



A USCG Approved License School in Portland, Oregon providing USCG approved license training courses for USCG Merchant Marine Deck Licenses and Documents with a focus on Uninspected Vessels and Inspected Vessels of 200 tons and less.

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July 2008 Newsletter

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Student Feedback

I received this email from one of my students a few weeks ago:

“Hey this is Phil Westrick here. I took your Master 100 ton course in March this year and I just wanted to say thank you for going over the safety material so thoroughly because I actually had to employ some of it.



I don't know if you heard that on the opening day of halibut season in La Push Washington a 20 foot boat went down and we pulled two people from the water. We saved one guy but the other fellow didn't make it. We did good and I just wanted to give some credit to you for conducting such a great class.”

Captain Westrick operates the Charter Boat “Ultimate” out of La Push, Washington. The following article, reprinted from the Ultimate Charters website (<http://ultimatefc.com/>), describes the incident.

A Tragic day on the Ocean May 13, 2008

On Tuesday, May 13th, opening day for Halibut season in La Push, WA, Captain Phil Westrick of the Ultimate was involved in the rescue of three men aboard a private boat that had capsized in rough ocean conditions, 28 miles offshore. Two of the three men were pulled onto the Ultimate, the third man was rescued by Capt Mike Harris of the charter vessel, FURY (Westport) and Chris Cameron, who was on the Fury for a fun day of fishing. Chris is the skipper of the commercial vessel GALLOWS POINT, (Westport). One of the two men rescued by Capt Phil was in very critical condition. Phil and his deckhand son, "lil Phil" spent over 30 minutes of CPR on the victim until Coast Guard arrived and took over. The other victim was hypothermic, but warmed up quickly with blankets, heater and dry clothes always on board in case of emergencies such as this. Two Coast Guard helicopters were used for the evacuation, rescue and transport to an area hospital.

We are deeply saddened by the news that the most critical of the three men did not survive. The other two are recovering and will survive, thanks to all involved in this life saving rescue.

Our prayers go out to all the families affected by this horrific tragedy.

All of our customers aboard the Ultimate did an exceptional job during this event. We would like to especially thank the following customers for their assistance in the rescue of the two victims. These men are true heroes who risked their own lives to assist our crew with pulling the victims out of the water and aboard the Ultimate. We are forever grateful.

Lance Vallone - Billings, MT - Dan Fogarty - Seattle, Dennis Smith- Lakewood, Jim Leonard- Roslyn, Wa.

Good job Captain Westrick and thanks for the positive feedback on my course.

FCC Radio License Term Changes

Prior to March 25, 2008, the license term for GMDSS Radio Operator's Licenses, Restricted GMDSS Radio Operator's Licenses, GMDSS Radio Maintainer's Licenses, GMDSS Operator/Maintainer Licenses, and Marine Radio Operator Permits was five years. Any holder of a GMDSS Radio Operator's License, Restricted GMDSS Radio Operator's License, GMDSS Radio Maintainer's License, GMDSS Operator/Maintainer License, or Marine Radio Operator Permit that expired prior to March 25, 2008, must still file an application to renew the license or permit within the five-year grace period after expiration. Any license that was active, i.e., had not expired, as of March 25, 2008, does not have to be renewed.

License Renewal

If your FCC Radio Operators License expired prior to March 25, 2008 but after today's date in 2003 you may still be able to renew your license without taking the FCC exams. To find information on your license, or to renew your FCC License you will need to visit the FCC Universal Licensing System (ULS) website at <http://wireless.fcc.gov/uls/index.htm?job=home>.

The ULS website can seem a little overwhelming at first, but if you are patient, read all the prompts, and follow the directions it will lead you through the process painlessly and quickly.

Original Issue or Re-issue

If your license expired over five years ago or you require an original issue of an FCC License you will need to take the FCC exams. For a list of NRE (National Radio Examiners) in your area visit the NRE website at http://www.w5yi.org/exam_locations.com.php.

For a list of FCC Commercial Radio Operators licenses, the elements required for each license, and the published exam questions visit <http://wireless.fcc.gov/commoperators/exam.html>.

TWIC Deadline

The September 25, 2008 deadline for all U.S. Coast Guard credentialed mariners has been extended to April 15, 2009. By law, all U.S. Coast Guard-credentialed mariners with an active Merchant Mariner's Document (MMD), License, and/or Certificate of Registry (COR), with or without an STCW endorsement, must hold a valid Transportation Worker Identification Credential (TWIC) to maintain their mariner credentials. Failure to obtain and continue to hold a valid TWIC may result in suspension or revocation of your marine credentials. After April 15, 2009, the Coast Guard will not issue a merchant mariner credential to an applicant who does not hold a valid TWIC.

This is important and there are no exceptions. If you hold a USCG License you are required to obtain a TWIC; regardless of the size of the license.

For more information on TWIC; including where to enroll in Oregon and Southern Washington visit <http://columbiapacificonline.com/blog/category/uscg-press-releases/twic-information/>.

New Course Approval – Radar Observer (Unlimited)

Beginning July 1, 2008 Columbia Pacific Maritime will be offering the 5-day Radar Observer



(Unlimited) course for the original radar observer endorsement.

This USCG approval reads:

Any applicant who has successfully completed your 5-day Radar Observer (Unlimited) course will satisfy the requirements of 46 CFR 10.480 for an endorsement as Radar Observer (Unlimited).

The cost of this course is \$800. It is not on the schedule at this time, but is available on request. Call (503) 841-6066 for more information.

Course Sequences Now Available

The following sequence of courses is now available at Columbia Pacific Maritime for an original issue of a USCG license. All courses are offered seven days a week on a rotating schedule. The following courses can be completed as one course over consecutive days, scheduled as individual courses to fit a vessel rotation schedule, or taken piecemeal to satisfy the examination requirements for upgrading of an existing license.

Apprentice Mate (Steersman) Course Sequence

1. 80-hour Master 100 ton
2. 32-hour Master 100 ton to Master 200 ton Upgrade
3. 16-hour Apprentice Mate (Steersman) of Towing Vessels Upgrade

The following additional courses are required for an Ocean route:

4. 5-day Radar Observer (Unlimited)
5. Celestial Navigation (200 tons)
6. Visual Communications (Flashing Light)

Inland or Near Coastal Route

The cost of this three course sequence for Apprentice Mate (Steersman) with an Inland or Near Coastal route is \$2,000 and it can be completed as one course over 16 consecutive days or scheduled as three individual courses.

Add the Radar Observer (Unlimited) course to the Apprentice Mate sequence and the cost of the four course sequence becomes \$2,800 and it can be completed in 3 consecutive weeks.

Oceans Route

The cost of this six course sequence for Apprentice Mate (Steersman) with an Oceans route is \$3,900 and it can be completed as one course over 30 consecutive days or scheduled as six individual courses.

Advancement to Mate (Pilot) of Towing Vessels

Advancement from Apprentice Mate (Steersman) to Mate of Towing requires 12 months of sea service on towing vessels while holding a license as Apprentice Mate, completion of a TOAR for the route, and completion of a Radar Observer course, if not previously completed; no additional USCG exams are required.

Master / Mate Fishing Vessel Course Sequence

1. 80-hour Master 100 ton
2. 32-hour Master 100 ton to Master 200 ton Upgrade
3. 8-hour Master/Mate Fishing Vessel Upgrade
4. 5-day Radar Observer (Unlimited)

The following additional course is required for an Ocean route:

5. 60-hour Celestial Navigation (200 tons)

Near Coastal route

The cost of this four course sequence is \$2,700 and it can be completed as one course over 20 consecutive days or scheduled as four individual courses.

Oceans route

The cost of this five course sequence is \$3,600 and it can be completed as one course over 4 consecutive weeks or scheduled as five individual courses.

Master 100 ton / Mate 200 ton

1. 80-hour Master 100 ton
2. 32-hour Master 100 ton to Master 200 ton Upgrade

The following additional courses are required for an Ocean route:

3. 5-day Radar Observer (Unlimited)
4. 60-hour Celestial Navigation (200 tons)

Inland or Near Coastal route

The cost of this two course sequence is \$1,700 and it can be completed as one course over 2 consecutive weeks or scheduled as two individual courses.

Oceans route

The cost of this four course sequence is \$3,400 and it can be completed as one course over 27 consecutive days or taken separately as four individual courses. The completion of these courses will satisfy the examination requirements for a license as Master 100 ton Oceans, Mate 200 ton Near Coastal.

Advancement to Master 200 ton

Advancement from Mate 200 ton to Master 200 ton with the same route is accomplished with sea service experience alone, no additional USCG examinations are required.

Master 100 ton Oceans

1. 80-hour Master 100 ton
2. 5-day Radar Observer (Unlimited)
3. 60-hour Celestial Navigation (200 tons)

The cost of this three course sequence is \$2,800 and it can be completed as one course over 23 consecutive days or taken separately as three individual courses.

General Requirements for Ocean routes

To obtain a USCG License as Master or Mate with an Oceans route requires successful completion of an approved firefighting course, an approved radar observer course, and qualification as Able Seaman.

To qualify as Able Seaman requires completion of an approved Basic Safety Training (BST) course and an approved course is Proficiency in Survival Craft.

The Able Seaman course can be added to the Master 100 ton course for an additional cost of \$200. This course will satisfy the examination requirements for any rating of Able Seaman, but does not satisfy the additional training requirements for BST or Proficiency in Survival Craft.

For information on how to qualify for a USCG Merchant Marine Deck License or Document for uninspected vessels or inspected vessels of 200 gross tons or less visit the Columbia Pacific Maritime website at <http://ColumbiaPacificOnline.com>.

July 2008 Course Schedule

All courses are scheduled on consecutive days, seven days a week on a rotating schedule that is repeated every two weeks. The following course schedule includes classes offered in July through early August.

- Radar Observer Recertification (1-day) openings beginning July 10; cost \$250
- Radar Observer (Unlimited) 5-day original; call to schedule; cost \$800
- Flashing Light (1-day) openings beginning July 10; cost \$200
- Master 100 ton to Master 200 ton upgrade July 10-13 and July 24-27 and Aug 7-10; cost \$600
- Master 100 ton July 14-23 and July 28-Aug 6; cost \$1,100
- OUPV July 14-21 and July 28-Aug 4; cost \$900
- Able Seaman July 17-22 and July 31-Aug 5; cost \$700
- OUPV/Master Limited Scope Waters July 20-21 and Aug 3-4; cost \$300
- Rules of the Road July 17-19 and July 31-Aug 2; cost \$400
- OUPV to Master 100 ton Upgrade July 21-23 and Aug 4-6; cost \$400
- Apprentice Mate (Steersman) Towing Upgrade July 12-13 and July 26-27 and Aug 9-10; cost \$300
- Master/Mate Fishing Upgrade (1-day) July 11, 12, 13, 25, 26, 27, Aug 8, 9, 10; cost \$200
- Auxiliary Sail Endorsement (4-hours) July 11, 12, 13, 25, 26, 27, Aug 8, 9, 10; cost \$100
- Assistance Towing Endorsement (4-hours) July 11, 12, 13, 25, 26, 27, Aug 8, 9, 10; cost \$100

Call (503) 841-6066 and ask for Pat to get on the schedule.

Thank you for your support.

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