All Courses STCW Approved by the USCG NMC

Boating Safety
First Aid/CPR/AED
Hazardous Materials Regulations
Medical Care Person in Charge
Medical Care Provider
Train the Trainer
Personal Safety and Social Responsibilities
Proficiency in Personal Survival Techniques
Basic Fire Fighting (Fire Prevention and Fire Fighting)
Basic Training Revalidation

IMPORTANT INFORMATION:
All mariners serving on U.S. vessels subject to STCW must comply with the requirements set forth in the STCW. These requirements are clarified in U.S. Regulation and Policy.

All mariners serving in positions requiring STCW endorsements must be fully compliant on 1 January 2017.

STCW only applies to Mariners employed on vessels greater than 200 Gross Register Tons (Domestic Tonnage), or 500 Gross Tons (ITC Tonnage), operating seaward of the boundary lines specified in Title 46 CFR Part 7.

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Mariner & Medical Training Center
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Mariner Training

The training for mariners allows them to handle any type situation in both domestic and international waters in accordance with the Standard for Training Certification, and Watchkeeping. This is implemented by the U.S. Coast Guard in order to ensure that U.S. Merchant Mariners have the skills & abilities to serve aboard seagoing vessels. This is in compliance with STCW (International Conventions on Standards of Training Certification and Watchkeeping for Seafarers).

First Aid/CPR/AD

Elementary first aid training is designed to provide a mariner with the knowledge, understanding, and proficiency to take immediate action upon encountering an accident or other medical emergency.

Medical Care Provider

This 3 day course is designed to provide medical training to the marine officer so that he/she may properly respond to medical emergencies occurring on board ship. Training as a Person in Charge of Medical Care (PIC Medical Care) is the third level of medical training provided under the STCW. This competency provides for a specified crew member or crew members to effectively participate in coordinated schemes for medical assistance on seagoing ships and to provide the sick or injured with a satisfactory standard of medical care while they remain onboard. The course consists of modules of instruction in anatomy and physiology, patient assessment, soft tissue injuries, fracture management, emergency dentistry, medical and environmental emergencies, urinary catheterization, CPR, automated external defibrillation, oxygen administration and airway maintenance, intravenous therapy, wound care and suturing, and alcohol and drug abuse. The average ship’s crew member, including senior officers, is typically unfamiliar with such skills.

Train the Trainer

The purpose of this course is to assist training providers and their teaching staff in organizing and introducing new training courses, or in enhancing, updating or supplementing existing training material, so that the quality and effectiveness of the training courses may thereby be improved.

Hazardous Materials Regulations

The HAZMAT training course consists of 27 hours of in-class 3 Days theories and practical training/drills pertaining to the U.S. DOT Hazardous Materials Regulations. The course satisfies the requirements for the safe and secure transportation of hazardous materials by freight forwards, shippers, brokers, carriers (private, common and contract); testers, re-testers, independent inspection agencies, manufacturers, Masters, Officers, Crew, longshoremen, etc.

USCG NMC STCW Approved Courses

Medical Care Person in Charge

This 5 day course is designed to provide Emergency Medical Technician type training to the marine officer so that she/he may properly respond to medical emergencies occurring on board ship. Training as a Person in Charge of Medical Care (PIC Medical Care) is the third level of medical training provided under the STCW. This competency provides for a specified crew member or crew members to effectively participate in coordinated schemes for medical assistance on seagoing ships and to provide the sick or injured with a satisfactory standard of medical care while they remain onboard. The course consists of modules of instruction in anatomy and physiology, patient assessment, soft tissue injuries, fracture management, emergency dentistry, medical and environmental emergencies, urinary catheterization, CPR, automated external defibrillation, oxygen administration and airway maintenance, intravenous therapy, wound care and suturing, and alcohol and drug abuse. The average ship’s crew member, including senior officers, is typically unfamiliar with such skills.

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Fire Prevention and Fire Fighting

Title 46 Code of Federal Regulations (CFR) 10.205(g) requires that all applicants for the following licenses complete a course of training in both basic and advanced fire fighting:

- Master of vessels of 200 gross tons or less in ocean service;
- Master or mate on vessels over 200 gross tons;
- Operator of uninspected towing vessels, oceans (domestic trade);
- Licenses on mobile offshore drilling units; and,
- Engineer licenses.

46 CFR 13.207, 13. 307, 13. 407, and 13.507 contain additional requirements for fire fighting training for those seafarers seeking an endorsement to serve on tank vessels or tank barges.

Personal Safety and Social Responsibilities

which is instructed to STCW Code A – VII/1-4 as revised by the 2010 Manila Amendment. The course covers working relationships on board, health and hygiene, drugs and alcohol, shipboard management structure and responsibilities, emergencies and safe working practices, with enhanced coverage of communications, control of fatigue, teamwork and marine environmental awareness issues. The course is followed by a written exam.

Proficiency in Personal Survival Techniques

personal survival course module, also known as Basic Sea Survival, which is instructed in compliance to STCW Code A – VII/1-1 and consists of a day in the classroom covering subjects such as emergency situations, evacuation, survival craft and rescue boats, personal lifesaving appliances, survival at sea, emergency radio equipment and helicopter assistance. The theory part is followed by a written exam. The remainder of the course is spent in a swimming pool performing the simulation of abandon ship procedures. The practical exercises are subject to ongoing assessment by the instructor.

Basic Training Revalidation