil>) or upon request at the email above. Vessel safety survey training can also be obtained by contacting the MSO at the email above. Annual inspections will be conducted by qualified personnel that are licensed to grade. Qualified personnel will have:

- (1) MOSs 880A2 and 881A2 for all classes of vessels.
- (2) MOSs 88K40 and 88L40 for class B and class C vessels.

2–4. Medical

a. All Soldiers assigned to Army watercraft must successfully complete first aid and cardiopulmonary resuscitation 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. Class A–2 vessels must carry a certified emergency treatment NCO and medical supplies appropriate for routine and emergency medical treatment.

c. Class A–1 vessels operating in oceans must meet class A–2 requirements. Class A–1 vessels operating on near coastal waters must carry a certified combat lifesaver and medical supplies appropriate for emergency medical treatment. An emergency treatment NCO is required for missions deemed hazardous in nature or extended duration.

d. Class A–1 vessels operating more than 2 hours by air away from medical assistance must carry an emergency treatment NCO aboard the vessel.

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

f. All vessels must keep first aid publications onboard. All vessels, regardless of class, must have a ship’s medicine chest or first aid kit, per vessel’s basic issue items.

g. Unit commanders will coordinate with medical personnel at the brigade level or higher to determine appropriate medications to be carried aboard vessels, based on mission requirements.

h. Medications and prescriptions—

(1) Soldiers must hold a valid prescription in order to possess a controlled substance or medication.

(2) Soldiers identified to deploy on Army watercraft, who will be away from medical treatment facilities, must possess sufficient amount of the prescribed medication for the duration of the mission.

(3) If the medication restricts the Soldier from operating or maintaining machinery, the prescribing doctor must state, in writing, the Soldier is safe to operate or maintain machinery while taking the medication.

(4) If the prescribed medicine restricts the Soldier from completing MOS-related duties the command must request a medical evaluation to determine possible reclassification or medical discharge.

2–5. Global Maritime Distress and Safety System operation

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 the 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 radio detection and ranging (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 or 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 can provide 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. Electronic Chart Display and Information System operation

a. All Service members holding the MOS 88K40 and MOS 880A must hold an ECDIS endorsement on their U.S. Army Maritime License.

b. All MOS 88K30 staff sergeants desiring to become, or maintain, a noncommissioned watch officer position must complete an ECDIS course, in addition to the requirements in paragraph 5–5.

2–8. Marine accidents

a. Marine (watercraft) accident investigations, reports, and records will be completed per DA Pam 385–40 and TM 4–15.21.

(1) In addition to local accident-reporting procedures, all marine accidents and mishaps will be reported within 24 hours by any electronic means available to the MSO, Joint Base Langley–Eustis, VA 23604–5407. Notifications will be sent to this email: usarmy.jble.cascom.mbx.marinesafety@mail.mil and questions can be addressed by calling (757) 878–1327.

(2) One copy of each report will be sent to the MSO at the email address in paragraph 2–8a(1).

(3) Legal accident investigation reporting and other reports will be conducted per AR 385–10.

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 must also be made through Army command channels per paragraph 2–8a(1).

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

2–9. Tests, drills, and inspections

a. Each vessel will have a standing operating procedure (SOP) onboard that specifies tests, drills, and inspections (TDIs). Frequency of all TDIs will be per table 1–3. See table 1–3 for those that will be included in the TDIs SOP.

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

2–10. Required safety standards

The IMO requirements define the minimum standards for safety on Army watercraft, unless specifically indicated in a Department of Defense (DoD) reference.

2–11. Required publications on vessels

a. Every class A vessel will carry onboard all required publications cited in table 1–3 and table 2–1, to include a current copy of CFR Titles 33, 46, 47, and 49. Electronic copies may be carried, provided a backup copy is maintained on another computer, a compact disc, or portable mass storage device with means for display. The U.S. Coast Guard Navigational Rules of the Road and Regulations Handbook must be carried in hard copy (see app A).

Table 2–1
Safety and occupational health references aboard Army watercraft-

Key word directory	Army standard	Federal standard
Abrasive blasting	Technical Bulletin (TB) 43–0144	29 CFR 1915.34
Abrasive grinding	TB 43–0144	29 CFR 1915.134
Accident reporting	DA Pam 385–40	29 CFR 1904.39
Aids to Navigation and Notice to Mariners		46 CFR 97.05–1
Air quality:	AR 11–34	29 CFR 1915.1000
Compressed air		29 CFR 1915.131
Flammable atmospheres		29 CFR 1917.152
Oxygen deficiency		29 CFR 1910.146
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(4)	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

**Table 2-1
Safety and occupational health references aboard Army watercraft—Continued**

Key word directory	Army standard	Federal standard
For breathing		29 CFR 1910.134
Compressed gas cylinders:		29 CFR 1917.152 and 46 CFR 147.60
Firefighting operations		46 CFR 199.180
Welding		29 CFR 1915.51
Confined spaces		29 CFR 1915.11–1915.16
Cranes	TB 43–0142(4)	29 CFR 1919.27
Body swing radius guarding		29 CFR 1917.45
Deck loads		29 CFR 1918.33
Distress signal (flares, smokes, and so forth)	TM 4–15.21	46 CFR 199.60(c)
Diving operations		46 CFR 197.410
Embarkation aids		46 CFR 199.110
Exposure suits (ocean and coast wise vessels only)		46 CFR 199.273
Fire protection:		46 CFR 91.25–20
Alarms		46 CFR 95.05
FM–200 and carbon dioxide storage	TM 4–15.21 and applicable vessel TMs	46 CFR 95.15, 46 CFR 95.16
Discharge outlets		46 CFR 95.15
Fire axes		46 CFR 95.60
Portable extinguishers	TB 5–4200–200–10	46 CFR 95.50
First aid (all vessels):	TC 4–02.1	
Grounding (elect)		29 CFR 1918.68
Guarding equipment		29 CFR 1917.151
Guardrails		29 CFR 1917.112
Hatches		46 CFR 97.15–20
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 95.10–10
Flammable liquids		29 CFR 1915.36
Housekeeping:		46 CFR 97.15–10
Flammable liquids		29 CFR 1915.36
Trash		33 CFR 151.59
Walking surfaces		29 CFR 1917.12
Ignition sources and hazards:		
Dip tanks		29 CFR 1910.124
Electrical wiring		

**Table 2-1
Safety and occupational health references aboard Army watercraft—Continued**

Key word directory	Army standard	Federal standard
Flammable liquids		29 CFR 1917.152
Lamps		29 CFR 1915.93
Spray finishing		29 CFR 1910.107
Life rafts:		46 CFR 199.261
Equipment for illumination		46 CFR 111.75-16
Lifesaving equipment:		
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 1919.13
Lights:		
Search, improper use		46 CFR 97.25
Line-throwing device		46 CFR 199.70, 46 CFR 199.80
Logbooks:		
Actions required to be logged	AR 56-9 chap 6	46 CFR 97.35
Machinery guarding		46 CFR 58.01-20, 46 CFR 92.25-15
Mats and gratings		46 CFR 111.30
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	AR 385 - 10	29 CFR 1915.153
Foot (common tables of allowances supplied)	AR 385 - 10	29 CFR 1915.156
Head	AR 385 - 10	29 CFR 1915.155
Purchase of respiratory	AR 385-10	29 CFR 1915.154
Piping systems	TM 4-15.21	46 CFR 56
Radio beacon, emergency position indicating		46 CFR 199.190(e)
Report of dry dock certificate	AR 750-1	46 CFR 91.40
Rescue boat		46 CFR 199.262
Shackles	TB 43-0142	29 CFR 1917.42
Slings	TB 43-0142	29 CFR 1917.42
Solvents	TB 43-0144	
Station bills	TM 4-15.21	46 CFR.97.13
Tests, drills, and inspection	AR 56-9	46 CFR 97.15

Table 2-1
Safety and occupational health references aboard Army watercraft—Continued

Key word directory	Army standard	Federal standard
Ventilation	TB 43-0144	46 CFR 92.15
Potable water	TB 43-0153	21 CFR parts 1240 and 1250
Whistling prohibited		46 CFR 97.20

b. Every unit with assigned class B or C vessels will maintain the publications cited in tables 1-3 and 2-1. These publications may be maintained in a digital or print format.

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

2-12. 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 must take proper protective measures while working with hazards aboard the vessel, per 29 CFR 1910.1200.

b. *Safety data sheets.* These documents 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, along with a current inventory of all products by location and type. All safety data sheets must conform to the new Globally Harmonized System, as of June 2016.

c. *Labels.* All containers of hazardous chemicals must 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.* Per AR 385-10, this training is done at the unit level by the unit hazardous material coordinators and area environmental coordinators.

2-13. 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 Agency. This guidance provides safety and procedural requirements for lifting and lashing vehicles, vessels, and other cargo aboard Army watercraft. Vessel masters and coxswains—

(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 must also be conducted periodically when underway.

(3) Inspect the lashing and stowage of cargo aboard barges before being towed. Inspections must also be conducted periodically when underway.

c. If there is a discrepancy, 29 CFR 1915, 1917, 1918, and 1919 take precedence over TB 43-0142, regarding the requirements for safety inspections, and testing, of lifting devices in maritime application.

2-14. Watertight doors integrity

a. All watertight doors in subdivision bulkheads and sea chest valves will be kept properly closed during:

(1) Navigation, except when necessarily opened for working of the vessel. In such cases, they must always be ready to be closed immediately.

(2) Periods when the vessel is unmanned.

b. All watertight doors must be labeled on both sides with the words "KEEP DOOR CLOSED." The lettering height of the label will not be less than 1 inch.

Chapter 3

Duties of Ship Personnel

3-1. Vessel master

Vessel masters with an announcement of assumption of command memorandum, in accordance with AR 600-20, are commanders of detached units. They are responsible for the unit's readiness and take full orders from the chain of command. Vessel masters (or coxswains) of vessels not detached have command authority while directly involved in

vessel underway operations. At all times, the vessel master (or coxswain) is responsible for crew training, vessel safety, operation, maintenance, navigation, and environmental stewardship. The vessel master (or coxswain) will ensure each person performing ships duties are qualified to perform those duties as directed. The vessel master (or coxswain) ensures that:

- a. Assigned missions are executed.
- b. The vessel is:
 - (1) Operated efficiently, safely, and economically.
 - (2) Properly maintained and clean.
 - (3) Prepared to depart at the scheduled time.
 - (4) Properly supplied with all appropriate classes of supplies to accomplish the assigned mission and is replenished as required.
 - (5) Seaworthy, properly crewed, and fitted to—
 - (a) Accomplish the assigned mission.
 - (b) Manage fires, emergencies, and adverse weather.
 - (6) 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.
 - (7) 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.
- c. There is strict compliance with ARs and special orders on vessel operations, as well as Federal and environmental laws.
- d. Safety is enforced, by—
 - (1) Ensuring that written procedures are established and posted for relief of all watches.
 - (2) Considering the local conditions and deciding whether to—
 - (a) Enter or leave port or anchorage.
 - (b) Navigate in hazardous waters.
 - (c) Beach or retract the vessel to or from floating or shore facilities and beaches.
 - (d) Deploy cargo ramps 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 TM 4–15.21 are followed.
 - (4) Supervising movement of the vessel to or from its berth.
 - (5) Ensuring that CEN, lifesaving, and emergency equipment are in good working order.
 - (6) Consulting with a medical officer or other authority in case of contagious illness onboard.
 - (7) Maintaining a safe and moderate speed when watercraft is—
 - (a) Navigating narrow channels, or in crowded or restricted waters.
 - (b) Passing tows or deep-laden small craft.
 - (c) Traveling under limited visibility or other adverse conditions.
 - (8) Ensuring that—
 - (a) The gyro-compass system, remote-heading-magnetic sensor, magnetic compasses, radar, radios, 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 errors are entered in the logbook.
 - (e) Bridge and engine room clocks are synchronized and entered in the logbook.
 - (f) Publications and equipment required for the safe navigation of the vessel are onboard and properly maintained.

(g) A route weather service is subscribed to, and used 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 posted in the pilothouse.

e. Records are maintained as follows:

(1) With 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 that may have affected the navigation of the vessel must be recorded in detail, such as influence of current and winds. The master will promptly report such occurrences to his or her chain of command.

(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 presail 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.

f. Individuals are maintained as follows:

(1) The crew and passengers conduct themselves properly.

(2) The officers and crew are properly uniformed and all personnel onboard 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 per the pre-stow plan.

(6) The vessel has proper trim and stability.

(7) Personnel and cargo accepted onboard are properly documented, secured, and protected.

(8) Sufficient rations or ration funds for crew and passengers for the entire voyage are onboard and properly stowed and secured.

(9) Sufficient emergency rations are aboard appropriate to mission or voyage duration.

g. The first mate is instructed on the care of the vessel and ship business to be conducted when the master is absent.

h. Current station bill and muster lists are posted.

i. Cargo pre-stow plans are approved prior to loading cargo.

j. There is proper accountability for vessel property, per AR 710–2.

k. That a vessel security plan is in place that meets the local area commander's force-protection-condition requirements, and ensure that the crew is properly trained and resourced to carry out all required antiterrorism-force-protection measures.

l. That a comprehensive shipboard security plan is in place.

m. That a shipboard security officer is appointed.

3–2. First mate

The first mate holds an A–2 license and marine certification, 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, acts as assistant to the master, and assumes responsibility for the vessel in the absence of the master, first mate, and second mate. 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 1–7 of this regulation.
- d.* Exercise immediate control over all persons connected with the engine department. He or she will ensure that training, discipline, and efficiency are maintained and that master’s orders 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, AR 710–2, and local command directives.
- h.* Sustain materiel in an operational status by restoring it to a serviceable condition per applicable TM–10 and TM–20 series maintenance standards or upgrading its functional usefulness through approved field level MWO.
- i.* 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, within the appropriate TM and policies in AR 750–1. Ensure that all maintenance and supply request actions are tracked in the approved system of record as dictated in DA Pam 750–8.
- j.* Transfer fuels or water for ballast as directed by the master, and ensure that any fuel, ballast, or oil transfers are recorded in the oil record book as required by 33 CFR 151.25.
- k.* Ensure that the engine signals from the bridge are properly answered and performed.
- l.* Report defects that affect the operational readiness to the master.
- m.* Ensure that unauthorized personnel do not enter the engine room.
- n.* Promptly report to the bridge watch officer all machinery casualties or problems that may have an adverse effect on the vessels handling.
- o.* Maintain Watercraft Information Reporting System (WIRS) data collection for configuration control, per TB 55–1900–205–24.
- p.* Report any violation of the regulations governing the engine department to the master.
- q.* Maintain a record of machinery history.
- r.* Maintain an accurate list of onboard spares.
- s.* Ensure all maintenance tasks, work orders, and supply actions are tracked in the Army-approved Accountable Property System of Record, per AR 710–2, AR 735–5, and AR 750–1.

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. Specifically, the first assistant engineer will—

- a.* Ensure that the chief engineer’s orders are obeyed.

- b. Supervise the engine department, including personnel training, safety, maintenance, and general ship's 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 absence of the chief engineer and first assistant engineer. Specifically, the second assistant engineer—

- a. Ensures that the chief engineer's orders are obeyed.
- b. Supervises maintenance of the auxiliary, direct-current, alternate-current, and emergency generator; bow-thruster; rescue boat; and hydraulic equipment. Additionally, supervise personnel training, safety, and general ship's business as required.
- c. Notifies 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 absence of the chief engineer, the first assistant engineer, and the second assistant engineer. Specifically, the third assistant engineer—

- a. Ensures that the chief engineer's orders are obeyed.
- b. Conducts duties as the vessel's property book officer, supply-and-voyage-fund officer, and manages all supply functions, inventories, and maintenance tracking for the vessel. Under the direction of the chief engineer, the third assistant engineer supervises the ordering and tracking of all classes of supply.
- c. Notifies 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—

- a. Ensures that the master's orders are obeyed.
- b. Supervises the deck department, including personnel training, safety, maintenance, cargo operations, and general ship's business.
- c. Navigates the vessel during appropriate watches, maintains the prescribed course and deviates only to avoid danger.
- d. Notifies the master of unusual circumstances.

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. Specifically, the enlisted assistant engineer—

- a. Ensures that the chief engineer's orders are obeyed.
- b. Supervises the engine department, including personnel training, safety, maintenance, and general ship's business.
- c. Notifies 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 oversee the direct performance of either deck or engine vessel 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) On the vessel's bridge at all times until properly relieved.
 - (2) The master's representative. His or her primary responsibility is the safe navigation of the vessel.
- b. The underway watch officer (engineering operations) is:
 - (1) In the vessel's machinery spaces at all times until properly relieved.
 - (2) The chief engineer's representative. His or her primary responsibility is the safe and efficient operation of the vessel's machinery.

3-12. Watercraft noncommissioned officer (boatswain)

- a. The watercraft NCO (boatswain)—

- (1) Reports operational conditions of all deck machinery and equipment.
- (2) Maintains the deck gear.
- (3) Oversees conduct, discipline, direct supervision, and assistance of deck personnel.
- b. The boatswain ensures 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.

3–13. Senior marine engineer

The enlisted senior marine engineer holds an 88L30 license and marine certification, reports to the assistant engineer, and performs his or her duties in their absence as directed.

3–14. Watercraft operator (leading seaman)

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

3–15. Junior marine engineer

The enlisted junior marine engineer holds an 88L20 license and marine certification, reports to the assistant engineer, and performs his or 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. This NCO:

- a. Records all medical emergencies and the emergency medical care of all crew and passengers aboard the assigned vessel. These duties include—
 - (1) Providing emergency treatment of injuries.
 - (2) Performing cardiopulmonary resuscitation.
 - (3) Ensuring the recommended surgical equipment, instruments, and supplies are maintained onboard.
 - (4) Remaining familiar with procedures for preventing and controlling shipboard and communicable diseases.
- b. Remains familiar with decision procedures (medical advice by radio).
- c. Is qualified in MOS 68W20.
- d. Immediately informs the master of all medical emergencies and the treatment administered.
- e. Maintains all medical and surgical equipment.

Note. All emergency care personnel are familiar with emergency-station-bill procedures and force-protection measures, and they perform additional shipboard duties as directed.

3–17. Culinary noncommissioned officer and culinary specialist

- a. Culinary personnel are responsible to the master's designated food service officer, to prepare and serve meals.
- b. The culinary NCO operates the vessel's dining facility (galley).
 - (1) All culinary specialists work under the direct supervision of the senior culinary NCO.
 - (a) Ensure food handlers comply with regulations regarding personal hygiene.
 - (b) Prepare requests for rations, coordinating ration delivery with the port stewards or ship's chandlers, and prepare menus.
 - (c) Ensure the dining facility (galley), food prep, storage, mess, and service areas are clean and sanitary to include stoves, refrigerators, and associated equipment.
 - (2) All culinary personnel are familiar with emergency-station-bill procedures and force-protection measures.
 - (3) Culinary personnel will perform additional shipboard duties as directed.

3–18. Radio operator

- a. The radio operator must hold MOS 25U or another Signal Corps MOS with similar skills.
- b. The radio operator is under direct supervision of the master. He or she is responsible for transmitting, receiving, and recording all radio messages and traffic. The radio operator—
 - (1) Is familiar with classified, for official use only, unclassified, and unclassified commercial communications systems.
 - (2) Is familiar with emergency station bill procedures and force-protection measures.

- (3) Performs additional shipboard duties as directed.
- (4) Is familiar with cybersecurity policies, per AR 25–2 and local cybersecurity policies.

3–19. Crane operator

The crane operator (88H MOS) is assigned to a floating crane and is under the direct supervision of the chief engineer (crane master) for all assigned duties.

3–20. Seaman

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

3–21. 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 and serves as the official Movement Order for the vessel and crew. 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 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, a presail checklist, risk assessment, and a crew-and-passenger list.

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

- (1) Memorandum cover sheet.
- (2) DD Form 2977 as per ATP 5–19.
- (3) Voyage plan.
- (4) Either class A or class B vessel presail 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 or her 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 Maritime Qualification Division website at <http://www.transportation.army.mil/maritime/mqd.html>.

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 reviews and approves requisitions for the vessel.

d. All purchases are accountable to policies in AR 710–2.

4–3. Conduct

a. Shipboard customs and courtesies contained in TC 4–15.51 are observed aboard all watercraft.

- b. While on lookout duty, members of the crew do not engage in any activity not directly connected with lookout duty.
- c. No intoxicating beverages or dangerous drugs (see AR 600–85) are brought or used onboard by any officer, crew member, or passenger unless prescribed for medication by competent medical personnel.
- d. The senior military passenger onboard 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 (MOSs 880A and 881A) must be certified per paragraph 1–7e(2)(c) of this regulation.
- b. Enlisted personnel (MOSs 88K and 88L) are MOS-qualified only when certified to or above grade and have completed the appropriate NCOES courses, or received equivalent credit, per AR 350–1. Only those enlisted personnel assigned to watercraft must be licensed. Soldiers assigned to MTOE units with vessels must license to appropriate grade within 6 months of assignment for the Regular 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 and for continuation of service within the maritime watercraft field (to hold MOSs 88K, 88L, 880A, or 881A), the applicant must—
 - (1) Have the recommendation of his or her commander or civilian supervisor indicating:
 - (a) Demonstrate satisfactory performance at his or her current level.
 - (b) Demonstrate 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 MOSs 88K, 88L, 880A, and 881A, to support DA Form 7434 (Application for United States Army Marine Certification):
 - (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:
 - (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, per 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 will be used to apply for Army marine certification. RC personnel may submit equivalent documentation from a qualified civilian medical specialist if a military physician, or Army Medical Corp/Medical Service person, is not readily available.

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.
 - (2) Pass an appropriate MTE.
 - (3) Comply with requirements in AR 135–100, if a warrant officer applicant for certification to MOSs 880A1 and 881A1 levels.
 - (4) If a warrant officer applicant for certification to MOSs 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. Warrant officers are required to attend an official Army school proponent training. 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 to challenge the MTE for the next higher level.

d. Initial, renewal, or upgrade procedures.

(1) To receive initial, renewal, or upgraded certification the individual must—

(a) Apply to the Chief of Transportation (ATZF-OCT-S) using DA Form 7434, fully completed and signed by the applicant, a verifying medical official, and the applicant's commander.

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

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

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

(e) Possess a valid marine radar observer certificate if renewing at or upgrading to MOSs 88K40, 880A1, and 880A2 levels.

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

(3) Soldiers seeking entry into career management field 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. Eligibility requirements. Eligibility requirements for renewal are separated into two categories:

(1) Current certification or those expired less than 180 days:

(a) Soldiers may apply for renewal up to 6 months before their marine certification expires. A 180-day grace period beyond the expiration date of the original 5-year license is given, but Soldiers cannot operate under the authority of their certification during this grace period. Once a certification has expired, it is no longer valid. However, MQD will consider waivers on a case-by-case basis, which are presented in writing, and signed by the first O-6 in the chain of command.

(b) Personnel in this category will take an open-book examination unless they have recency, defined as having 90 or more days assigned to a vessel in the last 5 years. If a Soldier has recency, the Soldier will submit a DA Form 7434 and a new certification and license will be issued.

(2) Certification expired more than 180 days:

(a) Warrant officers and enlisted Soldiers who have allowed their certification to expire beyond the 180-day grace period must submit their application for recertification through the first O-6 in their chain of command. They must also meet the current U.S. Army Transportation School requirements for the requested level of certification, which includes taking a complete, closed-book MTE for the level of expired certification.

(b) Those failing to renew their certification after two attempts will be reported to their commander for appropriate administrative action.

(3) Individuals in the grade of CW5 and E-8/E-9 who have more than 7 years of sea service are not required to show recency to renew their USAML within 180 days of expiration.

f. 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 or vessel masters are responsible for requesting, with supporting documentation, suspension or revocation of USAMCs. Requests must be forwarded, through channels, to the Chief of Transportation (ATZF-OCT-S), Joint Base Langley-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 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 DPT. 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 MOSs 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.
- (4) Progress through each skill level one level at a time—

(a) Regular Army personnel must complete this requirement within 90 days of assignment to a position requiring a USAML.

(b) RC personnel, regardless of status, must complete this requirement within 180 days. Commanders may grant an additional 180 days (for each level of licensing required).

(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 Marine Qualifications Division, Joint Base Langley–Eustis, VA 23604–5407, for issuance of an original license.

(e) Commanders may take into account personnel that have to complete multiple levels of licensing for a specific platform. Additional time may be granted.

b. Types of licenses. The annotations listed below will be recorded on the face of the USAML. The type of vessels for which an individual has qualified and necessary endorsements will be noted on the reverse side of the USAML. If a Soldier cannot swim, the word “NONSWIMMER” will be noted on the reverse side of the USAML.

(1) Annotations for deck department are:

(a) Seaman (MOS 88K10).

(b) Watercraft operator of class B and C vessels (MOS 88K20).

(c) Watercraft NCO/boatswain (MOS 88K30).

(d) Mate of class A–1 freight and towing vessels upon near coastal and inland waters, radar observer (MOS 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 (MOS 880A1).

(f) Master of class A–2 unlimited motor vessels upon oceans, radar observer (MOS 880A2).

(2) Annotations for the Engine Department are:

(a) Engineman (MOS 88L10).

(b) Junior marine engineman (MOS 88L20).

(c) Senior marine engineer (MOS 88L30).

(d) Assistant engineer of class A–1 motor vessels (MOS 88L40).

(e) Chief engineer of class A–1 motor vessels; assistant engineer of class A–2 unlimited motor vessels (MOS 881A1).

(f) Chief engineer of class A–2 unlimited motor vessels (MOS 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 MOS 880A/881A Warrant Officer Advance Course.

2. Complete marine safety inspector classes.
3. Have either an MOS 880A2 or MOS 881A2 maritime certification.
4. Hold one of the following assignments: harbormaster of a harbormaster operations detachment, vessel master of a class A-2 vessel, marine maintenance officer (battalion or higher command level), or chief engineer of a class A-2 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 (see app A).
 - (c) The marine inspector/port engineer must have the 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 causeway pilot must hold a valid USAML-annotated watercraft NCO/boatswain (or higher) document, complete the DPT for CF or SLWT/MWT, and complete the DPT for 88K20 RRDF and 88K20 floating causeway.
 - (f) The GMDSS operator must complete a U.S. 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 or she is to examine and have been licensed on that class of vessel for a minimum of 12 months.
 - (4) USAMLs must be completed in a progressive and sequential manner.
- 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 one year after a Soldier's departure from the vessel or expiration of the USAMC.
 - (2) Soldiers not assigned to a position for which are licensed during the previous 12 months must complete revalidation at the unit of assignment by completing DPT-designated tasks.
- 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 or vessel masters are responsible for requesting, with supporting documentation, suspension, or revocation of USAMLs. Requests for suspension or revocation must be forwarded, through channels, to the Chief of Transportation (ATZF-OCT-S), Joint Base Langley-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 if there is cause for suspension or revocation.
 - (4) Other documented evidence might include 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 E-6 (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 or her responsibility, as stated in this regulation. 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 the following certificates: radar observer, GMDSS, ECDIS, and ARPA.
- 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), MQD, Joint Base Langley-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 MOS 88L) NCOs must complete the tasks contained on the 40-level DPT before the vessel master issues 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 5-2b.
- b. Submit documented evidence of maritime experience to the MQD for evaluation.
- c. Meet obligations required for completion of professional military education for U.S. Army personnel as outlined in DA Pam 600-3. Equations will be limited to 20 level certification for MOSs 88K and 88L and limited to A1 certification for MOSs 880A and 881A.

5-7. Army mariner skill ratings

a. Mariner skill ratings are awarded to members of the Regular Army, Army National Guard, and USAR for meeting the designated criteria for Soldiers within the MOSs of 88K, 88L, 880A, and 881A. The designated criteria are as follows:

- (1) Meet physical standards in subparagraph 5-2b.
 - (2) Soldiers must be currently certified to grade and licensed to grade (with appropriate endorsements).
 - (3) Within standards of AR 600-9 (with current Army physical fitness test data).
 - (4) Qualified on assigned weapon.
- b. The skill level ratings for Army mariners are:
- (1) Army mariner: E1-E6/WO1-CW2 (1-5 years of Army sea time).
 - (2) Senior Army mariner: E7-E9/CW3-CW5 (5-10 years of Army sea time).
 - (3) Master Army mariner: E7-E9/CW3-CW5 (10 years or more of Army sea time).
- c. Unit commanders will submit DA Form 4187 (Personnel Action) for Soldiers who meet criteria standards to Chief, MQD for validation.
- d. The COT will provide the management and oversight of the program.

Chapter 6 Logbooks

6-1. Requirements

a. Official vessel logbooks and records required by this regulation will provide a permanent legal record of the following:

- (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 per paragraph 6-3g(1) 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) 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.

(3) Class C vessels designated as fuel barges must use DA Form 5273 instead of DA Forms 4640 and 4993.

(4) Marine logbooks for class C vessels designated as barges, nonpowered floating platforms, FC piers, and RRDFs are not required.

(5) Logbooks will be prepared per instructions in this regulation, DA Pam 750–8, and the logbook itself. The local command may require additional entries (see table 1–3).

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 reference table 2–1:

- (1) Fire and boat drills.
- (2) Steering gear, whistle, and means of communication.
- (3) Drafts and load-line markings.
- (4) Hatches and watertight doors.
- (5) Line throwing appliances.
- (6) Emergency lighting and power systems.
- (7) Electric power operated lifeboat-and-life raft winches.
- (8) Fuel oil data.
- (9) Cargo gear inspections.

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. 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. DA Form 4993. Follow the procedure established for DA Form 4640. 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 an incorrect entry voids that 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. Regular Army vessels must use the required logbook. Logbooks will be used for only 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 used 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 use, 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 per 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 per paragraph 6–3g(1).

(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, notify the Litigation Division (JALS–LT), U.S. Army Legal Services Agency, 9275 Gunston Road, Fort Belvoir, VA 22060.. 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).

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. Per 33 CFR 151.25, all class A vessels of 400 gross tons or more and fuel barges will have onboard 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 onboard 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 per 47 CFR 80.401:

a. Bridge-to-bridge communication. For vessels equipped with bridge-to-bridge, very high frequency-frequency (VHF–FM) modulation 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, low frequency, and communications satellite 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 that 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 the international silent period was observed.

d. Retention and disposition of radio and 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

Unless otherwise indicated, publications are available on the Army Publishing Directorate website at <https://armypubs.army.mil>.

AR 5–12

Army Use of the Electromagnetic Spectrum (Cited in para 1–7g(1).)

AR 25–2

Army Cybersecurity (Cited in para 3–18b(4).)

AR 71–32

Force Development and Documentation Consolidated Policies (Cited in para 1–7c.)

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 para 1–7k(8).)

AR 600–20

Army Command Policy (Cited in para 3–1.)

AR 614–200

Enlisted Assignments and Utilization Management (Cited in para 5–3f(5).)

AR 710–1

Centralized Inventory Management of the Army Supply System (Cited in para 1–7c(2).)

AR 710–2

Supply Policy Below the National Level (Cited in para 3–1j.)

AR 750–1

Army Materiel Maintenance Policy (Cited in para 1–24g.)

ATP 4–15

Army Watercraft Operations (Cited in para 1–7d(1).)

DA Pam 40–501

Army Hearing Program (Cited in table 2–1.)

DA Pam 385–40

Army Accident Investigations and Reporting (Cited in para 1–8d.)

DA Pam 611–21

Military Occupational Classification and Structure (Cited in para 1–7e(2)(a).)

DA Pam 750–8

The Army Maintenance Management System (TAMMS) Users Manual (Cited in para 1–24g.)

TB 43–0142

Safety Inspection and Testing of Lifting Devices (Cited in table 2–1.)

TB 43–0144

Painting of Watercraft (Cited in table 2–1.)

TB 43–0153

Water Supply Afloat (Cited in table 2–1.)

TB 55–1900–205–24

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

TC 4–15.51

Marine Crewman’s Handbook (Cited in para 1–9a.)

TC 21–21

Water Survival Training (Cited in para 1–9a.)

TM 4–15.21

Army Watercraft Safety (Cited in table 1–3.)

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. Unless otherwise indicated, publications are available on the Army Publishing Directorate website at <https://armypubs.army.mil>. DoD publications are available at <https://www.esd.whs.mil/>. The CFR and Uniform Code of Military Justice are available at <https://govinfo.gov/>.

AR 1–33

The Army Memorial Program

AR 11–2

Managers’ Internal Control Program

AR 11–34

The Army Respiratory Protection Program

AR 15–1

Department of the Army Federal Advisory Committee Management Program

AR 15–39

Department of the Army Intergovernmental and Intragovernmental Committee Management Program

AR 25–30

Army Publishing Program

AR 25–400–2

The Army Records Information Management System (ARIMS)

AR 40–5

Army Public Health Program

AR 40–501

Standards of Medical Fitness

AR 215–1

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

AR 350–1

Army Training and Leader Development

AR 600–9

The Army Body Composition Program

AR 600–25

Salutes, Honors, and Courtesy

AR 600–85

The Army Substance Abuse Program

AR 600–88

Sea Duty

AR 735–5

Property Accountability Policies

21 CFR Part 1240

Control of communicable diseases

21 CFR Part 1250

Interstate conveyance sanitation

29 CFR

Labor

33 CFR

Navigation and navigable waters

33 CFR 26.04

Vessel Bridge-to-Bridge Radiotelephone Regulations: Use of the designated frequency

46 CFR

Shipping

47 CFR

Telecommunication

49 CFR

Transportation

DA Pam 25–403

Guide to Recordkeeping in the Army

DA Pam 350–38

Standards in Weapons Training

DA Pam 600–3

Officer Professional Development and Career Management

DA Pam 742–1

Ammunition Surveillance Procedures

Environmental Protection Agency’s UNDS

Uniform National Discharge Standards (UNDS) for Vessels of the Armed Forces (Available at <https://www.epa.gov/vessels-marinas-and-ports/uniform-national-discharge-standards-unds-vessels-armed-forces/>.)

JP 4–01.6

Joint Logistics Over-the-Shore (Available at <https://www.jcs.mil/>.)

MARPOL 73/78

International Convention for the Prevention of Pollution from Ships (Available from <https://www.dco.uscg.mil/>.)

NVIC 7–89

Maneuvering Information (Available at <http://www.dco.uscg.mil/>.)

SOLAS Regulations

Safety of Life at Sea Regulations (Available at <http://www.imo.org/>.)

SOLAS Regulations – Standards

Standards of Training, Certification, and Watchkeeping for Seafarers, 1978 (Available at <http://www.imo.org/>.)

TB 5–4200–200–10

Hand Portable Fire Extinguishers Approved for Army Users

TC 4–02.1

First Aid

TM 55–500

Watercraft Equipment Characteristics and Data

Article 110, UCMJ, 10 USC 902

Improper hazarding of vessel or aircraft

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

U.S. Army watercraft survey guide (Available from the Transportation Branch, MSO (ATZF–OCT–S), Joint Base Langley-Eustis, VA 23604–5407.)

USCG Navigation Rules and Regulation Handbook

Rules of the Road (Available through normal supply channels, National Stock No. 7644015310779, NGA Ref. No. CDPUBQTLTY. For further information, contact the Defense Logistics Agency at 800-826-0342 or 804-279-6500; DSN 695-6500; fax 804-279-6524.)

Section III

Prescribed Forms

Unless otherwise indicated, the following forms are available on the Army Publishing Directorate website (<https://armypubs.army.mil>) and DD forms are available on the Executive Services Directorate website (<https://www.esd.whs.mil/directives/forms>).

CG-4602A

Oil Record Book for Oil Ships (Prescribed in para 6-4a.) (Available at <https://www.deo.uscg.mil> or through Coast Guard Engineering Logistics Center, 2401 Hawkins Point Road, Baltimore, MD 21226; Stock No. 7530-01-GF3-0660.)

DA Form 4309

United States Army Marine License (Wall) (Prescribed in para 1-7i(5)(b).) (Available from the U.S. Army Transportation School (ATSP-OCT), Joint Base Langley-Eustis, VA 23604-5000.)

DA Form 4309-1

United States Army Marine License (Pocket) (Prescribed in para 1-7i(5)(c).) (Available from the U.S. Army Transportation School (ATSP-OCT), Joint Base Langley-Eustis, VA 23604-5000.)

DA Form 4640

Harbor Boat Deck Department Log for Class A and B Vessels (Prescribed in para 6-2a(1).) (Available through normal publications supply channels.)

DA Form 4993

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

DA Form 5073

Magnetic Compass Deviation Table (Prescribed in para 3-1d(8)(b).)

DA Form 5273

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

DA Form 5673

United States Army Marine Certificate (Prescribed in para 1-7i(5)(a).) (Available from S & I, USA Transportation School (ATSP-OCT), Joint Base Langley-Eustis, VA 23604.)

DA Form 7434

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

Section IV

Referenced Forms

DA Form 11-2

Internal Control Evaluation Certification

DA Form 1687

Notice of Delegation of Authority-Receipt for Supplies

DA Form 2028

Recommended changes to publications and blank forms

DD Form 2977

Deliberate Risk Assessment Worksheet

DA Form 3068-1

Marine Service Record

DA Form 3349
Physical Profile

DA Form 4187
Personnel Action

DD Form 200
Financial Liability Investigation of Property Loss

Appendix B

Internal 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 evaluate 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 internal controls (for example, document analysis, direct observation, or simulation). Answers which indicated deficiencies must be explained and corrective action indicated in supporting documentation. These internal 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 (Internal Control Evaluation Certification Statement).

B–4. Test questions

- a.* Are all Soldiers licensed and certified to grade before getting underway?
- b.* Have all Soldiers assigned onboard completed annual water survival training?
- c.* Have Soldiers who cannot swim been identified?
- d.* Has the proper risk-management assessment been identified and control measures put in place before getting underway?
- e.* Has a safety survey been performed by the marine safety specialist within the last 3 years?
- f.* Has an annual safety assessment been conducted at the unit level?

B–5. Supersession

This evaluation replaces the evaluation for the systematic identification, maintenance, and retention of Army marine qualification and certification previously published in AR 56-9, dated 17 March 2010.

B–6. Comments

Help make this a better tool for evaluating management controls by submitting 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

AFC

Army Futures Command

AMC

Army Materiel Command

APS

Army pre-positioned stocks

AR

Army regulation

ARPA

automatic radar plotting aid

ATP

Army techniques publication

CASCOM

Combined Arms Support Command

CEN

Communications, Electronics, and Navigation

CF

causeway ferry

CFR

Code of Federal Regulations

CG

commanding general

COT

Chief of Transportation

CW2

chief warrant officer two

CW3

chief warrant officer three

CW4

chief warrant officer four

CW5

chief warrant officer five

DA

Department of the Army

DCS

Deputy Chief of Staff

DoD

Department of Defense

DPT

duty performance test

ECDIS

Electronic Chart Display and Information System

FM
field manual

GMDSS
Global Maritime Distress and Safety System

HCL
hazardous chemical list

IMO
International Maritime Organization

JLOTS
Joint logistics over-the-shore

LCM
landing craft mechanized

LCMC
Life Cycle Management Command

LCU
landing craft, utility

LOTS
logistics-over-the-shore

LSV
logistics support vessel

LT
large tug

MOS
military occupational specialty

MQB
marine qualification board

MQD
Maritime Qualification Division

MQFE
marine qualification field examiner

MSE
maritime standardization examiner

MSO
Maritime Safety Office

MSV(L)
maneuver support vessel (light)

MTE
Marine Technical Examination

MTOE
modified table of organization and equipment

MWO
modification work order

MWT
modular warping tug

NCO
noncommissioned officer

NCOES
Noncommissioned Officer Education System

NVIC
navigation and inspection circular number

OCAR
Office of the Chief, Army Reserve

OCOT
Office of the Chief of Transportation

Pam
pamphlet

PFD
personal flotation device

RADAR
radio detection and ranging

RC
Reserve Component

RDT&E
research, development, test, and evaluation

RFF
request for forces

RRDF
roll-on/roll-off discharge facility

RRS–A
Records Retention Schedule–Army

SailOrd
sailing orders

SART
Search and Rescue Transponder

SCR
Survival Craft Radio

SLWT
side-loadable warping tug

SOLAS
safety of life at sea

SOP
standing operating procedure

SPAR
strategic portfolio analysis and review

SQI
skill qualifications identifier

TACOM
Tank-Automotive and Armament Command

TB
technical bulletin

TC

training circular

TCO

test control officer

TDA

tables of distribution and allowances

TDI

test drills and inspection

TM

technical manual

TOE

table of organization and equipment

TPF

total package fielding

TRADOC

Training and Doctrine Command

TULSA

TACOM-unique logistics support applications

UCMJ

Uniform Code of Military Justice

USAMC

U.S. Army Marine Certification

USAML

U.S. Army Marine License

USAR

U.S. Army Reserve

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 non-self-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.

Inland waters

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

International Maritime Organization

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

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

The loading and unloading of ships without the benefit of deep-draft-capable, fixed-port facilities or a means of moving forces closer to tactical assembly areas dependent on threat force capabilities. Also called LOTS operations as defined in JP 4–01.6.

Marine qualification board

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

Marine Qualification Division

A supporting element for the COT and the MQB.

Marine service record

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

Maritime mishap

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

Maritime personnel

Any person certified as written in this AR.

Maritime qualification field examiner

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

Maritime technical examination

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.

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

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 senior 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. Also, 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 ease the movement of vehicles between the ship and LSV, LCU, and causeway type watercraft.

Safety data sheet

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

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 watch keeping 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 with MOSs 88K, 88L, 880A, and 881A who have demonstrated their knowledge of common maritime tasks by passing the appropriate MTE (MOS qualified).

Test control officer

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

U.S. Army Marine License

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; DA Form 4309-1).

Underway

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

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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