

## Curtis Brian

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**From:** Stewart.A.Walker@uscg.mil on behalf of Walker, Stewart [Stewart.A.Walker@uscg.mil]  
**Sent:** Thursday, August 30, 2007 10:08 AM  
**To:** Curtis Brian  
**Cc:** Kranking, David CAPT; Cratty, James  
**Subject:** RE: Add'l info

Brian, The following will re-cap our previous conversations to, hopefully, put the answers to all your questions into one document.

A person serving as the chief engineer on a vessel must hold an appropriate license as chief engineer or a license authorizing service as chief engineer. See 46 CFR 15.820. The actual chief engineer on the vessel held a license as 2nd Assistant Engineer unlimited with no other endorsements.

No regulations in 46 CFR Subchapter B authorize a 2nd Assistant Engineer unlimited to serve as a chief engineer.

A 2nd Assistant Engineer unlimited will usually meet the sea service and other requirements to qualify as a Designated Duty Engineer (DDE) or as Chief Engineer (limited-near coastal). Either of those two licenses would meet the regulatory requirements for a chief engineer on the vessel in question. However, without the endorsement for one of those two licenses, a 2nd Assistant Engineer unlimited cannot serve as the chief engineer.

Our policy manual, The Merchant Marine Safety Manual, Volume III, Chapter 12, authorizes a 2nd Assistant Engineer unlimited to be issued an endorsement for Chief engineer (limited-oceans); chief engineer uninspected, fishing vessel; and DDE based on passing the exam for 2nd Assistant Engineer unlimited. The applicant would also have to meet any other requirements, such as sea service or training that may apply to the additional license.

The operating company's assertion that 46 CFR figure 10.505 shows an equivalency between 2nd Assistant Engineer unlimited and chief engineer (limited-near coastal) is without basis. The chapeau statement for that figure indicates that it illustrates the engineering license structure including cross over points. Nowhere does it indicate equivalency. The figure is intended to show the normal progression of a mariner as he or she acquires experience and seeks additional qualification.

The fact that an assistant engineer on the vessel held a chief's license authorizing him to serve as chief engineer is meaningless. He was not the chief; therefore, that fact is irrelevant. He was not the one charged with the ultimate decision-making authority and responsibility for the safe operation of the vessel's propulsion and auxiliary systems.

In view of the statements in 46 CFR 15.820 (a)(3) for a vessel of less than 300 GRT on an inland route, I do not know why the vessel was required to have a licensed chief. Perhaps, 15.820(b) also applied. You should check the certificate of inspection (CoI) to determine applicability. For further information, contact the OCMI who issued the CoI.

## Curtis Brian

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**From:** Stewart.A.Walker@uscg.mil on behalf of Walker, Stewart [Stewart.A.Walker@uscg.mil]  
**Sent:** Thursday, August 30, 2007 10:19 AM  
**To:** Curtis Brian  
**Subject:** RE: CE License qualifications

Brian, I think I've answered your questions in my reply to your previous e-mail. I responded to it, before I knew that you had sent this message. Sighting the CoI clarified the application of 46 CFR 15.820. 820(a)(3) applies. You need to check with the OCMI to determine why a chief was required. Based on the difference between the GT and the GRT as noted on the CoI, I strongly suspect that additional requirements were laid on the vessel because it was constructed using every possible trick to reduce the GRT below certain regulatory thresholds. Cheers, Stu

Stewart A. Walker  
Credentialing Program Policy Div. (CG-3PCV-4)  
C. G. Headquarters; Room 5603  
Phone: 202-372-1206

Enjoy life! There's plenty of time to be dead.

-----Original Message-----

**From:** brian.curtis@ntsb.gov [mailto:brian.curtis@ntsb.gov]  
**Sent:** Thursday, August 30, 2007 8:40 AM  
**To:** Walker, Stewart  
**Subject:** CE License qualifications

Stewart,  
I appreciate you're taking a look at this for me. I've been examining this Chief's license for an investigation I'm working on, and I'm not so sure he has the proper endorsements to be signed on as Chief Engineer. I asked the company for the reason they feel he is qualified to sail on the vessel as Chief, and they sent me back a copy of the figure included in 46 CFR 10.505. They feel by virtue of that table, he has equivalency, and is therefore qualified with the attached license without further endorsements.

My question is- Given the attached license and COI for the vessel, would the individual be qualified to sail as Chief Engineer on this vessel, and if not, what is lacking in his license credentials to do so?

Thanks alot,  
Brian

<<r\_CE License.pdf>>      <<COI- Cert of Inspection.pdf>>

Brian Curtis  
Marine Accident Investigator  
National Transportation Safety Board  
490 L'enfant Plaza, SW  
Washington, DC 20594  
Ph: 202-314-6456