

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 8-95

*Electronic Version for Distribution on the World Wide Web*

Subj: ISSUANCE OF INTERNATIONAL FORM REQUIRED BY THE STCW TO VALIDATE  
MERCHANT MARINER LICENSES AND DOCUMENTS

1. PURPOSE. This circular publishes the Coast Guard's policy for issuance of the form prescribed by regulation 1/2 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW).
2. DIRECTIVES AFFECTED. None.
3. BACKGROUND.
  - a. The STCW is an international convention under which the Parties have mandatory standards for the training, qualification, and certification of mariners. The regulations included in the Convention require that an internationally recognized, standard form be used for certain mariner's credentials. The United States became a Party to the Convention on October 1 1991 and must issue mariner's credentials on a standard form within five years of that date. Until October 1, 1996, other Parties are obligated to accept current licenses and documents as valid credentials.
  - b. A Party (government) may use the STCW form alone as proof of a mariner's qualifications, or the Party may continue issuing its existing credentials and attach the international form thereto. In the latter case, the STCW form validates that the qualifications of the holder meet the provisions of the STCW Convention. The Coast Guard has selected this method and will continue to issue mariners' credentials on the existing forms familiar to American mariners. A standard STCW format ensures that mariners' qualifications are presented in a uniform manner for persons performing port-state control functions.
4. DISCUSSION.
  - a. The provisions of the STCW apply only to mariners employed on vessels operating seaward of the boundary lines specified in Title 46, Code of Federal Regulations, 7.5(c). Mariners on vessels that do not proceed seaward of the boundary lines are not required to have the STCW form. The following personnel are eligible for the international validation:
    - (1) Masters and mates holding a license valid for service on vessels on ocean or near-coastal routes, regardless of any tonnage limitation;

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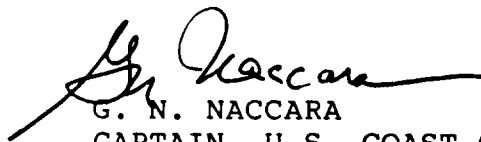
- (2) Operators of uninspected towing vessels with an ocean or near coastal route and operators of uninspected passenger vessels with a near coastal route;
  - (3) Engineer officers licensed for service on vessels of 1000 horsepower (HP) (750 KW) or more;
  - (4) Able seamen and some specially-qualified ordinary seamen;
  - (5) A tankerman-PIC-DL and/or -LG, a tankermanengineer-DL and/or -LG, and a tankermanassistant-DL and/or -LG; and
  - (6) Any rating qualified as lifeboatman.
- b. The terminology used in the STCW for some capacities differs from the terminology used on the Coast Guard issued credentials (licenses and documents). The Coast Guard will continue to issue mariner 5 credentials on the existing Coast Guard forms using the current regulatory terminology. The STCW form that validates the Coast Guard issued credentials will include qualification terminology from the Convention.
- c. The STCW validation described by this NVIC meets the requirements of the 1978 STCW. That convention was recently revised and requires further changes that must be in place by February 1, 2002. In preparation for this, the form now being used closely resembles the form that must be introduced by 2002.

### 5. PROCEDURE.

- a. The Coast Guard's Regional Examination Centers (REC) will issue the STCW form to mariners listed in paragraph 4.a. An application form, physical, character check, references and check of the National Driver's Register are not required. A user's fee will not be charged solely for issuance of the STCW form. The STCW form will be issued automatically to eligible mariners who are issued an original license or document or to a mariner who is issued a new license or document by reason of upgrade, increase in scope or renewal of a license with full operating authority. A mariner who renews a license or document for continuity purposes will not be issued the STCW form until operating authority is restored.
- b. REC's will also process mail requests for the STCW form from eligible mariners. A surge of requests for the STCW form is anticipated and to meet this demand, the following schedule will be observed:
- (1) Until April 31, 1996, priority for issuance of the STCW forms will be given to:
    - (a) Deck officers holding a license valid for oceans;
    - (b) Engineer officers holding a license for unlimited horsepower;
    - (c) Able seamen;
    - (d) Other mariners if a need is established by request of a shipping company;

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- (e) Mariners qualifying under the tankerman regulations for service on tankships on international or near coastal voyages; and
  - (f) Other eligible mariners as the workload of the REC permits.
- (2) After April 31, 1996, the forms will be issued to any qualified applicant.
- (3) To facilitate the issuance of the STCW forms, it is recommended that a mariner have the form issued as part of a routine transaction at an REC. If, before October 1, 1996, the license or MMD will be renewed or the mariner will test for upgrade or increase in scope, the mariner should have the STCW form issued during the same transaction. Mariners who qualify for the STCW form by reason of the license or MMD held, but who do not have an immediate need may wait until the license or MMD is renewed, even if that date is after October 1, 1996.
- c. Licensed or certificated mariners listed in paragraph 4.a. may request that the form be issued by:
- (1) Appearing in person at any REC with the Coast Guard issued license and/or MMD. Due to workload and staffing limitations, the STCW form may not be issued the same day; or
  - (2) Writing to an REC. The letter should include the mariner's full name as shown on the license or MMD, social security number, return address and copies of each valid license or MMD. Enclosure (3) lists the mailing address of each REC and contains the Privacy Act statement for this information.
- d. Maritime labor organizations, shipping companies and professional organizations of mariners are requested to publicize this information. Effective October 1, 1996, for vessels on voyages seaward of the boundary line:
- (1) Masters of inspected vessels should ensure that all eligible personnel who are required by the manning section of the Certificate of Inspection have the STCW form. This should prevent the vessel from being detained by a port-state ~y reason of improperly documented personnel and
  - (2) Operators of uninspected vessels should ensure each crew member employed in a watchkeeping position required by the manning regulations possesses the STCW form.



G. N. NACCARA  
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ACTING CHIEF, OFFICE OF MARINE SAFETY,  
SECURITY AND ENVIRONMENTAL PROTECTION

## I. GENERAL INFORMATION FOR ANY STCW FORM

This information applies to the entries on any STCW form. Specific information for each type of license or MMD will be found under the specific heading for the license or MMD.

1. After the word "certificate", the serial number of the license will appear, or for an MMD, the social security number will appear. If the mariner holds both, both numbers will appear.
2. The name must agree with the name used on the license or MMD.
3. The number of the STCW regulation under which a mariner is qualified will appear on the form. The regulation numbers are listed in the qualifications sections that follow. If qualified under more than one regulation, all numbers will appear.
4. While an expiration date is not required under the 1978 STCW, the form is only valid when accompanying a valid license or MMD. Where dates are entered, the day-month-year format will be used.
5. Any general limitation will be entered in the top part of the CAPACITY-LIMITATIONS section. An example of a general limitation is a requirement to wear corrective lens while on duty.
6. If a mariner holds a license and an MMD, all qualifications and limitations will be listed on the same form. Only STCW qualifications will be shown. Qualifications for routes on routes where the STCW does not apply (e.g., inland, Great Lakes) shall not be listed.
7. Unused space of the QUALIFICATION-LIMITATIONS section will be lined out.
8. If the mariner's capacities or limitations fill the front of the form, they may be continued on the reverse. The REC will type "Continued on reverse" to fill the space, then type QUALIFICATIONS - LIMITATIONS on the reverse. Entries will continue in the same manner as used for the front of the document. After the last entry, a line will be drawn, and a signature line and date line added.
9. A new form will be issued to a mariner who upgrades a license, increases the scope of a license, or adds an endorsement to a license or an MMD that changes the mariner's qualifications under the STCW. New qualifications will not be added to an existing form. Old forms may be voided and returned.
10. A photo is not required but may be affixed to the lower center of the form if the mariner provides the photos. The photo should be passport type, and may be either black-and-white or color.
11. The form will be sealed with a raised seal in the area indicated that will overlay part of the signature block of the authorized official. If a photo is attached, the seal will be partially embossed on the photo to tie it to the form. If there are entries on the reverse, both sides will be sealed.

## II. STCW FORM FOR DECK OFFICERS

1. The following regulations apply to deck officers.
  - a. Masters and chief mates licensed for service in ships of 200 gross tons or more are qualified under regulation 11/2.

- b. Masters and mates licensed for service on ships of less than 200 gross tons are qualified under regulation 11/3.
  - c. Mates (except chief mates) licensed for service on ships of 200 gross tons or more are qualified under regulation 11/4.
  - d. Masters and mates are qualified to serve on tankers under regulation V.
2. Under CAPACITY, enter the title(s) used in the STCW. These are master, chief mate, or officer in charge of a navigational watch. For the last entry, the license level (second mate, third mate, or mate), will be indicated in parentheses.
3. In the LIMITATIONS APPLYING (IF ANY) section opposite each title, specific limitations will be entered based on the license. A mariner may have several levels of license and different limitations may apply. Some standard limitations are:
- a. ROUTE No route entry is needed for an ocean license. The entry "Valid for near coastal voyages only" will be entered if appropriate.
  - b. TONNAGE The tonnage limitation from the license will be listed by "Limited to vessels of not more than \_\_\_\_\_ gross tons."
  - c. TANKERMAN - PIC
    - (1) If a master, chief mate, or a mate meets the requirements for a tankerman-PIC endorsement<sup>1</sup> one of the following will be entered:
      - (a) "Valid for service on tankships carrying dangerous liquid cargoes";
      - (b) "Valid for service on tankships carrying liquefied gas cargoes"; or
      - (c) "Valid for service on tankships carrying either dangerous liquids or liquefied gas cargoes."
    - (2) If a master, chief mate, or mate does not meet the requirements for a tankerman-PIC endorsement, "Not valid for service as a \_\_\_\_\_ (master) (chief mate) (one or both will be entered as appropriate) on tankships after March 30, 1996" will be entered. (This entry not required after March 30, 1996.)
  - d. RADAR If the mariner is qualified as a radar observer, and the expiration date of the radar observer qualification occurs before the expiration date of the license, the limitation is "Not valid for service on radar equipped vessels of 300 or more gross tons after (date)"
  - e. OTHER If the license has other limitations, such as service on specific types of vessels, such limitation(s) shall also be included.

### III. STCW FORM FOR ENGINEER OFFICERS

1. The following regulations apply to engineer officers:

- a. Chief engineers and second engineer officers (first assistant engineers[IAE]) licensed for main propulsion machinery of 4,000 HP (3,000 kW) or more are qualified under regulation 111/2.
- b. Chief engineers and second engineer officers (IAE) with licenses limited to main propulsion machinery between 1000 HP (750kw) and 4,000 HP (3000 kW) are qualified under 111/3.
- c. Engineers in charge of a watch or designated duty engineers (second assistant engineers, third assistant engineers, assistant engineers [limited] and designated duty engineers [DDE]) are qualified under regulation 111/4.
- d. Engineer officers are qualified to serve on tankers under regulation V.

2. The STCW uses the term "second engineer officer" as equivalent to the United States' first assistant engineer. equivalent to other United States' assistant engineers is "engineer in charge of a watch or designated duty engineer officer."  
The

3. Under CAPACITY, the STCW title(s) "chief engineer," "second engineer officer (first assistant engineer)," or "engineer in charge of a watch or designated duty engineer" will be entered. For the latter entry, the license level(s) indicated on the Coast Guard issued license (e.g., second assistant engineer, third assistant engineer, or assistant engineer) will be entered in parenthesis. The title "designated duty engineer" is used when the mariner holds a U.S. license as DDE.

5. In the LIMITATIONS APPLYING (IF ANY) section opposite each title, enter specific limitations based on the license. A mariner may have several levels of license each with different limitations. Some standard limitations are:

- a. ROUTE "Valid for near coastal voyages only" will be entered for a chief engineer (limited) or DDE with limited horsepower..
- b. TONNAGE A tonnage limitation is indicated by "Limited to vessels of not more than \_\_\_\_\_ gross tons". The tonnage limitation for limited engineers is 1600 gross tons. The tonnage limitation for a DDE is 500 gross tons.
- c. TYPE OF PROPULSION
  - (a) If the propulsion mode is motor only, "Not valid in ships in which steam boilers form part of main propulsion system" will appear in the LIMITATIONS column.
  - (b) If the propulsion mode is steam only, "Valid only in ships in which steam boilers form part of the propulsion system" will appear.
  - (c) No entry is made for a steam and motor license.
- d. HORSEPOWER "Valid in ships of not more than \_\_\_\_\_ horsepower (\_\_\_\_\_ kW)" will be used to indicate a horsepower limitation. One horsepower is equal to 3/4 of a kilowatt for licensing purposes.
- e. TANKERMAN - ENGINEER

(1) If a chief engineer, second engineer officer (IAE), or other engineer officer meets the requirements for a tankerman engineer endorsement, one of the following will be entered:

- (a) "Valid for service on tankships carrying dangerous liquid cargoes";
- (b) "Valid for service on tankships carrying liquefied gas cargoes"; or
- (c) "Valid for service on tankships carrying either dangerous liquids or liquefied gas cargoes."

(2) For those who do not meet the requirements for a tankerman-engineer endorsement, "Not valid for service as a \_\_\_\_\_ (chief engineer; second engineer officer (first assistant engineer); or both as appropriate) on tankers after March 30, 1996" will be entered. This entry not required after March 30, 1996.

f. OTHER Any other limitation will be indicated.

#### IV. STCW FORM FOR

##### OPERATORS OF UNINSPECTED PASSENGER VESSELS (OUPV)

##### AND OPERATORS OF UNINSPECTED TOWING VESSELS (OUTV)

1. Mariners holding either of these licenses are qualified under regulation. 11/3.
2. Under CAPACITY, the qualification "Officer in charge of a navigational watch (operator)" is entered.
3. In the LIMITATIONS APPLYING (IF ANY) section, specific limitations based on the license are entered. A mariner may hold several different levels of license and varying limitations may apply to each. Some standard limitations are:
  - a. ROUTE For a near coastal route, enter "Valid for near coastal voyages only." For OUTV licenses with an oceans route, enter "Valid on ocean routes for domestic voyages only."
  - b. TONNAGE AND VESSEL TYPE The appropriate limitation will be indicated. For an OUTV, the limitation will be "Limited to service on towing vessels of not more than 200 gross tons." For an OUPV, the limitation is "Limited to service on uninspected, small passenger vessels of not more than 100 gross tons."
  - c. OTHER If the license is limited in any other method, such limitation will be included also.

#### V. STCW FORM FOR RATINGS FORMING PART OF A NAVIGATIONAL WATCH

1. Deck ratings forming part of a navigational watch are qualified under regulation 11/6. This includes able seamen and specially trained ordinary seamen meeting the requirements of NVIC 3-83. To

qualify for this endorsement, the specially trained ordinary seaman must have at least one year of deck service within the past five years and must have begun his/her maritime career before October 1, 1991.

2. Under CAPACITY, enter "Rating forming part of a navigational watch."

3. The ratings AS-any waters, AS-limited, and AS-special (not AS-special OSV) include the lifeboatman qualification. Other AS ratings do not automatically include the lifeboatman qualification. The STCW equivalent of lifeboatman is "Proficient in the use of survival craft" which will be entered also. A specially trained ordinary seaman qualified as a lifeboatman should also have the survival craft endorsement entered. For more information, see the section on proficiency in survival craft.

4. In the LIMITATIONS APPLYING (IF ANY) Any limitations noted on the MMD are listed. If the MMD is limited to certain vessels, that limitation shall be shown as "Limited to service on \_\_\_\_\_ (sail training vessels) (fishing industry vessels) (offshore supply vessels) (mobile offshore units)."

#### VI. STCW FORM FOR A CERTIFICATE OF PROFICIENCY IN SURVIVAL CRAFT

1. A mariner qualifies for this endorsement under regulation VI.

2. A mariner rated as able seaman-any waters, able seamanlimited, or able seaman-special, a holder of an MMD endorsed as lifeboatman or as any unlicensed rating in the deck department including able seaman are automatically eligible for this STCW certification. Any other mariner holding an MMD endorsed as lifeboatman is eligible also. The able seaman-special (OSV) is not eligible for this certification unless also qualified as a lifeboatman.

3. In the CAPACITY section of the form, enter "Proficient in the use of survival craft."

4. If the lifeboatman qualification is limited to inflatable survival craft, the limitation should read "Limited to inflatable survival craft only."

#### VII. STCW FORM FOR TANKERMAN-ASSISTANT

1. A tankerman-assistant is qualified under regulation V.

2. The tankerman qualifications for deck and. engineering officers will appear on the STCW form that validates their license. These instructions only apply to mariners with the tankerman-assistant-DL and or -LG endorsement on their MMD.

3. In the "CAPACITY" section of the form, the entry will be "Tankerman-assistant."

4. In the "LIMITATIONS" section of the form, the entry will be:

a "Valid for service on tankships carrying dangerous liquid cargoes";

b "Valid for service on tankships carrying liquefied gas cargoes"; or

c "Valid for service on tankships carrying either dangerous liquids or liquefied gas cargoes.





# United States of America

**ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978**

The Government of the United States of America certifies that Certificate No. 312845 & 114602743 has been issued to Brendan P. Reynolds, who has been found duly qualified in accordance with the provisions of regulation(s) III/4 & V of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid US Merchant Mariners' license or document. The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Medical waiver - Required	Required to wear a hearing aid and have spare batteries on board.
Engineer in charge of a watch of designated duty engineer (Ass't engineer [limited])	Valid in ships of not more than 5,000 horsepower (3,667 kW) Limited to vessels of not more than 1600 gross tons Not valid in ships in which steam boilers form part of the main propulsion system Not valid for service as a second engineer officer on tankships after 30 March 1996
Designated duty eng.	Limited to vessels of not more than 500 gross tons Not valid in ships in which boilers form part of the propulsion system.
/	

Date of issue of this endorsement: 12 January 1996

Port: New Orleans, LA

6 May 1944

Date of birth of the holder of the certificate

Signature of duly authorized official

Signature of the holder of the certificate

W. T. Door

Name of duly authorized official

F TRANS., CO-5601 (9-95)

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(Emboss Official Seal above this line. †)



# United States of America

**ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978**

The Government of the United States of America certifies that Certificate No. 820347916 has been issued to Patrick B. Williams, who has been found duly qualified in accordance with the provisions of regulation(s) II/6 & VI of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid US Merchant Mariners' license or document. The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Rating forming part of a navigational watch	Limited to service on offshore supply vessels
Proficient in the use of survival craft	Limited to inflatable survival craft only
/	

Date of issue of this endorsement: 23 July 1996

Port: Seattle, WA

16 November 1971  
Date of birth of the holder of the certificate

\_\_\_\_\_  
Signature of duly authorized official

\_\_\_\_\_  
Signature of the holder of the certificate

W. T. Door  
Name of duly authorized official

DEPT. OF TRANS., CO-5601 (9-95)

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(Emboss Official Seal above this line. ↑)



# United States of America

**ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978**

The Government of the United States of America certifies that Certificate No. 746028 & 560281776 has been issued to Patrick R. Williams, who has been found duly qualified in accordance with the provisions of regulation(s) II & V of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid US Merchant Mariners' license or document. The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Medical waiver - Required	Required to wear corrective lens and have a spare pair on board.
Officer in charge of navigational watch (Second mate)	Valid for near coastal voyages only. Valid for service on tankships carrying dangerous liquid cargoes.
/	

Date of issue of this endorsement: 28 February 1997

Port: Seattle, WA

1 January 1945  
Date of birth of the holder of the certificate

\_\_\_\_\_  
Signature of duly authorized official

\_\_\_\_\_  
Signature of the holder of the certificate

W. T. Door  
Name of duly authorized official

DEPT. OF TRANS., CO-5601 (9-95)

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# United States of America

**ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978**

The Government of the United States of America certifies that Certificate No. 574213 & 226043718 has been issued to Steven J. Fields, who has been found duly qualified in accordance with the provisions of regulation(s) III/2, III/3, III/4, V of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid US Merchant Mariners' license or document. The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Second Engineer (First assistant engineer)	Valid in ships of not more than 6,000 horsepower (4,500 kW) Valid only in ships in which steam boilers form part of the propulsion system. Valid for service on tankships carrying dangerous liquid cargoes. Not valid for service as a second engineer officer on tankships carrying liquified gas cargoes after 30 March 1996.
Engineer in charge of an engineering watch or a designated duty engineer (Third assistant engineer)	
Chief Engineer	Valid on near coastal voyages only. Limited to service on vessels of not more than 1,600 gross tons. Valid for service on tankships carrying dangerous liquid cargoes. Not valid for service as chief engineer or second engineer officer on tankships carrying liquified gas cargoes after 30 March 1996.

Date of issue of this endorsement: 30 November 1995

Port: Baltimore, MD

25 April 1942

Date of birth of the holder of the certificate

Signature of duly authorized official

Signature of the holder of the certificate

W. T. Door

Name of duly authorized official

DEPT. OF TRANS., CG-5601 (9-95)

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(Emboss Official Seal above this line. †)

U. S. COAST GUARD REGIONAL EXAMINATION CENTERS -

<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 510 L. St., Suite 100 ANCHORAGE, AK 99501-1946 (907) 271-6733/5</p>	<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 2760 Sherwood Lane, Suite 2A JUNEAU, AK 99801-5845 (907) 463-2450</p>	<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 6767 N. Basin Ave. PORTLAND, OR 97217-3992 (503) 240-9346</p>
<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office Customhouse BALTIMORE, MD 21202-4022 (410) 962-5132</p>	<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 165 N. Pico Avenue LONG BEACH, CA 90802-1096 (310) 980-4483/5</p>	<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 1222 Spruce Street, Suite 211 ST. LOUIS, MO 63103-2835 (314) 539-2657</p>
<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 455 Commercial Street BOSTON, MA 02109-1045 (617) 223-3040</p>	<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 200 Jefferson Ave. Suite 1301 MEMPHIS, TN 38103-2300 (901) 544-3297</p>	<p><b>[SAN FRANCISCO]</b> Commanding Officer (REC) U.S. Coast Guard Marine Safety Office Building 14, Coast Guard Island ALAMEDA, CA 94501-5100 (510) 437-3092/3</p>
<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 196 Tradd Street CHARLESTON, SC 29401-1899 (803) 724-7693</p>	<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office Claude Pepper Bldg. 6th Floor, 51 S.W. First Ave. MIAMI, FL 33130-1608 (305) 536-6548</p>	<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 1519 Alaskan Way S., Bldg. 1 SEATTLE, WA 98134-1192 (206) 217-6115</p>
<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 433 Ala Moana Blvd, Rm 1 HONOLULU, HI 96813-4909 (808) 522-8258</p>	<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 1440 Canal Street, Eighth Floor NEW ORLEANS, LA 70112-2711 (504) 589-6183</p>	<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office Federal Bldg., Rm. 501 234 Summit St. TOLEDO, OH 43604-1590 (419) 259-6394/5</p>
<p>Commanding Officer (REC) U.S. Coast Guard Marine Safety Office 8876 Gulf Freeway Suite 210 HOUSTON, TX 77017-6595 (713) 947-0044</p>	<p>Commanding Officer (REC) U.S. Coast Guard Marine Inspection Office Battery Park Bldg. NEW YORK, NY 10004-1466 (212) 668-6395</p>	

PRIVACY ACT STATEMENT

Mariners who request by mail that the STCW form be issued must provide information to enable the REC to process their request. Specifically, the information is requested under the STCW and either 46 USC 7101 or 7302. It will be used to:

1. ensure the mariner's license or MMD complies with the STCW;
2. locate the mariner's records;
3. verify that the mariner is credited on the STCW form with all qualifications to which the mariner is entitled; and
4. ensure that the entries on the STCW form issued to the mariner are recorded in the mariner's records.

Providing this information is voluntary, but failure to do so would delay or prevent the issuance of an STCW endorsement.