



REALIZE YOUR POTENTIAL:

**ABLE SEAFARER
TO MATE PROGRAM**

MITAGS-PMI



MARITIME INSTITUTE OF TECHNOLOGY & GRADUATE STUDIES / PACIFIC MARITIME INSTITUTE

www.mitags-pmi.org

Able Seafarer to Mate

Able Seafarer Deck to STCW95 Officer In Charge of a Navigation Watch



The U.S. Coast Guard National Maritime Center (NMC) amended its policies for upgrading from Able Seafarer (Deck) to STCW95 Officer in Charge of a Navigation Watch (OICNW). On July 1, 2011, NMC cancelled Policy Letters 01-02 and 16-02. These were replaced with CG-543-11-07. This letter provides guidance for mariners seeking the following licenses and certificates.

- Third mate oceans / near coastal, any gross tons and OICNW.
- Second mate oceans / near coastal, and OICNW.
- Mate OSV, and OICNW.

What Changed?

The Coast Guard will, in addition to approved training courses, accept properly completed assessments in selected subject areas as evidence that the required education and training has been acquired. Assessments may be used in lieu of courses such as Celestial Navigation, Basic Meteorology, Stability Basic, Cargo Handling Basic, Electronic Navigation, and Watchkeeping Basic. *Although you may use an alternative methodology, you still must demonstrate mastery of these subjects.*

Successful completion of approved STCW95 training courses for RADAR, Medical Care Provider, Advanced Fire Fighting, Bridge Resource Management and Flashing light is still required.

What Track Should I Take?

This new system places a substantial burden on the mariner to *“know what he doesn't know.”* All of the approved training courses provide critical knowledge, understanding and proficiencies in order to be a

competent Officer In Charge of a Navigation Watch (OICNW). The current regulatory environment provides little leeway for mariners that make mistakes due to lack of proper training. The mariner must weigh carefully the cost-savings versus ensuring competence.

MITAGS-PMI have broken the AB to MATE Program into three Tracks based on a mariner's skill sets before starting the Program.

- **20 Weeks:** This covers the full spectrum of education, training, and assessments required to be a competent deck officer at the operational level.
- **10 Weeks:** This reduced program is designed for Able Seafarers that already possess substantial education, training and competence in the cargo operations and stability, but lack the needed skills for standing a competent bridge watch.
- **5 Weeks:** This accelerated program is only recommend for mariners that have substantial experience as a bridge watchstander and cargo operations, but lack the formal credentials. Students are expected to have successfully completed all of the 81 required assessments and have the confidence to take over a bridge watch unaided.

Confused?

Please contact our confidential career guidance experts to discuss in more detail. For convenience, we have counselors located on the East and West Coasts that are available by phone, email or in person. See page 7 for contact information.

MITAGS/PMI

▶ **THREE OPTIONS TO MATE**

▶ **POST 9/11 GI BILL Eligible Training**

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Complete Competency Based AB to MATE Track At MITAGS: **20 Weeks**

Who should take this track?

Students that want and need the formal instruction, training, and assessments in the full-range of subject knowledge, understanding and proficiencies (KUP's) required of a third mate and officer in charge of a navigational watch (OICNW).



This track provides a strong foundation on which to build the skills necessary for second mate and the management levels. Additionally, students earn college credits at the American Public University toward any under-graduate degree, and eligible veterans may use their Post 9/11 GI Bill Benefits with this program.

Course	Days	Comments
Radar Observer Unlimited	5	Knowledge and understanding in the proper use of radar for collision avoidance and navigation. (USCG required training).
Automatic Radar Plotting Aids (ARPA)	4	Use of ARPA for collision avoidance and navigation. (USCG required training for vessels equipped.)
Electronic Navigation	5	Application of various electronic navigation systems in use today.
Celestial Navigation	15	Knowledge and understanding in the use of celestial bodies for Navigation and compass adjustment.
Basic Meteorology	5	Understand weather and apply tools to mitigate adverse meteorological conditions.
Stability – Basic	5	Understand ship construction, and the practical application of the theories behind stability and trim forces exerted on a vessel.
Cargo Handling and Stowage – Basic	5	Apply fundamental principles for loading / discharging cargoes.
Advanced Fire Fighting	5	Command and control for fire emergencies. (USCG required course).
Medical First Aid Provider	5	Respond to medical emergency and provide ongoing medical care. (USCG required course).
Emergency Procedures	3	Demonstrate ability to respond to emergencies.
Search and Rescue	2	Application of search and rescue techniques.
Shiphandling – Basic	5	Knowledge and understanding of how to safely handling vessels of various sizes and types.
Watchkeeping – Basic	10	Application of bridge watching skills, and rules of the road. (In lieu of USCG required BRM).
Flashing Light	½ day	Send and receive flashing light using Morse code.
Global Maritime Distress and Safety System	10	Knowledge and understanding in the use of the emergency Communication systems. (USCG required training for vessels so equipped).
Total Training Days	100	

Bridge Watchstanding Training & Assessment Track: 10 Weeks at PMI or MITAGS

Who should take this track?

This track is highly recommended for the able seafarers (AB's) that need structured navigation and watchkeeping training, and also need to complete the majority of the require assessments in a controlled testing environment.

The ten-week track includes all of the mandatory assessments (weather permitting) and training plus Terrestrial and Coastal Navigation and Celestial Navigation Courses. These courses contain the majority of the required assessments and provide fundamental knowledge, understanding and proficiencies necessary to stand a navigational watch. This track assumes that you have already achieved competence in the subject areas such as meteorology, basic stability, basic cargo handling and stowage, shiphandling and emergency procedures through in service experience.

At the end of this track, MITAGS-PMI will provide a 1-day Navigational Skills Assessment (NSAP). In addition to completing the balance of the required assessments, this program will help the student highlight watchstanding strengths, and areas needing improvement.

For the students that continue through our license preparation courses, we will provide an additional simulator based assessments (NSAP) after the completion of license prep at no additional charge. This will allow the student an opportunity to address the skill gaps identified in the earlier assessments.



Course	Days	Comments
Terrestrial, Coastal Navigation & Compasses	15	Learn, Understand and apply the fundamentals of navigation.
MED – PRO	5	Respond to medical emergencies and provide ongoing medical care.
RADAR avoidance.	5	Knowledge and proper use of radar for navigation and collision avoidance.
ARPA	4	Use of ARPA for collision avoidance and navigation.
Flashing Light	½	Send and receive flashing light using morse code.
Basic Meteorology Training & Assessments Rules of the Road assessments	½	Participants will receive training and assessments in Basic Meteorology. Participants will have received Meteorology and Rules of the Road workbook prior to this session.
Bridge Resource Management	5	Simulator based. Includes watchkeeping training and assessments.
Advanced Firefighting	4	Command and control planning for fire emergencies.
Navigation / Shiphandling Skills Assessment	1	Includes electronic navigation and shiphandling assessments.
Celestial Navigation	10	Knowledge and understanding in the use of celestial bodies for navigation and compass adjustment.
Total Training Days	50	

For the Able Seaman who prefers structured Navigation and Watch-keeping training and the completion of 77 shipboard assessments

Minimum Required Mandatory Training Track: 5 Weeks at PMI or MITAGS

Who should take this track?

This track is recommended for the able seafarers (AB's) that have successfully completed all eighty-one (81) PL 11-07 assessments, while onboard a vessel over 200GRT, and have acquired the skills necessary to be competent in bridge watchstanding and cargo watches through in-service experience or other training.

Applicants with weak or marginal watchstanding skills should seriously consider our ten-week Bridge Watchstanding Training & Assessment Track, or supplement with elective courses such as TCNAV, Watch-keeping, and/or Shiphandling.

The License Preparation Course would also be useful in preparing for the USCG exams.



For the skilled Able Seaman who has successfully completed the required 81 practical shipboard assessments.

Minimum STCW Requirements

Course	Days	Comments
MEDICAL CARE PROVIDER	5	Respond to medical emergencies and provide on-going medical care
RADAR	5	Knowledge and proper use of radar for navigation and collision avoidance.
ADVANCED FIRE-FIGHTING	5	Command and control for fire emergencies.
BRIDGE RESOURCE MANAGEMENT	5	Simulator based. Includes watchkeeping training and assessment.
FLASHING LIGHT	1/24	Send and receive flashing light using Morse code
Total Training Days	24	
GMDSS	10	Use of Global Maritime Distress and Safety System Equipment
ARPA	4	Use of ARPA for collision avoidance and navigation

License Prep & Electives—Your Options

License Exam Prep (MITAGS-PMI) – 15-Day Course

MITAGS and PMI will continue to offer their highly successful 15-day Prep Course approximately two to four times a year. The success rate for passing the Coast Guard Exams, on the first sitting, is well over 90% due to its structured approach, and availability of instructor assistance on many evenings. Qualified students will also have the opportunity to sit for their license exam on the week following the end of the course at MITAGS or PMI (subject to Regional Exam Center resources).

The referenced tracks are for guidance only. Other than the five weeks of mandatory training, students are free to select any of the individual courses offered for AB to MATE. The individual course schedules are published on the website.

Please call MITAGS and/or PMI at the numbers below for details.



**Knowledge & Practical Experience
Shapes a Skilled Mate**

Note: Mariners may also take any of the courses that are part of the 20-week track or electives listed in this Mariner Update.

Need More? Add On.

Not Sure? Speak to one of our student services coordinators.

Elective Courses

MITAGS-PMI recognizes that many mariners may only need to enhance their level of knowledge and skills with the addition of electives. Therefore, we offer the following electives in a flexible schedule for any mariner. Please note: Most of the electives are included in the 20-Week Track.

**Need more?
Add on:**

Course	Days	Comments
GMDSS	10	Required to sail on vessels equipped with GMDSS.
TPIC	5	Required for individuals wishing to be a Tankerman Assistant or Tankerman Person in Charge.
Medical PIC	10	Required if you are the Medical Person in Charge on your vessel. <i>Note: This course is only 5 days for individuals that have taken a MITAGS/PMI Medical Care Provider Course within 12 months.</i>
Security Officer – Vessel	2	Required if you are the Security Officer for your vessel. <i>Note: It is expected that this will become a requirement of the new STCW Manila Amendments.</i>
ECDIS	5	<i>Note: It is expected that this course will be a requirement of the new STCW Manila Amendments. As of the date of this release, this is not a requirement.</i>
Watchstanding – Shiphandling Skills Assessment Program – Simulation Based	1	For individuals that have the knowledge and understanding of fundamental Watchkeeping skills, but need only complete assessments that they are unable to do onboard.
Non-Simulation Based Assessments	1	For individuals that have the knowledge and understanding, but need only complete assessments that they are unable to onboard.
Watchkeeping – Basic		For those mariners who are looking at a thorough competency based approach to becoming a Mate, these additional courses are recommended. We will work with you as best we can to put together a schedule that meets your needs.
Cargo Handling & Stowage – Basic	5	
Construction & Stability – Basic	5	
Electronic Navigation	5	
Emergency Procedures	3	
Meteorology – Basic	5	
Navigation Rules	5	
Search and Rescue	2	
Stability – Basic	5	
Shiphandling – Basic	5	



Confidential Career Guidance...

Policy Letter 11-07 shifts most of the responsibility for learning onto the mariner. This saves time and money, but requires applicants to make an honest assessments of their skill sets. To learn more of the options, and what track is right for you, please contact:

MITAGS – Baltimore, MD

Mr. Vic Tufts,
Student Services Coordinator

Call: 1-877-725-1194
E-mail: vtufts@mitags.org



PMI – Seattle, WA

Jennifer Pitzen,
Student Services Coordinator

Call: 1-206-838-1126
E-mail: jpitzen@mates.org



More information will also be posted on the MITAGS-PMI website at www.mitags-pmi.org.

Please note: The list of eighty-one (81) required assessments are listed on the following pages for your convenience. You may get a copy of the actual control sheets by following this link: [Policy Letter 11-07](#).

STCW95 OICNW Required Assessments

National Assessment Guideline No.	Task	Course in Which Task is Assessed
OICNW-1-1A	Adjust a sextant	Celestial Navigation
OICNW-1-1B	Measure the altitude of the sun	Celestial Navigation – weather permitting
OICNW-1-1C	Measure the altitude of at least 3 stars	Celestial Navigation – weather permitting
OICNW-1-1D	Measure the altitude of the sun at meridian passage (local apparent noon)	Celestial Navigation – weather permitting
OICNW-1-1E	Celestial running fix	Celestial Navigation
OICNW-1-1F	Star fix	Celestial Navigation
OICNW-1-2A	Fix by two bearings	NAV / SHS ASSESS
OICNW-1-2B	Fix by two ranges	Radar Observer (Unlimited)
OICNW-1-2C	Fix by tangent to two identified objects	Radar Observer (Unlimited)
OICNW-1-2D	Plot the ship's DR position	Terrestrial Navigation
OICNW-1-2E	Determine the course to steer	Terrestrial Navigation
OICNW-1-3A	Correction of charts and publications	Terrestrial Navigation
OICNW-1-3B	Chart selection	Terrestrial Navigation
OICNW-1-3C	Route planning	Terrestrial Navigation
OICNW-1-4A	Position fix by GPS	NAV / SHS ASSESS
OICNW-1-4B	Use of GPS position save function	NAV / SHS ASSESS
OICNW-1-4D	Use of echo sounder	NAV / SHS ASSESS
OICNW-1-5A	Determine gyro compass error by bearing of range	Terrestrial Navigation
OICNW-1-5B	Determine magnetic compass error	Terrestrial Navigation
OICNW-1-5C	Determine magnetic compass deviation	Terrestrial Navigation
OICNW-1-5D	Determine course to steer by magnetic compass	Terrestrial Navigation
OICNW-1-5E	Position fix by magnetic compass bearings	Terrestrial Navigation
OICNW-1-5F	Azimuth of the sun	Terrestrial Navigation
OICNW-1-6A	Steering gear test	NAV / SHS ASSESS
OICNW-1-6B	Set weather controls	NAV / SHS ASSESS
OICNW-1-7A	Read barometric pressure	Wx or NAV / SHS ASSESS
OICNW-1-7B	Determine true wind speed and direction	Wx or NAV / SHS ASSESS
OICNW-1-7C	Determine expected weather conditions	Wx or NAV / SHS ASSESS
OICNW-2-1A	Identify light configurations	Rules of the Road
OICNW-2-1B	Identify day shapes	Rules of the Road
OICNW-2-1C	Identify Sound signals	Rules of the Road
OICNW-2-1D	Determine risk of collision	NAV / SHS ASSESS
OICNW-2-1E	Maneuver to avoid risk of collision – Meeting	NAV / SHS ASSESS
OICNW-2-1F	Maneuver to avoid risk of collision – Overtaking	NAV / SHS ASSESS
OICNW-2-1G	Maneuver to avoid risk of collision - Crossing	NAV / SHS ASSESS
OICNW-2-2A	Watch relief	NAV / SHS ASSESS
OICNW-2-2B	Keep a safe navigation watch	NAV / SHS ASSESS
OICNW-2-2C	Notify Master when appropriate	NAV / SHS ASSESS
OICNW-2-2D	Keep a safe anchor watch	NAV / SHS ASSESS

STCW95 OICNW Required Assessments (Cont.)

National Assessment Guideline No.	Task	Course in Which Task is Assessed
OICNW-2-2E	Navigate in restricted visibility	NAV / SHS ASSESS
OICNW-2-2F	Turn over a watch	NAV / SHS ASSESS
OICNW-2-3A	Voyage planning	Terrestrial Navigation
OICNW-2-3B	Execute a voyage plan	NAV / SHS ASSESS
OICNW-2-3C	BRM-Recognition of watch condition/Watch augmentation	BRM
OICNW-2-3D	BRM Condition III – Collision avoidance	BRM
OICNW-2-3E	BRM Condition III – Navigation	BRM
OICNW-2-3F	BRM Condition II or III error trapping	BRM
OICNW-2-3G	BRM Condition II–navigation and collision avoidance	BRM
OICNW-2-3H	BRM Condition III – establish a bridge team	BRM
OICNW-2-3I	BRM Condition II or III–prioritization	BRM
OICNW-3-1A	Set up and maintain a radar display	Radar Observer Unlimited
OICNW-3-1B	Switch display modes	Radar Observer Unlimited
OICNW-3-1C	Identify false echoes, sea return, racons and SARTs	Radar Observer Unlimited
OICNW-3-1D	Determine range and bearing	Radar Observer Unlimited
OICNW-3-1E	Determine risk of collision	Radar Observer Unlimited
OICNW-3-1F	Determine DRM, SRM, CPA, and TCPA	Radar Observer Unlimited
OICNW-3-1G	Detect speed and course changes of other ships	Radar Observer Unlimited
OICNW-3-1H	Change course to control target DRM	Radar Observer Unlimited
OICNW-3-1I	Change speed to control target DRM	Radar Observer Unlimited
OICNW-3-1J	Determine true course and speed of target vessel	Radar Observer Unlimited
OICNW-3-1K	Parallel indexing	Radar Observer Unlimited
OICNW-3-1L	Determine DRM, SRM, CPA and TCPA	Radar Observer Unlimited
OICNW-3-2A	Set up and maintain an ARPA display	ARPA
OICNW-3-2B	Manual target acquisition	ARPA
OICNW-3-2C	Establish an exclusion area	ARPA
OICNW-3-2D	Set vector characteristics	ARPA
OICNW-3-2E	Designate targets	ARPA
OICNW-3-2F	Cancel targets	ARPA
OICNW-3-2G	Target history	ARPA
OICNW-3-2H	Establish CPA and TCPA	ARPA
OICNW-3-2I	Establish alarm area	ARPA
OICNW-3-2J	Trial maneuver	ARPA
OICNW-3-2K	Switch stabilization modes	ARPA
OICNW-3-2L	Navigation lines	ARPA
OICNW-3-2M	Determine set and drift	ARPA
OICNW-3-2N	Determine range and bearing	ARPA
OICNW-4-1A	Flashing light	Flashing Light
OICNW-5-1A	Maneuver for man overboard	NAV / SHS ASSESS
OICNW-5-1B	Course change of more than 45 degrees	NAV / SHS ASSESS
OICNW-5-1C	Emergency stop	NAV / SHS ASSESS



Locations

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Our staff is accommodating, supportive and always ready to help. Students can room together and save. If you prefer a private room, your occasional overnight guest is always welcome for just a nominal meal charge.

Need Supplies? Try our School Store.
Out of State? Stay at MITAGS.

Enjoy the convenience of on campus housing. Let us take the everyday tasks out of the scheme, and leave you in a environment conducive to learning. MITAGS offers three star accommodations, on 81 acres in a location convenient to Baltimore, Annapolis, Washington, D.C., 3 major airports and train stations. But, you need not leave the facility to enjoy great dining, a fitness room, indoor swimming, a game room and a lounge.



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