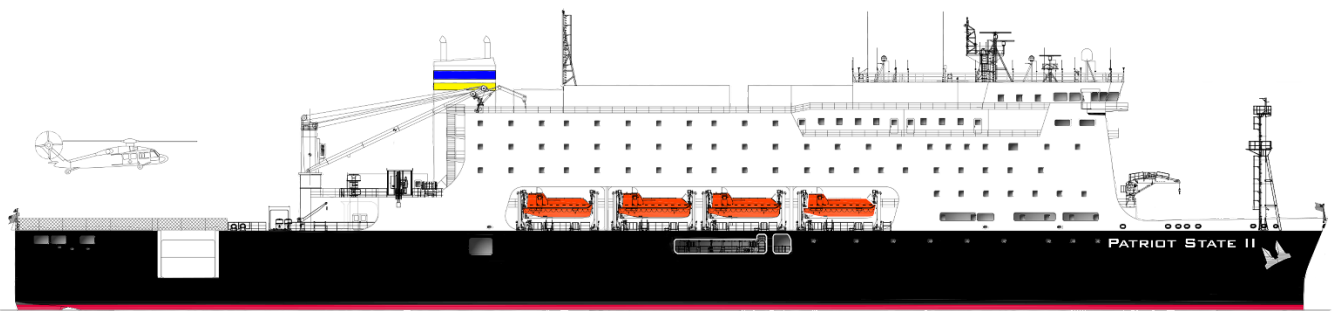




DEPARTMENT OF
Marine Transportation

**2025 WINTER CRUISE TRAINING
PROGRAM**

SEA TERM I - ST-0999D
DECK PORTION
FOURTH CLASS CRUISE



SEA TERM I - ST-0999D - DECK TRAINING WINTER 2025

COURSE

ST-0999D - Sea Term I (Deck Portion)

CREDITS

6 academic credits (when combined with Engine portion)

COURSE DESCRIPTION

Sea Term I is a common sea term for freshmen USCG license track Marine Transportation and Marine Engineering majors as well as those in the Facilities Engineering major. All students will stand bridge and engine room watches and receive training in basic deck and engine skills. All students will participate in maintenance of the vessel: deck, engine, and stewards. Students will also have the opportunity to visit foreign and domestic ports.

Sea Term I (Deck Portion) is a component of Sea Term I.

PREREQUISITE

All Students MUST HAVE PASSED Engineering Systems and Safety (EN-1112) and Vessel Familiarization and Basic Safety Training (MT-1111) with at least a C-, and Algebra and Trigonometry (SM-1111) (ME majors with at least a C-) to be eligible to participate in Sea Term I. Sea Term I is a pre-requisite for Sea Term II (MT-2371) and Basic Seamanship (MT-2231) for students in the Marine Transportation major.

COURSE OUTCOMES

- Recognize the requirements of standing a watch at sea on the navigation bridge of a vessel
- Learn basic deck maintenance activities
- Develop the ability to live and work closely with peers onboard a ship
- Demonstrate how to direct crane movements
- Acquire knowledge of safely working from heights
- Be exposed to ports and cultures different to those at home
- Create lifelong friendships

STCW KNOWLEDGE-BASED LEARNING OBJECTIVES

Completion of this course will demonstrate knowledge and understanding of the following STCW elements:

- OICEW-A2.1 Adequate knowledge of the English language
- OICNW-A7.1 Adequate knowledge of the English language
- RFPEW-A1.4 Basic environmental protection procedures
- ABE-A8.2 Ability to use and understand basic crane, winch and hoist signals
- ABE-C3.1 Knowledge of the precautions to be taken to prevent pollution of the marine environment
- ABE-C3.2 Knowledge of the use and operation of anti-pollution equipment
- ABE-C3.3 Knowledge of the approved methods for disposal of marine pollutants
- ABE-C4.1 Working aloft
- OICEW-D1.1 Knowledge of the precautions to be taken to prevent pollution of the marine environment
- OICEW-D1.2 Anti-pollution procedures and all associated equipment
- OICEW-D1.3 Importance of proactive measures to protect the marine environment
- ABD-A1.1 Ability to communicate with the officer of the watch
- ABD-C3.3 Knowledge of the approved methods for disposal of marine pollutants
- ABD-C3.2 Knowledge of the use and operation of anti-pollution equipment
- ABD-C3.1 Knowledge of the precautions to be taken to prevent pollution of the marine environment
- ABD-C2.1 Working aloft
- ABD-C2.1 Working over the side
- PSSR-X2.1 Basic knowledge of the impact of shipping on the marine environment
- PSSR-X2.1 Effects of operational or accidental pollution on the marine environment
- PSSR-X2.2 Basic environmental protection procedures
- PSSR-X2.3 Basic knowledge of complexity and diversity of the marine environment
- RFPNW-X1.2 Helm orders
- RFPNW-X3.6 Basic environmental protection procedures
- OICNW-C1.1 Knowledge of the precautions to be taken to prevent pollution of the marine environment
- OICNW-C1.2 Anti-pollution procedures and all associated equipment
- OICNW-C1.3 Importance of proactive measures to protect the marine environment
- RFPNW-X1.1 Use of magnetic and gyro-compasses
- TOPS-X2.3 Understanding of information on a Material Safety Data Sheet (MSDS)

STCW PRACTICAL ELEMENT LEARNING OBJECTIVE

Completion of this course may demonstrate proficiency in the following skills:

- ABDE-DE-1 Demonstrate crane and hoist signals
- ABD-5J10B Demonstrate use of a safety harness

4/C cadets are required to demonstrate their proficiency of:

1) Crane and Hoist Signals, and



Assessment ABDE-DE-1
Demonstrate crane and hoist signals

Condition

Aboard ship or in a laboratory

Performance requirement

Behavior	Standard
The student will:	During assessment, the student shall, at a minimum:
Demonstrate the basic signals for crane operation	Clearly give signals for: <ul style="list-style-type: none"> • Hoist/ Lower • Stop /Emergency Stop • Move slowly Raise/Lower Boom • Dog everything Make no safety violations

Also satisfies equivalent requirement for AB-Engine

2) Use of a Safety Harness.



Assessment ABD-5J10B
Demonstrate use of a safety harness

Condition

On board ship or in a laboratory.

Performance requirement

Behavior	Standard
The student will:	During assessment, the student shall, at a minimum:
demonstrate the proper use of a safety harness.	<ol style="list-style-type: none"> 1. Inspect the safety harness, line and hardware; 2. Inspect the point and area the safety harness hardware will be attached; 3. Rig the safety harness, line, and hardware; and 4. Brief the safety harness line handler about his/her duties (if one is assigned).

ASSESSMENT PROCEDURE

Training will include one class period on Crane and Hoist Signals and one on the Use of a Safety Harness. Training will include lecture information from a Deck Training Officer about crane signals and safety harnesses. Lecture will be followed by practice crane signaling and using a safety harness with the Deck Training Officer and a Deck Training Rate directing and assisting. After all students have received the training and had time to practice until they feel comfortable and confident with Crane and Hoist Signals and the Use of a Safety Harness, each student will be individually assessed by the Deck Training Officer to measure their proficiency in each of these two skills before the end of the particular training period. Each student must effectively demonstrate their proficiency in both of these skills in order to pass Sea Term I.

Should a student need to be re-assessed, they will have one more opportunity to demonstrate their proficiency in each of the skills on February 25 (final exam day). If re-assessment is needed, it is the student's responsibility to ensure scheduling with the Deck Training Coordinator before the final examination day. Each student must find the Deck Training Coordinator to schedule their re-assessment.

Not passing one or both of these assessments during sea term will result in an "I" or Incomplete for Sea Term I and require re-assessment at MMA after sea term in order to earn a letter grade for Sea Term I.

COURSE CONDUCT

- All Students shall wear the appropriate uniform to each training session, watch, and maintenance assignment.
- The MMA honor code will be strictly followed during the course of the semester. The code states that students do not "lie, cheat, or steal." This code applies to the Regiment as well as Academics. Any student work is expected to be only your work. No outside sources may be used in the production of your work. No collaboration with any individual is permitted unless specifically authorized by the instructor for example during group projects. If an instructor has any concern about a possible violation of the MMA Honor Code, or if you cheat on a quiz, test, exam, or copy someone else's work and turn it in as your own, or turn in the same assignment you completed for another course, or violate the Honor Code in any other way, you will receive a grade of zero and the instance may be pursued with the honor Board via the Commandant of Cadets after referral to the Vice President of Academic Affairs. In serious cases, violations of the Honor Code may result in suspension or expulsion from the Academy. So don't cheat—ultimately, it's not worth it!
- Laptops are allowed in training sessions to take notes and follow slide decks. However, any use of laptops for other than class-related activities is prohibited and will result in the rescission of the privilege of laptop use during class periods. Repeated violations of this classroom policy may result in a reduction of your overall grade by one letter.
- Cell phone use during training for any reason is prohibited except when given approval by the instructor. Cell phones SHALL be put away and remain away until the end of training session. Repeated violations of this policy may result in a reduction of your overall grade by one letter
- Unless allowed by an academic accommodation, earbuds are not to be used during training, watch, or maintenance.
- Only covered drinks will be permitted in classrooms.

ROTATIONS

4/C students have been broken into 4 divisions, with each division being broken down into 2 smaller groups. All 4/C Class Students, Engineering or Deck, will take the same courses: Those listed within this manual are courses taken under the Deck Training (DT) program portion of your sea term. There are seven other components as well: Deck Watches (DW), Engineering Training (ET), Engineering Watches (EW), Deck Maintenance (DM), Engine Maintenance (EM) Deck Utility (DU) and Engine Utility (EU).

NOTE: ONLY Deck Training is covered by this syllabus

Beyond the initial breakdown of all 4/C students into divisions and A and B sections, During the first 12 training days of this sea term, Division 2C, 3E, 4G and finally 1A will each receive three days of Deck Training, in that order. Divisions 2D, 3F, 4H and 1B will receive their Deck Training in the second 12 training days of sea term.

Deck Training will further break divisions down into BLUE and GOLD sections. Students will be informed as to which group they are in at the beginning of Deck Training. Once in either, they will remain with that group for the duration of your Deck Training.

COURSE INTRODUCTION

The Sea Term I Deck Training Program is intended to build upon skills achieved in Vessel Familiarization and Basic Safety Training (MT-1111), to continue training towards being an Officer in Charge of a Navigation/Engine Watch (OICNW/OICEW), and to ensure professional competency in the following areas:

TRAINING

- Piloting
 - Introduction to Terrestrial Navigation
 - Terrestrial Lines of Position
 - Aids to Navigation
- Shipboard Safety and Lookout
 - Emergency Signals
 - Lifeboats
 - Liferafts & Liferaft Davits
 - Lifesaving Equipment
 - Line-Throwing Appliance & Survival Craft Devices
 - Lookout
 - Steering Systems, Helm Orders, and Engine Order Commands
- JSAs, SDSs, & Fall Protection
 - Safety Introduction
 - Safety Procedures Aboard TS Kennedy
 - Accident Recognition
- Firefighting
 - Fire Theory
 - Firefighting Equip: Primary
 - SCBA
- Seamanship
 - Knots, Splicing, Whippings
 - Crane Signaling
- Merchant Marine
 - Introduction to the Merchant Marine
- Marine Weather
 - Introduction to Marine Weather

WATCHKEEPING

- Introduction to Deck Watch Standing
- Bridge Intro
- RADAR Watch Practices
- Lookout
 - Proper Contact Reporting Procedures
 - Effective Communication
- Helmsmen
 - Proper Relief, Accurate Steering, Use and Understanding of Commands

MAINTENANCE

- Work on Deck with Chief Mate & Bosun
 - Coating Upkeep
 - Shipboard Equipment Upkeep

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COURSE/SEA TERM I GRADING POLICY

The following grading policy applies to all students participating in Sea Term I .

- Successful completion of Sea Term I is a prerequisite for graduation, and for students in the Marine Transportation major for Sea Term II (MT-2371), Deep Sea Navigation (MT-2121) Rules of the Road (MT-2161), and Basic Seamanship (MT-2231).
- In accordance with the Mass Maritime Academy academic policy, the minimum passing grade for Sea Term I, ST-0999 is 70%.
- Grades will not be scaled.
- The + - system will be used.
- Final grades for Sea Term I will be based on the following percentage values:

50% Engine Training Sea Term I (4/C Cruise) Component

50% Deck Training (Marine Transportation) Sea Term I (4/C Cruise) Component

- Written Examination* 75%
- Maintenance (Provided by Chief Mate) 25%
- Participation in lectures and watch rotation

*One written examination will be administered at the end of your Deck Training cycle either during the Mid-term Examination day of January 30 (Divisions 1A, 2C, 3E, 4G Students) or during the Final Examination day of February 21 (Divisions 1B, 2D, 3F, 4H Students).

**Students will also be required to demonstrate proficiency in Crane and Hoist Signaling and Use of a Safety Harness.

If you are unable to demonstrate these proficiencies, you will receive an INCOMPLETE ("I") for Sea Term I.

NOTE: If removed from cruise due to disciplinary actions, the student will fail sea term. They will be required to make up the sea term including any previously passed assessments. They will also receive no sea time credit for the partial sea term.

COURSE REQUIREMENTS

All 4/C Students will be required to participate and complete all aspects of Deck Training and the Deck Training Rotation. They must also satisfactorily demonstrate knowledge and competency in proper crane signaling techniques and use of a safety harness.

DECK TRAINING SCHEDULES

Students are advised to consult the Sea Term I Deck Long Term Training Schedule posted outside the Deck Training Office for divisional rotations. A Divisional Training Schedule will be posted about the vessel the evening before each rotation changes to update the Long Term Training Schedule to reflect last minute changes resulting from ship operational requirements, weather or other circumstances.

The Divisional Posted Deck Training Schedule will take precedence over the long-term schedule.

Make sure you look at the Divisional Deck Training Schedule if you are scheduled for Deck Training that day.

A similar schedule will be posted for examination days.

Students will be held accountable for its contents and must report for all classes as scheduled.

Students failing to meet a class as scheduled, leaving a class without the permission of the instructor, or returning late from a Fire/Abandon Ship or other drill will be placed on report. Students who are unsure of the use of the Long Term Training schedule or any of the contents of this publication or may have questions relating to your Deck Training Program should see the Deck Training Coordinator at the Deck Training Office for clarification or assistance. Ignorance of the schedule is not an excuse for missing classes or examinations. If you miss an exam or assessment it is up to the Deck Training Coordinator or the Deck Training Officer teaching to decided if you will receive a retest or not.

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**SAMPLE 4/C DECK TRAINING
ALL DIVISIONS BLUE TEAM**

	Period 1 0815-0945	Period 2 1000-1130	Period 3 1230-1400	Period 4 1415-1545
Training Days 1, 4, 7	SHIPBOARD SAFETY TOUR RM: 6-2	CRANE SIGNALS RM: 6-4	FIREFIGHTING RM: SEATORIUM	
Training Days 2, 5, 8	POLLUTION AWARENESS RM: 6-4	WHAT IS THE MERCHANT MARINE RM: 6-4	PILOTING RM: 6-2	
Training Days 3, 6, 9	MARINE WEATHER INTRO RM: 6-3	SEAMANSHIP MONKEY FIST RM: SEATORIUM	JSA/SDS RM: 6-3	FALL PROTECTION RM: SEATORIUM

ALL DIVISIONS GOLD TEAM

	Period 1 0815-0945	Period 2 1000-1130	Period 3 1230-1400	Period 4 1415-1545
Training Days 1, 4, 7	CRANE SIGNALS RM: 6-4	SHIPBOARD SAFETY TOUR RM: 6-2	PILOTING RM: 6-2	
Training Days 2, 5, 8	WHAT IS THE MERCHANT MARINE RM: 6-4	POLLUTION AWARENESS RM: 6-4	FIREFIGHTING RM: SEATORIUM	
Training Days 3, 6, 9	SEAMANSHIP MONKEY FIST RM: SEATORIUM	MARINE WEATHER INTRO RM: 6-3	FALL PROTECTION RM: SEATORIUM	JSA/SDS RM: 6-3

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FOR MARINE TRANSPORTATION MAJOR STUDENTS ONLY

Mentor Designation and Acknowledgement:

A 1/C Deck student has been assigned to you as a mentor for the duration of the cruise. The list of mentors will be posted outside the Deck Training Office. Seek out this individual or any Deck Training Officer if you need help or further guidance in any aspect of the cruise or your individual cruise responsibilities. In the space provided below, write your name and berthing location and the name of the mentor assigned to you. Have this individual initial and date this page. You are expected to meet with this individual several times throughout the cruise. Contact him/her if you have any questions, problems or concerns. These people have been assigned to help you through the cruise.

Manual Owner's Name _____ Berthing Location _____

Mentor Assigned _____ Mentor met and initialed _____

TRAINING MATERIALS AND EQUIPMENT:

The following equipment and textbooks will be required to complete the 4/C Deck Training Program:

- This course syllabus downloaded from Blackboard
- The TS Patriot State Fire & Safety Plans downloaded from Blackboard
- Vessel Fam & Engine Safety Training class notes
- Work Gloves, Hard Hat, Safety Glasses / Goggles,
- Flashlight (with red lens cover if possible)
- Pocket Knife
- Personal Calculator/Computer
- Accurate timepiece (watch)

HELPFUL TRAINING MATERIALS

All individuals assigned to a vessel must meet the following international minimum competencies before being assigned. The minimum training requirement and expected outcome for STCW Vessel Familiarization and Basic Safety Training, which you have received, is indicated below. Receiving a grade of at least a C- in MT 1111 is indicative that you have fulfilled these requirements. Primary emphasis of the Sea Term I Deck Training Program will be to dramatically increase your skill above these minimum levels.

VESSEL SAFETY FAMILIARIZATION**Be able to understand:**

Understand safety information symbols, signs and alarm signals.

Must be able to speak, read and understand English. Safety information symbols, signs and alarm signals are correctly interpreted. Safety instructions are clearly understood. Orders are carried out and properly complied with.

Know what to do if:

The fire and emergency signal is sounded. *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. The type and scale of emergency must be promptly identified. Initial actions are appropriate to the urgency of the situation.*

Be able to identify:

Identify muster and embarkation stations and emergency escape routes. *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with the station bill, emergency procedures or safety regulations. The distress or emergency signals are immediately recognized. Reports to designated station properly dressed wearing life jacket or immersion suit, ready to carry out duties on command.*

Emergency procedures and safety regulations:

Read and demonstrate an understanding of T.S. PATRIOT STATE's emergency procedures and safety regulations for:

- A. At-sea fire control plan
- B. In-port fire control plan

Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. The

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type and scale of emergency must be promptly identified. Actions are appropriate to the urgency of the situation.

Be able to raise the alarm:

Raise the alarm and have a basic knowledge of the use of portable fire extinguishers. *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. The type and scale of emergency must be promptly identified. Makes a preliminary assessment of the situation and then raises the alarm. Proper portable fire extinguisher and suitable extinguishing agents are selected and utilized for various classes of fire.*

Be able to locate:

Locate and explain how to operate fire-fighting equipment; fire monitoring systems, alarm activating points, general alarm bells, fire extinguishers, fire hydrants, fire axes and hoses. *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. Demonstrate the ability to access and utilize fire-fighting equipment in a timely manner.*

Be able to locate:

Locate, close and open the fire (flame screen), watertight doors, and weather tight doors fitted aboard, other than those for hull openings. *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. Demonstrate the ability to access and utilize fire-fighting equipment in a timely manner.*

Be able to locate:

Locate fixed fire-fighting control valves. Explain how to operate fixed fire-fighting systems: *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. The type and scale of emergency must be promptly identified. Demonstrate the ability to access and utilize fire-fighting equipment in a timely manner.*

Be able to locate:

Locate and explain the operation of the emergency fire pump. *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. Demonstrate the ability to access and utilize fire-fighting equipment in a timely manner.*

Be able to locate:

Locate the damage control lockers, breathing apparatus and fire fighter's outfits. *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. The type and scale of emergency must be promptly identified. Demonstrate the ability to access and utilize fire-fighting equipment in a timely manner.*

POLLUTION AWARENESS AND PREVENTION

- I. Sources of Pollution
 - A. Over View
 - B. Sources of Oil - Cargo Operations
 - C. Sources of Oil – Machinery Space Operations
 - D. Garbage, Sewage, Air

- II. Keeping Oil out of the water
 - Engineering Solutions
 - Operational Solutions

- III. Tanker Operations
 - A. Containment by Design
 - Segregated Ballast Tanks
 - Double Bottoms
 - Double Hulls
 - Spill Tanks
 - Slop Tanks
 - High Tank Alarms
 - B. Containment by Physical Barriers
 - Scupper Plugs
 - Devices to seal main deck scuppers
 - Sorbent Material
 - Oil Coamings (e.g. save-all trays)
 - Containment around machinery
 - Containment Troughs at tank vents
 - Oil Spill Containment & Clean Up Gear
 - C. CARGO SPACE
 - Containment by Operational Procedures & Discharge Control
 - Load on Top, Settling, Gravitation,
 - Crude Oil Washing
 - Oily Water Content Monitor, OCM
 - Availability of Discharge Facilities
 - D. MARPOL requirements for oil mixture discharge from cargo space
 - E. Oil Record Book Requirements

POLLUTION AWARENESS AND PREVENTION CONT.

- IV. MACHINERY SPACE - Containment by Operational Procedures & Discharge Control
 - A. Common Sources Of Oil And Oily Waste Originating From Machinery Spaces
 - B. Containment by Design
 - Hi Level Alarms
 - Scupper Plugs
 - Spill Tanks
 - Slop Tanks
 - Machinery Space Oily Waste Control System
 - C. Containment by Operational Procedures
 - Bunkering Plan
 - Oily Water Separator
 - Fuel Oil Or Sludge Is Disposal
 - D. Disposal Of Oil And Oily Waste Originating From Machinery Spaces
 - E. MARPOL requirements for oil mixture discharge from Machinery Space
 - F. Machinery Space Oil Record Book Requirements

- V. Special Areas

MARINE ENVIRONMENT

- *Knowledge of the Complexity of Marine Environment*
 - What is Marine Environment?
 - Ocean Currents and Circulatory Patterns
 - What is Pollution?
- *Knowledge of the impact of shipping on the marine environment and the effects of operational or accidental pollution on it.*
 - Pollutants:
 - Oil – Petroleum – Cargo, Bunkers, Dirty Ballast Overboard
 - Groundings
 - Collisions
 - Plastics
 - Invasive species
 - Sewage
 - Trash/Garbage
 - Damage Coral – Anchoring, Heat, Pollution
 - Vapor Emissions – Cargo
 - Vapor Emissions – Ships' Stack
 - Noxious Liquid Substances
 - Deck Runoff from vessels
- *Knowledge of environmental protection procedures*
 - US Laws governing Pollution of Marine Environment:
<http://water.epa.gov/aboutow/owow/laws.cfm>
 - Clean Water Act 1972
 - Oil Pollution Act of 1990
 - Nonindigenous Aquatic Nuisance Prevention and Control act of 1990
 - International Laws governing Pollution of Marine Environment
 - MARPOL
 - How far offshore – if possible, can you throw: trash, garbage, oil, sewage, etc?
- *Knowledge of importance of proactive measures to protect the marine environment and the precautions to be taken to prevent pollution of the marine environment.*
 - Enforcing Agencies: USCG – EPA -
 - Penalties – fines, prison, seizures
 - Foreign Govt under MARPOL
 - Oil Pollution Response Plan
 - Waste Management Plan
 - Tanker ESCORT Tugs
 - Tanker speed Zones
 - Tanker Exclusionary areas
 - No Transit Zones – Tankers – Florida Keys – Avoid Coral and sanctuaries
 - No anchor Zones – Coral Damage
 - PENALTIES

RECORDS & LOG / POLLUTION PREVENTION

- *Knowledge of the use and operation of anti-pollution equipment*
 - How does the mariner avoid Polluting:
 - Trash disposal, Trash Compaction, Garbage Grinding, Garbage Disposal,
 - Foreign Trash/Garbage problems, Sewage Systems on board, Holding Tanks, Ballast disposal, Oily Water Separators, Scupper Plugs.
 - Hi Level Alarms
 - Scupper Plugs
 - Spill Tanks
 - Slop Tanks
 - No Discharge Zones – Trash/Garbage
 - No Discharge Zones – Oil
 - Closed Loading – Vapor Exchange
 - Load on Top, Settling, Gravitation,
 - Segregated Ballast Tanks
 - Double Bottoms
 - Double Hulls
 - Crude Oil Washing
 - Discharge Facilities
 - Sewage Treatment Plants
 - Holding Tanks
 - Disinfecting Systems
 - MSDs
 - Special Areas
 - Going Electric at the dock
 - LSFO
 - Whistle-blower Law
 - Oily Water Separator
 - Oily Water Monitor
 - Ballast Water Exchange
 - Trash Log – Cubic Meters
 - Others
- *Knowledge of what you need to do to avoid pollution as a rating in the engine room or on deck.*
 - RELATE HOW KENNEDY HANDLES ALL THE ABOVE:
 - Oil Pollution Prevention Plan
 - Waste Management Plan
 - Bunkering
 - Sewage
 - Others

DISPOSAL/DISPERSANT METHODS

- *Knowledge of the approved methods for disposal of marine pollutants*
 - Absorbent Pads
 - Oil Booms
 - Sealed Drums – thence ashore
 - Shoreside facilities
 - Dispersants
 - Burning
 - Recovery vessels – Govt stationed vessels around US

RIGHT WHALES

- *Knowledge or Right Whale avoidance*

DEFINITIONS TO KNOW:

- Marine Environment
- Pollution
- Oil
- OPA-90
- MARPOL
- Load on Top
- Gravitation
- Bilges
- Oily Water Separator
- Waste Management Plan
- Oil Pollution Prevention Plan
- Others

POLLUTION PREVENTION TRAINING OBJECTIVES/OUTCOMES:

1. At the conclusion of this lecture, the student will be able to demonstrate the knowledge to apply precautions and contribute to the prevention of pollution of the marine environment at an AB level through:
 - the knowledge of precautions to be taken to prevent pollution of the marine environment. AB-D-C3.1 & AB-EC3.1
 - the knowledge of the use and operation of anti-pollution equipment. AB-D-C3.2 & AB-E-C3.2
 - the knowledge of the approved methods for disposal of marine pollutants. AB-D-C3.3 & AB-E-C3.3

2. At the conclusion of this lecture, the student will be able to demonstrate the knowledge to ensure compliance with pollution prevention requirements at an OICNW & an OICEW level through:
 - the knowledge of the precautions to be taken to prevent pollution of the marine environment. OICEW-D1.1 & OICNW-C1.1
 - the knowledge of anti-pollution procedures and all associated equipment. OICEW-D1.2 & OICNW-C1.2
 - the knowledge of the importance of proactive measures to protect the marine environment. OICEW-D1.3 & OICNW-C1.3

3. At the conclusion of this lecture the student will be able to demonstrate the knowledge of how to take precautions to prevent pollution of the marine environment at a Personal Safety level through:
 - the basic knowledge of the impact of shipping on the marine environment and the effects of operational or accidental pollution on it. PS-SR-X2.1
 - the knowledge of basic environmental procedures. PS-SR-X2.2
 - the basic knowledge of the complexity and diversity of the marine environment. PS-SR-X2.3

4. At the conclusion of this lecture, the student will be able to demonstrate the knowledge of how to carry out a watch routine appropriate to the duties of a rating forming part of an engine-room watch, understand orders and be understood in matters relevant to watchkeeping duties basic environmental protection procedures at a RFPEW level through:
 - The knowledge of basic environmental protection procedures. RFPEW-A1.4

5. At the conclusion of this lecture, the student will be able to demonstrate the knowledge of how to contribute to monitoring and controlling a safe watch basic at a RFPNW level through:
 - The knowledge of basic environmental protection procedures. RFPNW-X3.6



LOOKOUT PROCEDURES

DUTIES & RESPONSIBILITIES OF THE LOOKOUT

International and Inland Navigation Rule 5, *Lookout* states: "Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision, stranding and other hazards to navigation." The primary responsibility of the deck watch is the proper keeping of the lookout. Lookout is the fundamental building block upon which all other watchkeeping skills are built. The principle duties of the lookout are sighting, identifying, and accurately reporting to the responsible authority all objects or sounds detected.

46 CFR 97.27-5 MASTER'S AND OFFICER'S RESPONSIBILITY

(a) Nothing in this part shall exonerate any master or officer in command from the consequences of any neglect to keep a proper lookout or to maintain a proper fire watch or from any neglect of any precaution, which may be required by the ordinary practice of seamen or by the special circumstances of the case. When circumstances require it, additional watches shall be maintained to guard against fire or other danger and to give an alarm in case of accident or disaster.

The lookout's initial report should indicate:

1. What - object (ship, light, buoy, distress signal, whales, wreckage)
2. Where - bearing (relative or true)
3. How far off - (hull-down, on the horizon, hull-up, close aboard)

Sample lookout report: *"Bridge, this is the bow lookout. There is a white light broad on the starboard bow close aboard."*

Lookout reports can be amplified with contact identification, direction of movement, bearing drift, speed, color, sound or light characteristics when discernible.

DETECTION AND REPORTS

Lookout (s) shall detect and report sightings of:

1. Distress signals
2. Persons in distress (Man overboard, shipwrecked survivors, calls for help)
3. Vessels and/or aircraft in distress
4. Derelicts, wreckage, floating or partially submerged debris
5. Pollution incident (oil spill, a sheen on the water)
6. Vessel traffic and/or aircraft
7. Aids to navigation (navigation buoys and lights)
8. Danger to the vessel or hazards to navigation (land, sighting or hearing breaking surf, obstructions, discoloration of the water)
9. Reduction in visibility due to fog, mist, falling snow, heavy rainstorms, sandstorms, or any other similar cause.
10. Change in weather

11. Hearing other vessels or aids to navigation (e.g. bell, gong, fog horn or maneuvering signals)
12. Ice
13. Unusual sightings or any unreported change in the field of view or sector
14. Sightings of marine life in compliance with the Endangered Species Act/Marine Mammal Protection Act (50 CFR 222). (Examples: Humpback or North Atlantic right whales, stellar sea lions or sea turtles)

LOOKOUT PRINCIPLES

In applying these principles, the following shall be observed:

1. Whoever is keeping the lookout must be able to give full attention to that task and no duties shall be assigned or undertaken which would interfere with the keeping of a proper lookout.
2. The duties of the person on lookout and helmsman are separate and the helmsman shall not be considered the person on lookout while hand steering.
3. There may be circumstances in which the officer of the watch could be the sole lookout in daylight. This practice will not be followed aboard the training vessel.
4. Lookouts shall be posted as low down and far forward as possible with an unobstructed, all-around view.
5. Lookouts must proceed to and from lookout stations on the leeward side of the vessel.
6. Remain alert. Give your full and undivided attention to lookout.
7. Stay on your feet. Do not sit or lounge about. You are expected to stand your watch.
8. Do not talk to others except as required by your lookout duties while on watch.
9. When making lookout reports, speak in a loud, clear voice using proper procedures and phraseology on the sound powered telephone system.
10. Continue to repeat all lookout reports until acknowledged by the watch officer.
11. Before reporting to your lookout station, be sure that you understand your duties. If you do not understand your duties or any instruction, which you have been given, ask for a clarification from the person assigning the duties.
12. Call the bridge immediately whenever you are in danger or when the vessel starts to ship spray (white water). This is especially important during periods of darkness or reduced visibility when the lookout cannot be clearly observed from the bridge.
13. Exchange the following information when the lookout is relieved:
 - a. the location of any object(s) in sight,
 - b. object(s) previously reported
 - c. the present and past weather
 - d. any special instructions or safety precautions
 - e. brief description of your watch activities
 - f. the status of the navigation lights.

You are an essential member of the navigational watch team. Your lookout reports are critical to the safe navigation of the training ship. Report everything. It's your job!



ORDERS TO THE HELM

STEERING PROCEDURES

Standard maritime phraseology governing orders to the helmsman is required so that the conning officer's orders will be understood and promptly executed by the helmsman. The conning officer must give helm orders in a loud and distinct manner so that all concerned will hear and understand the helm orders.

When changing course, the conning officer shall:

1. Visually verify that the direction and path of the intended course change are clear and unobstructed.
2. Use proper phraseology when giving rudder commands.
3. Whenever a helm order is given, the conning officer should point in the direction of the desired course change.
4. When ordering rudder, instruct the helmsman what the final course will be.
5. Watch the helmsman turn the wheel. Make sure it is in the ordered direction.
6. Verify the rudder position utilizing the Rudder Angle Indicator.
7. Observe the gyro compass and rate of turn indicator to ascertain the direction and rate of turn.
8. Insure that overswing is avoided. When swinging to a new course, bring the rudder amidships a number of degrees before reaching the desired course equal to one half the rudder angle being used. Example: When using 20° of rudder angle, order the rudder amidships 10° before the desired course.

STEERING PROCEDURES/HELM ORDERS

The helmsman shall:

1. **Repeat Order:** Repeat each helm order, word-for-word.
2. **Execute Order:** Properly execute the helm order
 - a. apply appropriate amount of rudder to actuate controllable turn rate
 - b. approach ordered course, recognize turn rate
 - c. check swing, apply counter rudder as necessary
 - d. steady-up on ordered course
3. **Report Order:** Report when the order and/or action has been completed.
4. **Command Conflicts:** The master's orders are to be obeyed whenever conflict arises between members of the bridge team.

STANDARD ORDERS TO THE HELM

"RIGHT/(LEFT) _____ DEGREES RUDDER"

The order is normally followed by a new course to steer such as *"Right 15° rudder, steady on course 025°"*. The helmsman shall reply: *"The rudder is right 15° rudder, steady on course 025°, Sir"*.

If no course is given, the helmsman shall reply: *"The rudder is right 15°, Sir, no new course given"*.

"RIGHT/(LEFT) FULL RUDDER"

Normally 30° rudder is applied in the direction ordered. The helmsman shall reply: *"The rudder is right/(left) full rudder, Sir"*.

"HARD RIGHT/(LEFT) RUDDER"

Maximum rudder is applied in the direction ordered, normally about 35°. The helmsman shall reply: *"The rudder is hard right/(left) rudder, Sir"*.

"INCREASE THE RUDDER TO RIGHT/(LEFT) _____ DEGREES"

Increase the rudder angle to the specified angle. For example, if the rudder is at right 10°, the conning officer might give the order *"Increase your rudder to right 20°"*. The helmsman shall reply: *"The rudder is increased to 20° right rudder, Sir"*.

"EASE THE RUDDER TO RIGHT/(LEFT) _____ DEGREES"

Decrease the rudder angle to the specified angle. For example, if the rudder is at right 30°, the conning officer might give the order, *"Ease the rudder to right 15°"*. The helmsman shall reply: *"The rudder is eased to 15° right rudder, Sir"*.

"RUDDER AMIDSHIPS"

Position the rudder on zero rudder angle. The helmsman shall reply: *"The rudder is amidships, Sir"*.

"STEADY" OR "STEADY AS YOU GO"

Steer and report the course that the vessel is heading when the order is given. If the vessel is turning, the helmsman notes and reports the heading and brings the vessel back to that course. The helmsman should attempt to establish a fixed range ahead to steer by whenever possible. The helmsman shall reply: *"Steady, steering course 000°, checking 014°, Sir"*.

"SHIFT THE RUDDER"

Move the rudder through amidships to the same angle in the opposite direction from where it is presently set. The helmsman shall reply: *"Shift rudder, Sir"*.

"MEET HER"

Use the rudder as necessary to check, but not stop, the ship's swing. The helmsman shall reply: *"Meet her, Sir"*.

"NOTHING TO THE RIGHT/(LEFT)" OR "NOTHING TO THE RIGHT /(LEFT) OF _____ DEGREES"

Do not let the ship's head swing to the right or left of the course indicated. The helmsman shall reply: *"Nothing to the right/(left) of course 000°, Sir"*.

"MIND YOUR RUDDER (HELM)"

A warning to mind the helm and steer more precisely. The helmsman shall reply: *"Mind the helm, Sir"*.

"VERY WELL"

Reply by the conning officer after receiving a report from the helmsman. The helmsman shall not respond to this reply.

"BELAY THAT ORDER" OR "BELAY MY LAST"

Any order from the conning officer to the helmsman to disregard the command given and continue as before. The helmsman shall reply: *"Belay your last, Sir"*.

STEERING PROCEDURES/COMPASS COMPARISON

Compare gyro compass repeaters in order to determine any discrepancies between the Master gyro heading, steering and miscellaneous gyro repeaters. Synchronize all gyro repeaters as required. Verify the Master gyro heading, steering repeater heading, and standard compass heading as well as the gyro course, gyro error, local variation, and heading deviation. Throughout the watch the gyro compass heading is to be compared with the standard magnetic compass at least once every hour by the OOW and COOW, every thirty (30) minutes by the Quartermaster, and every fifteen (15) minutes by the helmsman. The OOW, COOW and Quartermaster comparisons are to be entered into the compass record book. Whenever the course is changed, the new comparisons for the gyro, standard and steering compasses are to be noted in the compass record book and entered in the Deck Logbook as well as indicated on the Bridge Status Board.

STEERING PROCEDURES/HELM WATCH RELIEF

Prior to authorizing a change in helmsman the officer of the navigational watch will require both the relieving and relieved helmsman to report:

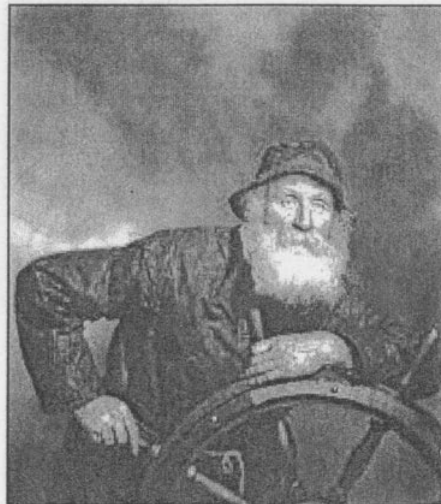
1. The mode of operation (hand, auto-pilot, NFU)
2. Steering unit in use (port or starboard steering unit)
3. Vessel's heading:
 - a. True course (T)
 - b. Gyro course (pgc)
 - c. Magnetic compass course (psc)
4. The amount of helm carried to maintain a steady course, when appropriate

The helm shall be relieved with no rudder on and under no circumstances will the wheel be relieved during a maneuver. Ensure that the helmsmen check the course recorder chart at the completion of their trick on the wheel whether steering by hand, autopilot or non-follow-up unit (NFU).



USE OF AUTOMATIC PILOT

The officer of the navigational watch must bear in mind the need to station the helmsman and to put the steering into manual control in sufficient time to allow any potentially hazardous situation to be dealt with in a safe manner. With a vessel operating in automatic steering, it is highly dangerous to allow a situation to develop to the point where the watch officer watch is without assistance and has to break the continuity of the lookout in order to take emergency action. The changeover from automatic to manual steering and vice-versa shall be made by, or under the supervision of, a responsible officer. At least once each watch, require a change in steering modes from hand steering mode to gyro mode in order to instill familiarization with the system and to be able to shift over quickly in an emergency situation.



LECTURE TITLE: SAFETY I

Monkey's Fist

What Is It?

A monkey's fist or monkey paw is a knot that is tied at the end of a rope to serve as a weight. It is so named as it resembles a monkey's fist or paw. The main purpose of the knot is to serve as a weight at the end of a rope. It can be thrown simply that way. It is very easy to conceal and use it as a weapon to slow down your attacker. It superficially resembles the [Turk's head knot](#).



Where Did It Come From? – The History

It originated as a heaving line knot on sailing ships of yesteryear. Formerly, it was also used as a melee weapon among gangs and sailors. It was used as a weight thrown from one ship to another to bring the 2 vessels together. This use as a lifeline from boat to boat gained it the symbolism of solidarity among the hobo community.

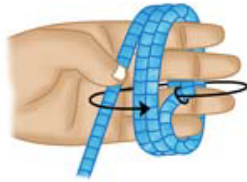
How Much Rope Is Needed?

The rope length should be 4-5 feet.

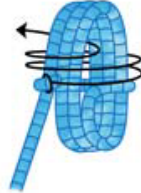
How to Make a Monkey's Fist

The picture guides you in tying the knot in a simple step by step.

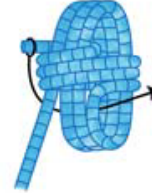
Monkey's Fist Directions



1 Make 3 turns around your fingers and wrap the rope end around horizontally



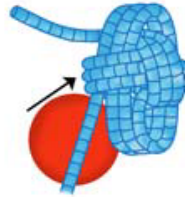
2 Wrap it around 2 more times



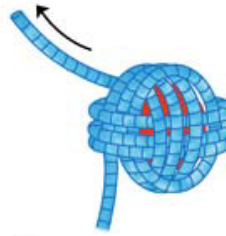
3 Pass it through the loop



4 Wrap it around the horizontal section 3 times



5 Take it out. Insert a ball for giving a spherical shape



6 Pull to tighten



7 The knot is complete

101KNOTS

Monkey Fist



paracordgalaxy.com

Materials:

3-4 feet of 550 paracord

Steel Ball

{Cost for this project starts at \$2.94}



paracordgalaxy.com

Step 1: At three inches from one end, hold the cord with your thumb and lay the rest of the cord up across your fingers.



paracordgalaxy.com

Step 2: Bring the cord down and behind three fingers as shown.



paracordgalaxy.com

Step 3: Wrap the cord around your fingers three times so you have three loops.



paracordgalaxy.com

Step 4: Bring the working end up around the third finger and place between the second and third fingers.



Step 5: Bring the working end behind the loops and up between the second and third fingers.



Step 6: Bring the working end across the top of your loops away from your hand and wrap around the back of the loops.



Step 7: Wrap the cord around the loops three times working from the bottom to the top.



Step 8: Insert your steel ball in the center of your loops.



Step 9: Remove your fingers from the top and insert the cord through the top loop going toward your hand.



Step 10: Now carefully remove your finger from the bottom loop and insert the cord through going away from your hand.



Step 11: Wrap the cord through the top and bottom loops until you have three strands on each side.



It should look something like this. Make sure you have three strands on all sides.



Gradually tighten by pulling the slack through the knot.

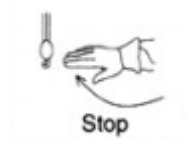
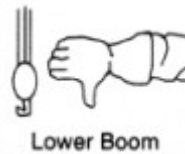
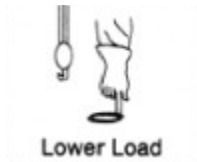


Once you have it all tightened, you can use the excess cord to tie a decorative knot or attach to a key ring.










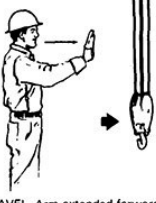

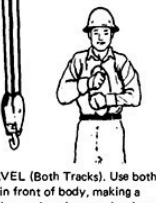
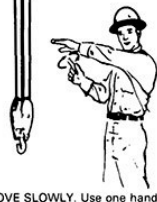

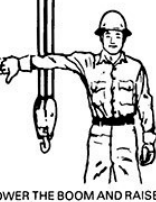



Basic Crane Hand Signals

Hand Signals for
Runner

Hand Signals for
Boom



SEA TERM I - ST-0999D - DECK TRAINING WINTER 2025

 <p>HOIST. With forearm vertical, forefinger pointing up, move hand in small horizontal circle.</p>	 <p>LOWER. With arm extended downward, forefinger pointing down, move hand in small horizontal circle.</p>	 <p>USE MAIN HOIST. Tap fist on head; then use regular signals.</p>	 <p>SWING. Arm extended, point with finger in direction of swing of boom.</p>	 <p>STOP. Arm extended, palm down, move arm back and forth horizontally.</p>	 <p>EMERGENCY STOP. Both arms extended, palms down, move arms back and forth horizontally.</p>
 <p>USE WHIPLINE (Auxiliary Hoist). Tap elbow with one hand; then use regular signals.</p>	 <p>RAISE BOOM. Arm extended, fingers closed, thumb pointing upward.</p>	 <p>LOWER BOOM. Arm extended, fingers closed, thumb pointing downward.</p>	 <p>TRAVEL. Arm extended forward, hand open and slightly raised, make pushing motion in direction of travel.</p>	 <p>DOG EVERYTHING. Clasp hands in front of body.</p>	 <p>TRAVEL (Both Tracks). Use both fists in front of body, making a circular motion about each other, indicating direction of travel, forward or backward. (For land cranes only.)</p>
 <p>MOVE SLOWLY. Use one hand to give any motion signal and place other hand motionless in front of hand giving the motion signal. (Hoist slowly shown as example.)</p>	 <p>RAISE THE BOOM AND LOWER THE LOAD. With arm extended, thumb pointing up, flex fingers in and out as long as load movement is desired.</p>	 <p>LOWER THE BOOM AND RAISE THE LOAD. With arm extended, thumb pointing down, flex fingers in and out as long as load movement is desired.</p>	 <p>TRAVEL (One Track) Lock the track on side indicated by raised fist. Travel opposite track in direction indicated by circular motion of other fist, rotated vertically in front of body. (For land cranes only.)</p>	 <p>EXTEND BOOM (Telescoping Booms). Both fists in front of body with thumbs pointing outward.</p>	 <p>RETRACT BOOM (Telescoping Booms). Both fists in front of body with thumbs pointing toward each other.</p>

Motion Sickness (Seasickness)

"The deck was deserted, and he crawled to the extreme end of it. There he doubled up in limp agony. The surge and the screw combined to sieve out his soul. His head swelled, his body seemed to lose weight he was fainting from seasickness. The roll of the ship tilted him over the rail. A low, gray mother wave swung out of the fog pulled him down and away. The great green sea closed over him and he went quietly to sleep." From *CAPTAIN'S COURAGEOUS* by Rudyard Kipling.

Seasickness aboard ship is not generally a problem for experienced mariners, though everyone has experienced seasickness at sometime in their career. In survival craft, seasickness is a serious problem. Lifeboats, rescue boats and liferafts have a motion that can make even the most seasoned mariners become seasick. Seasickness induces projectile vomiting which results in a significant loss of body fluid. Inevitably, dehydration results in incapacitation and even death. Seasickness also destroys the will to live, a critical concern in any survival ordeal.

Causes of motion sickness (Seasickness)

Motion sickness (seasickness) occurs when there is an imbalance between visual images and the portion of the middle ear, which senses motion. Mental and physical stress, as well as the rolling or pitching motion of a vessel, contributes to motion sickness. Reading, chart work, looking through binoculars, writing the log or other tasks that require close visual attention can stimulate the onset motion sickness. Going below deck for extended time periods, stagnant air and foul odors often trigger seasickness.

Symptoms

People don't die from motion sickness, but if you've ever been really seasick, at first, you think you're going to die, and then you wish you could. The motion of the vessel, especially when the vessel's heading produces a rolling or pitching motion, can cause the typical symptoms of nausea and vomiting. The primary symptoms of seasickness are:

- ✓ Nausea and vomiting
- ✓ Increased salivation
- ✓ Unusual paleness
- ✓ Sweating
- ✓ Drowsiness, yawning
- ✓ Overall weakness
- ✓ Unsteadiness
- ✓ Stomach discomfort

Children under the age of 12 are generally more susceptible than adults. But according to a recent poll, motion sickness has been experienced by half the adult population at one time or another, including many who never go to sea. Women are more likely than men to suffer from seasickness and appear to be at higher risk just before and during menstruation. Susceptibility to motion sickness normally diminishes with age.

MEDICATIONS

Anti-motion medication must not be given under the following circumstances:

- Without medical supervision
- Within 12 hours of alcohol consumption
- To pregnant crew members

Some anti-motion medications may cause drowsiness. Consult a medical professional to determine if other alternatives are available.

Motion sickness can often be prevented or made less severe with different kinds of anti-motion medications including over the counter medications like: Dramamine, Marezine, Bonine, Phenergan, Dextroamphetamine and Sturgeron. Sturgeron (cinnarizine) is an antihistamine, as is dimenhydrinate (Dramamine), diphenhydramine (Benadryl), meclizine (Bonine, and Dramamine II), and promethazine (Phenergan), (though this last is also a phenothiazine, centrally acting antiemetic). If you are going to try one or the other you might want to start with Marezine, since it is the least likely to cause drowsiness.

Scopolamine or Transderm Scop, a patch worn behind the ear contains scopolamine, is available only by prescription and also can be taken in tablet form. When taken through a patch, the drug is released slowly over time. Scopolamine is not recommended for children or for those with glaucoma, difficulty urinating, or an allergy to it or other belladonna alkaloids. Scopolamine is probably the most effective and its effects also last the longest, about 72 hours.

Note

While some people swear by one or the other of these remedies, there is no one drug that has proven to be ideal for everybody. Crewmembers who are especially susceptible to motion discomfort should be alert for weather and sea conditions that are likely to cause seasickness. None of the pills work immediately and all must be taken before the onset of motion sickness symptoms occur.

NON-MEDICINAL REMEDIES

Though widely used, non-medicinal remedies are of unproven benefit. They include gingerroot capsules and acupressure wristbands.

Nature's Way has a preparation called "Motion Mate" that contains ginger root powder, meadow sweet, peppermint, red raspberry leaves, and hyssop. These herbs are powdered, in a capsule. Other companies have a standardized ginger extract that is in gel-caps. Research has shown that ginger is as effective as the antihistamine anti-nausea drugs like Dramamine, without the side effects. Cosmonauts are issued a ginger preparation for motion sickness. The primary advantage of the ginger is it's easy to obtain and had no known side effects.

Acupressure, which puts pressure between the flexor tendons on the wrists, is a remedy that some people swear by and others swear at. Exactly what the wrists have to do with the brain and stomach isn't clear. If it works for you, acupressure can be simple and effective. You can buy or make seasickness bands. They are merely elastic straps you wear around the wrists that press an acupressure point at the flexor tendons. A recent study finds a positive result from the acupressure bands. The principle advantages of wristbands are that they can provide some relief after the onset of seasickness symptoms, and they do not cause drowsiness or dehydration.

Besides taking medication, there are other prophylactic actions that will help you prevent or better manage seasickness.

DO

- ✓ Keep busy
- ✓ Stay above deck in the cool fresh air
- ✓ Go to a location where the motion is easiest like the berthing areas
- ✓ Looking out over the water and focus on the horizon or shoreline
- ✓ Drink only enough water to prevent dehydration
- ✓ Keep the stomach full. Eat dry foods like dry toast, saltine crackers or ginger snaps.
- ✓ Keep your mouth fresh by chew gum or sucking on hard candy or mints
- ✓ If all else fails, lie down on your back and close your eyes. Try and relax. Sooner or later you will get your "sea legs"

DON'T

- × Avoid high motion locations onboard like the bow, stern and high upper decks
- × Avoid stuffy confined spaces
- × Avoid spaces with foul odors like the garbage room or heads
- × Avoid concentrating on the movement of the vessel
- × Avoid foods that are hard to digest like greasy, spicy or rich entrées
- × Avoid liquids like milk, coffee/tea, fruit juices and carbonated soda
- × Avoid smoking
- × Avoid alcohol and drug use

INCLUSION AND ACADEMIC ACCOMODATIONS

- MMA welcomes students of all backgrounds, identities, and abilities, and is committed to fostering a learning community in which all students are treated with respect and civility. Students are encouraged to share their unique perspectives while remaining open to the views of others and appreciating the opportunity to learn from one another. The Academy is committed to inclusivity, diversity, and equity, and believes that all students, no matter their race, gender, sexual orientation, religious beliefs, abilities, nationality, or economic status, have the right to access the resources they need to achieve their educational and professional goals.
- Title IX prohibits all forms of gender-based discrimination, including sexual assault and harassment, in educational programs that receive federal funding. Title IX reads, “[N]o person in the United States shall, on the basis of sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any education program or activity receiving federal financial assistance.” If you have been subjected to discrimination, harassment, or assault, please contact Title IX coordinator Lauren Salem (lsalem@maritime.edu, x5148), or Elizabeth Benway, Dean of Human Resources (ebenway@maritime.edu, x5086). You may also want to file a report with MMA Police (x5060) or the local police (dial 911) regarding assault.
- The Family Education Rights and Privacy Act (FERPA) is a federal law designated to protect the privacy of a student’s records and academic work. All files, records, and academic work completed within this course (or as related to this course, like tutoring) are considered educational records and are protected under FERPA. This means that faculty members cannot share information about your performance in this course or any other course with anyone, including your parents/guardians, unless you expressly name and grant written permission for them to have access to that information.
- Massachusetts Maritime Academy is committed to providing academic accommodations to students who qualify. Students who had an IEP or 504 Plan in high school, or others who believe they may need and qualify for accommodations in this class are encouraged to contact Dr. S. Elaine Craghead, Assistant Dean and Academic Accessibility Services Coordinator, ideally within the first two weeks of class. Please remember that academic accommodations are not retroactive. Dr. Craghead can be contacted at ADAcompliance@maritime.edu or at x5350.
- If you are experiencing anxiety, depression, alcohol or drug concerns, difficulty concentrating, or other mental health issues, please contact Jennifer Levesque in Counseling Services at jlevesque@maritime.edu, or at x5180.

CONCLUSION

We are very fortunate to have the training opportunity afforded by the *T.S. Patriot State*. What we accomplish on her over the next two months towards achieving the Marine Transportation Department's training objectives and your personal sea term goals will be largely up to you. Each student will be expected to use every opportunity that the vessel affords to make themselves professionally the best. The Marine Transportation Department wants you to learn, but to also have an enjoyable sea term. The overall **Outcome** of the Deck Training portion of Sea Term is for 4/C students is to raise their knowledge of going to sea to that of an entry level shipboard crewmember. Students will be expected to pay attention to the Deck Training Instructors and senior students and try your hand at some new skills.