

**U.S. Department of Transportation**

**Maritime Administration**

**USMMA MIDSHIPMAN SEA-TIME EARNED ON COMMERCIAL SHIPS:  
AN ANALYSIS OF CUMULATIVE AND DISCRETE SEA YEAR RECORDS**

**DECEMBER 2017**

## **Introduction**

Sea Year is a cooperative educational program designed to provide Midshipmen with the technical and practical skills necessary to succeed in the maritime industry. All Midshipmen enrolled at the U.S. Merchant Marine Academy (USMMA) are required to complete the Sea Year program of study, which consists of sailing time on government or commercially-owned vessels and other shore-side trainings (internships and simulator time, for example).

In June of 2016, by order of the Secretary of the U.S. Department of Transportation, Midshipman training on commercial vessels was suspended, pending an effort to address shipboard sexual harassment and sexual assault. Since that time, the Maritime Administration (MARAD), industry, and unions, have worked together to implement comprehensive new policies for the Sea Year program, including a zero tolerance policy for sexual assault and sexual harassment. In March of 2017, Sea Year training for USMMA Midshipmen resumed on commercial vessels and to date, ten companies have become eligible to participate in Sea Year.

The purpose of this report is to provide detailed information on sea service completed by Midshipmen before, during, and after the Sea Year “Stand Down”. Accordingly, this report contains the Sea Year records of recent USMMA Midshipmen displayed in two separate formats. First, Midshipmen sailing days are displayed in an aggregated format in order to facilitate a month-by-month analysis of the Stand Down’s impact on Sea Year, as well its subsequent recovery (see Figure 1). Second, this report contains disaggregated, individual Sea Year records for each Midshipman in the USMMA class years 2014 through 2018, displayed in chart format (see Figures 2 – 6). These individual records should provide detailed insight into how Midshipmen have received their Sea Year training both pre- and post-Stand Down.

## **Tracking the Restoration of Commercial Sea Year**

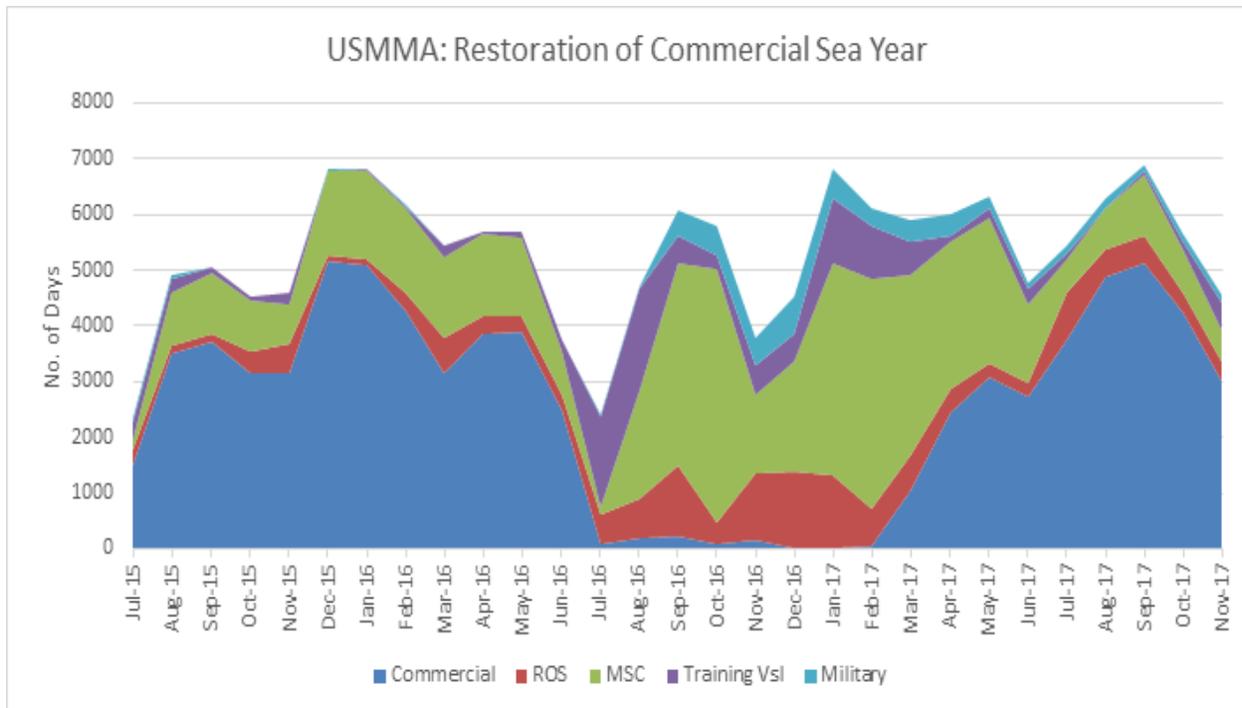
USMMA Midshipmen may earn the requisite sea-time for meeting the USCG requirements for credentialing by serving on the following types of vessels:

- Commercial ships
- Military Sealift Command ships
- Non-MSC military ships
- Ready Reserve Force ships on Reduced Operating Status (ROS)
- MARAD-owned Training ships

Figure 1 illustrates the number of sea days earned cumulatively aboard each of the above category of ships for each month of the year from July 2015 until November 2017. As documented, the predominant source for sea-time prior to July 2016 when the sea-year stand down was executed consisted of commercial ships. With the lifting of the stand down in January 2017 and the Shipboard Climate Compliance Team’s (SCCT) clearance of commercial shipping companies, the restoration of commercial sea year began modestly in February and by September 2017, the number of sea days generated per month (= 5,124 hours) became comparable to the previous year’s high point (= 5,160 hours) attained in December 5, 2015. Even though commercial sea year days earned by midshipmen per month are now at comparable levels in absolute number of days, MARAD readily acknowledges that the opportunity to sail on certain specialized ships has not been restored. In particular, this includes both U.S.-flag and

foreign-flag oil tankers and LNG ships. MARAD is aggressively pursuing U.S.-flag oil tanker companies for restoring USMMA Sea Year aboard their ships. To help facilitate SCCT certification of additional companies, MARAD is also revising the SCCT requirements based on lessons learned from the first six months of its engagements. However, the possibility of Midshipmen serving on foreign-flag ships to gain experience on unique ships like LNG tankers (none of which flies the U.S.-flag presently) remains uncertain.

**Figure 1**



### Sea Year Records for the U.S. Merchant Marine Academy Classes of 2014 – 2018

Figures 2 through 6 display the individual Sea Year records of U.S. Merchant Marine Academy (USMMA) Midshipmen from class years 2014 through 2018. Sea Year records are provided for all graduating Midshipmen in the classes of 2014 through 2017 and for all currently enrolled in the class of 2018 (as of November 2017). The class of 2018 is the most recent class to complete both their 1<sup>st</sup> and 2<sup>nd</sup> sailings, although many in this class year are still enrolled in the Bridge Resource Management (simulator training) course that will further add to their sea service totals.<sup>1</sup> Since the class of 2019 has yet to complete two full sailings, their records have not been

<sup>1</sup> Sea service records displayed for the USMMA class of 2018 include two records for enrolled students (1 deck major and 1 engine major) who are currently sailing. Since these Midshipman are still earning sea time, their current sea service totals are preliminary and are expected to rise as more data is collected.

included in this analysis. Also note that this data does not include Midshipmen who have been disenrolled or have resigned from the USMMA.

Since Sea Year requirements vary based on a Midshipman’s academic major, the sea time earned by Deck and Engineering majors has been displayed separately.<sup>2</sup> In addition, sea time earned by USMMA cadets has been aggregated into three general categories: (1) days spent on government vessels, (2) days spent on commercial vessels, and (3) sea time earned through shore-side/simulator training. The term “government vessel” refers to vessels belonging to the Ready Reserve Force (RRF), the U.S. Coast Guard (USCG), or the U.S. Navy (including the Military Sealift Command). Sea time spent on training vessels belonging to the USMMA or state maritime academies has also been included in the government vessel category. Sailings on privately-owned vessels operating under a military charter are considered as sea service on a commercial vessel.

Midshipmen may also receive sea service credit for completing certain shore-side or simulator-based trainings. The amount of credit a cadet can receive for shore-side or simulator training varies by major and must be consistent with the USCG approved program specifications in accordance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), as amended. To ensure that all shore-side trainings comply with the current USCG and STCW provisions, the USMMA updates its Sea Year training requirements as needed. Accordingly, as a result of the 2010 Manila Amendments to the STCW Convention, increased sea service requirements went into effect for both Deck and Engineering cadets, beginning with the class of 2017. Table 1 summarizes applicable Deck and Engineering sea-service training requirements for Class Years 2014 through 2018.

**Table 1: Sea Service Requirements for the USMMA Classes of 2014 - 2018**

<b>Major</b>	<b>Total Required Days of Sea Time</b>	<b>Allowable Shore-Side Training</b>
Class Years: 2014, 2015, 2016		
Deck	<b>360 days</b> , of which a minimum of 300 days must be aboard a commercial or government vessel that meets the tonnage standards established within the regulations for obtaining an unlimited tonnage endorsement. Deck cadets can spend a maximum of 30 days aboard vessels in reduced operating status (ROS) or Port Watchkeeping.	<ul style="list-style-type: none"> <li>• <b>30 days</b> of credit for completion of Bridge Resource Management (simulator time).</li> <li>• <b>7 days</b> of credit for E-Navigation.</li> <li>• <b>6 days</b> of credit for Safety of Life at Sea (Time aboard <i>TV KINGS POINTER</i>).</li> </ul>
Engine	<b>300 days</b> aboard a commercial or government vessel that meets the horsepower standards established within the regulations for obtaining an unlimited horsepower endorsement. <u>Note:</u> Engine cadets may request to receive sea service	<b>50 days</b> of credit for completing a power plant or shipyard internship.

<sup>2</sup> A cadet is a “deck” major if they are enrolled in either the Marine Transportation or Maritime Logistics and Security major programs. The engineering or “engine” course of study includes the Marine Engineering, Marine Engineering Systems, and the Marine Engineering and Shipyard Management academic majors.

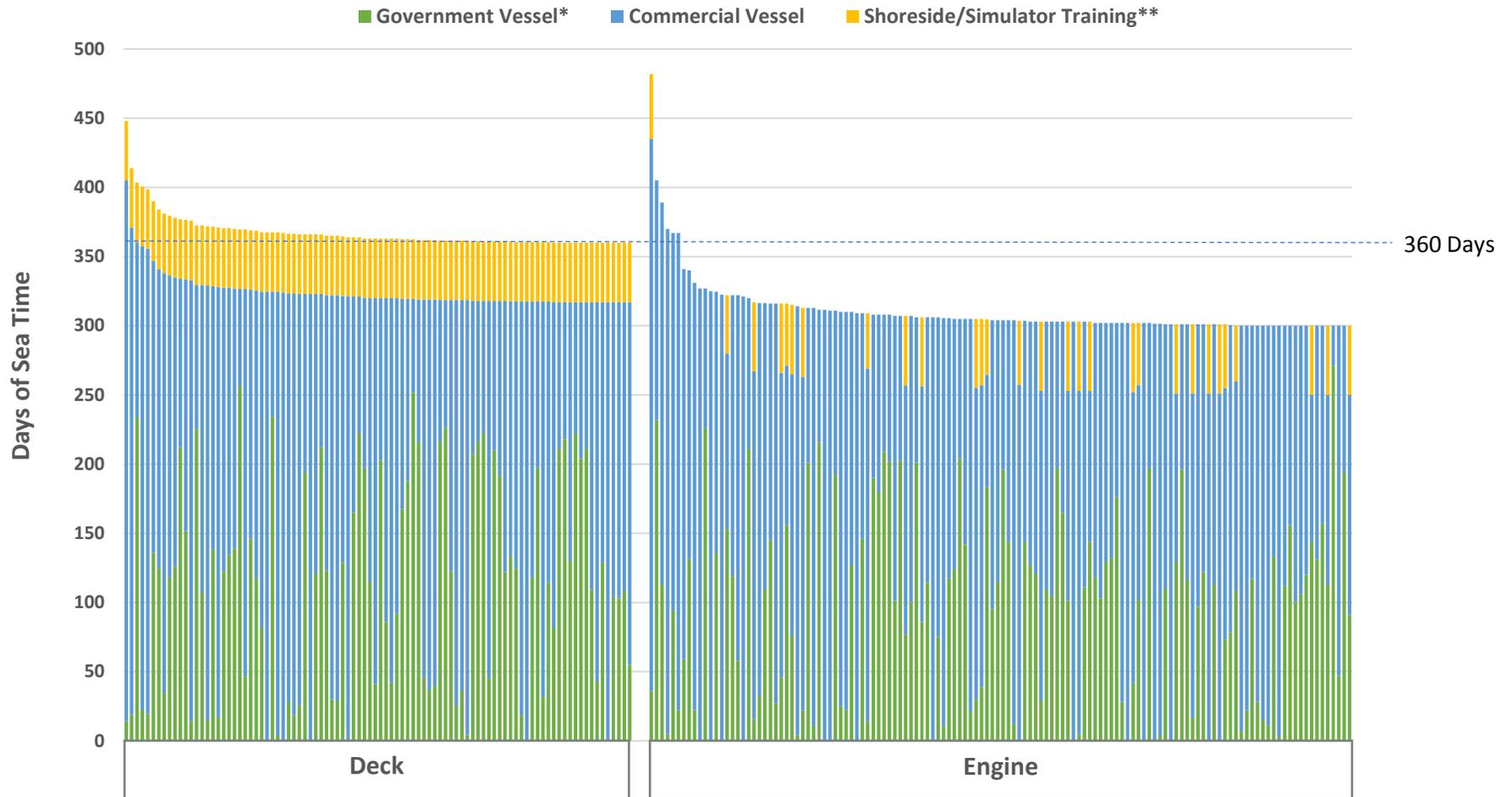
	credit toward their 300 days of required sea time for completing an internship.	
Class Years: 2017, 2018		
Deck	<b>360 days</b> , of which a minimum of 330 days must be aboard a commercial or government vessel that meets the tonnage standards established within the regulations for obtaining an unlimited tonnage endorsement. Deck cadets can spend a maximum of 30 days aboard vessels in reduced operating status (ROS) or Port Watchkeeping.	<b>30 days</b> of credit for completion of Bridge Watch Standing (simulator time).
Engine	<b>360 days</b> aboard a commercial or government vessel that meets the horsepower standards established within the regulations for obtaining an unlimited horsepower endorsement. <u>Note:</u> Engine cadets may request to receive sea service credit toward their 360 days of required sea time for completing an internship and/or the Engineering Workshop.	<ul style="list-style-type: none"> <li>• <b>60</b> days of credit for completing the Engineering Workshop.</li> <li>• <b>120</b> days of credit (maximum) for completing a shipyard internship.</li> </ul>

The following charts (see Figures 2 through 6) include the individual Sea Year records of Midshipmen in the class years 2014 through 2018. Sea Year records have been displayed in a bar chart format, where each bar represents the record of an individual Midshipman. In addition, each individual record has been color coded to show the portion of a Midshipman's sea service that took place on a government or commercial vessel, or through shore-side/simulator training.

Figure 2

## USMMA Class of 2014: Sea Time by Vessel Type

(USMMA records as of 11/30/17)



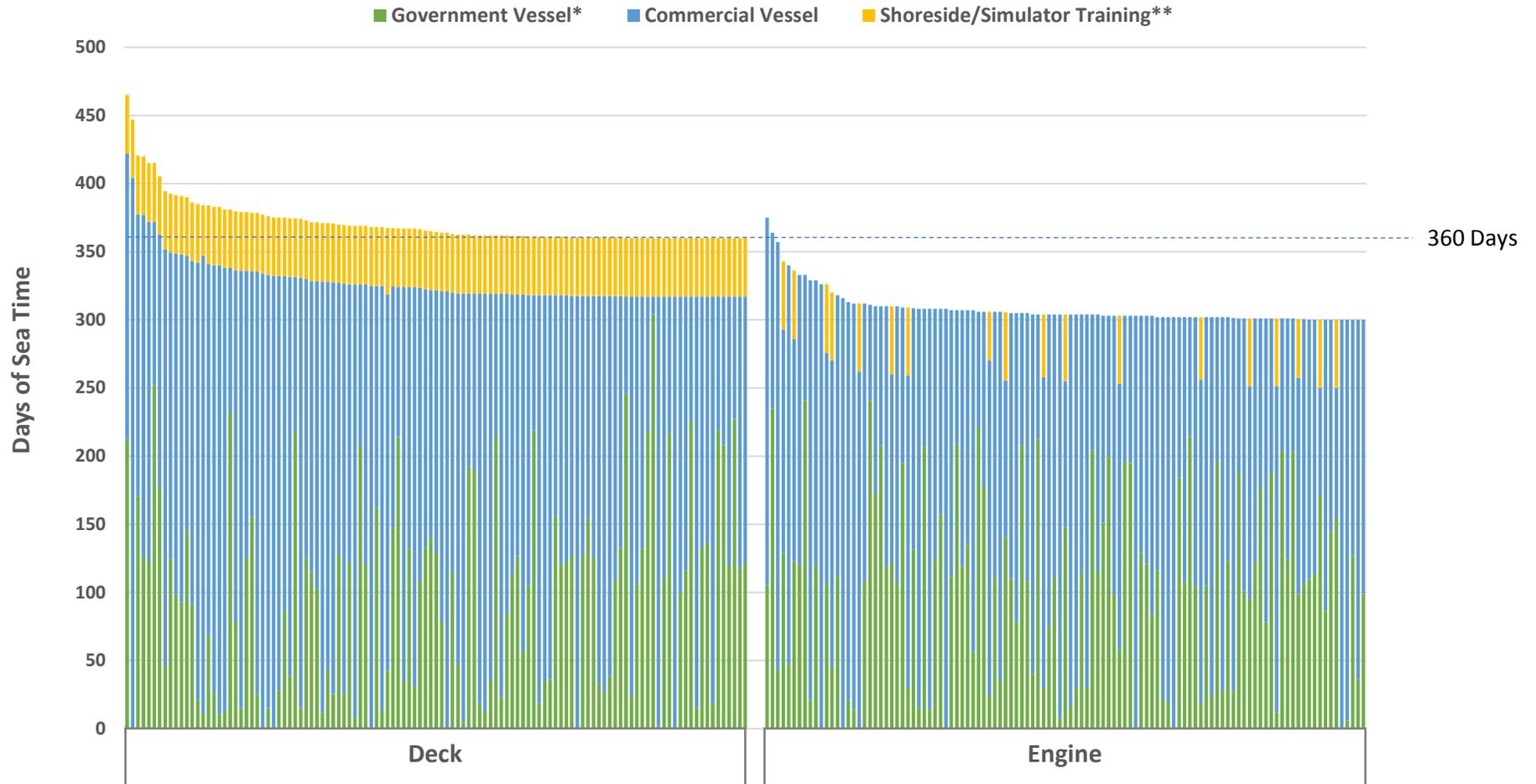
\* Includes time spent on training vessels.

\*\* Includes *Workshop Skills* sea time for Engineering Majors and approved *Bridge Resource Management, E-Navigation, and Safety of Life at Sea* sea-time for Deck Majors.

Figure 3

## USMMA Class of 2015: Sea Time by Vessel Type

(USMMA records as of 11/30/17)



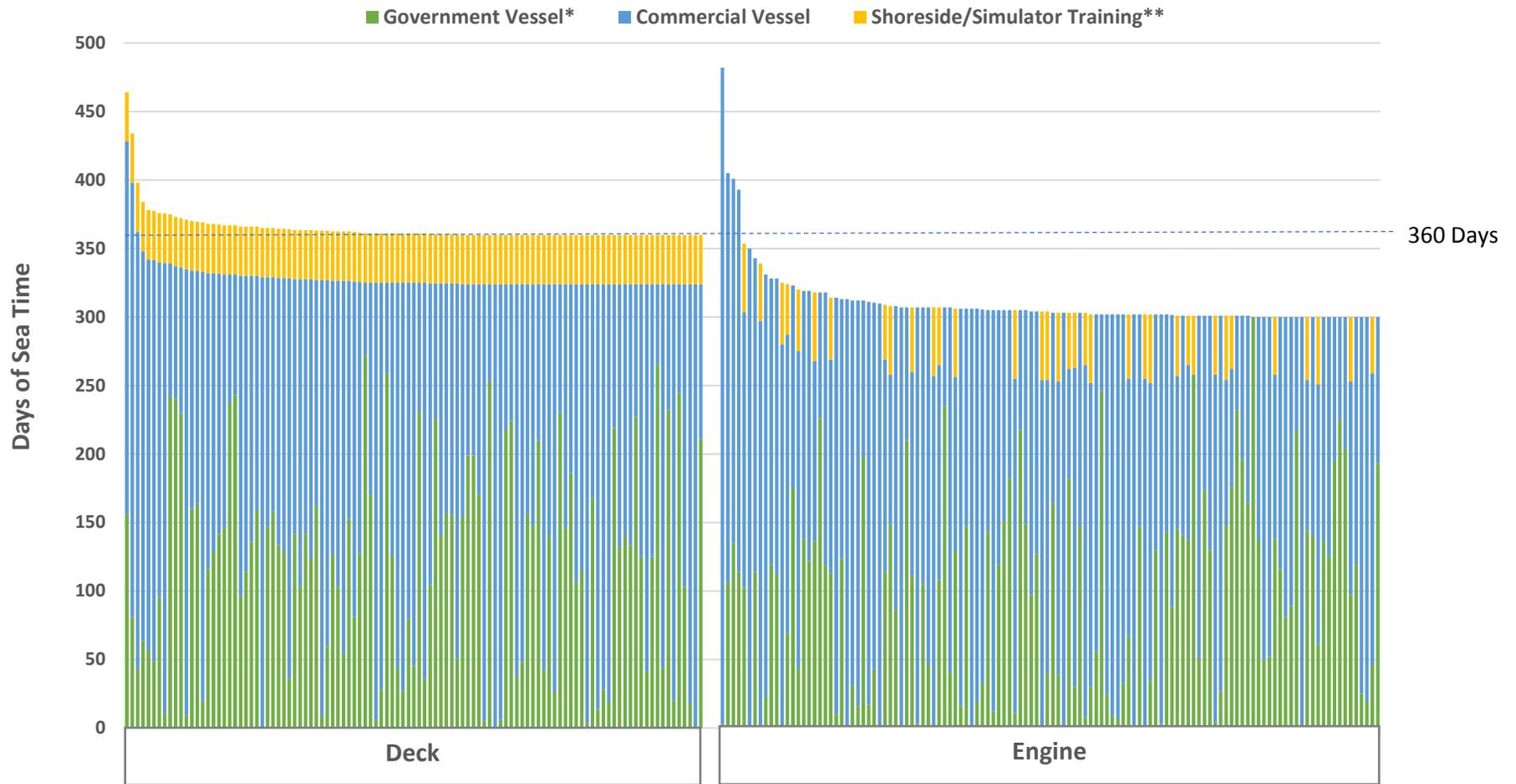
\* Includes time spent on training vessels.

\*\* Includes *Workshop Skills* sea time for Engineering Majors and approved *Bridge Resource Management, E-Navigation, and Safety of Life at Sea* sea-time for Deck Majors.

Figure 4

## USMMA Class of 2016: Sea Time by Vessel Type

(USMMA records as of 11/30/17)



\* Includes time spent on training vessels.

\*\* Includes *Workshop Skills* sea time for Engineering Majors and approved *Bridge Resource Management, E-Navigation, and Safety of Life at Sea* sea-time for Deck Majors.

Figure 5

