REGISTER OF WAGE DETERMINATIONS UNDER THE SERVICE CONTRACT ACT By direction of the Secretary of Labor	U.S. DEPARTMENT OF LABOR EMPLOYMENT STANDARDS ADMINISTRATION WAGE AND HOUR DIVISION WASHINGTON D.C. 20210
Daniel W. Simms Director Division of Wage Determinations	Wage Determination No.: 2019-0288 Revision No.: 23 Date Of Last Revision: 07/08/2025

Note: Contracts subject to the Service Contract Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658.

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:	Executive Order 14026 generally applies to the contract. The contractor must pay all covered workers at least $17.75 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2025.
If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:	Executive Order 13658 generally applies to the contract. The contractor must pay all covered workers at least $13.30 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2025.

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The applicable Executive Order minimum wage rate will be adjusted annually. Additional
information on contractor requirements and worker protections under the Executive Orders
is available at www.dol.gov/whd/govcontracts.

This WD is applicable to all coastal U.S. ports (and surrounding Outer Continental Shelf lands, see 29 CFR 4.112) in Alabama, Alaska, California, Connecticut, Delaware, District of Columbia, Florida, Georgia, Guam, Hawaii, Louisiana, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Oregon, Rhode Island, South Carolina, Texas, Virginia, and Washington

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Fringe Benefits Required Follow the Occupational Listing

Employed on U.S. Navy contract for deep sea vessels services

OCCUPATION CODE - TITLE	FOOTNOTE	RATE
(not set) - Master		91.24
(not set) - Chief Engineer		88.90
(not set) - Chief Mate		42.46
(not set) - Second Mate		42.46
(not set) - Third Mate		29.28
(not set) - First Assistant Engineer		42.46
(not set) - Second Assistant Engineer		42.46
(not set) - Third Assistant Engineer		28.28
(not set) - Boatswain		17.27***
(not set) - Able Seaman		15.90***
(not set) - Ordinary Seaman		12.96***
(not set) - Unlicensed Engineer		16.41***
(not set) - Qualified Member of Engineering Department/QMed		23.94
(not set) - Steward (Assistant)		19.33
(not set) - Head Steward		23.94
(not set) - Electronics Material Officer		50.49
(not set) - Ship Communications Officer		50.49

***Workers in this classification may be entitled to a higher minimum wage under Executive Order 14026 ($17.75 per hour) or 13658 ($13.30 per hour). Please see the Note at the top of the wage determination for more information. Please also note that the minimum wage requirements of Executive Order 14026 and 13658 are not currently being enforced as to contracts or contract-like instruments entered into

with the federal government in connection with seasonal recreational services or seasonal recreational equipment rental for the general public on federal lands. The minimum wage requirements of Executive Order 14026 also are not currently being enforced as to any contract or subcontract to which the states of Texas, Louisiana, or Mississippi, including their agencies, are a party.

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors, applies to all contracts subject to the Service Contract Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is the victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

ALL OCCUPATIONS LISTED ABOVE RECEIVE THE FOLLOWING BENEFITS:

HEALTH & WELFARE: $5.55 per hour, up to 40 hours per week, or $222.00 per week or $962.00 per month

HEALTH & WELFARE EO 13706: $5.09 per hour, up to 40 hours per week, or $203.60 per week, or $882.27 per month*

*This rate is to be used only when compensating employees for performance on an SCA-covered contract also covered by EO 13706, Establishing Paid Sick Leave for Federal Contractors. A contractor may not receive credit toward its SCA obligations for any

paid sick leave provided pursuant to EO 13706.

VACATION: 2 weeks paid vacation after 1 year of service with a contractor or successor, 3 weeks after 5 years, and 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present contractor or successor, wherever employed, and with the predecessor contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)

HOLIDAYS: A minimum of eleven paid holidays per year: New Year's Day, Martin Luther King Jr.'s Birthday, Washington's Birthday, Memorial Day, Juneteenth National Independence Day, Independence Day, Labor Day, Columbus Day, Veterans' Day, Thanksgiving Day, and Christmas Day. (A contractor may substitute for any of the named holidays another day off with pay in accordance with a plan communicated to the employees involved.) (See 29 CFR 4.174)

** UNIFORM ALLOWANCE **

If employees are required to wear uniforms in the performance of this contract (either by the terms of the Government contract, by the employer, by the state or local law, etc.), the cost of furnishing such uniforms and maintaining (by laundering or dry cleaning) such uniforms is an expense that may not be borne by an employee where such cost reduces the hourly rate below that required by the wage determination. The Department of Labor will accept payment in accordance with the following standards as compliance:

The contractor or subcontractor is required to furnish all employees with an adequate number of uniforms without cost or to reimburse employees for the actual cost of the uniforms. In addition, where uniform cleaning and maintenance is made the responsibility of the employee, all contractors and subcontractors subject to this wage determination shall (in the absence of a bona fide collective bargaining agreement providing for a different amount, or the furnishing of contrary affirmative proof as to the actual cost), reimburse all employees for such cleaning and maintenance at a rate of $3.35 per week (or $.67 cents per day). However, in those instances where the uniforms furnished are made of "wash and wear" materials, may be routinely washed and dried with other personal garments, and do not require any special treatment such as dry cleaning, daily washing, or commercial

laundering in order to meet the cleanliness or appearance standards set by the terms

of the Government contract, by the contractor, by law, or by the nature of the work,

there is no requirement that employees be reimbursed for uniform maintenance costs.

** SERVICE CONTRACT ACT DIRECTORY OF OCCUPATIONS **

The duties of employees under job titles listed are those described in the "Service Contract Act Directory of Occupations", Fifth Edition (Revision 1), dated September 2015, unless otherwise indicated.

** REQUEST FOR AUTHORIZATION OF ADDITIONAL CLASSIFICATION AND WAGE RATE, Standard Form 1444 (SF-1444) **

Conformance Process:

The contracting officer shall require that any class of service employee which is not listed herein and which is to be employed under the contract (i.e., the work to be performed is not performed by any classification listed in the wage determination), be classified by the contractor so as to provide a reasonable relationship (i.e., appropriate level of skill comparison) between such unlisted classifications and the classifications listed in the wage determination (See 29 CFR

4.6(b)(2)(i)). Such conforming procedures shall be initiated by the contractor prior to the performance of contract work by such unlisted class(es) of employees (See 29 CFR 4.6(b)(2)(ii)). The Wage and Hour Division shall make a final determination of conformed classification, wage rate, and/or fringe benefits which shall be paid to all employees performing in the classification from the first day of work on which contract work is performed by them in the classification. Failure

to pay such unlisted employees the compensation agreed upon by the interested parties and/or fully determined by the Wage and Hour Division retroactive to the date such class of employees commenced contract work shall be a violation of the Act and this contract. (See 29 CFR 4.6(b)(2)(v)). When multiple wage determinations are included in a contract, a separate SF-1444 should be prepared for each wage determination to which a class(es) is to be conformed.

The process for preparing a conformance request is as follows:

1) When preparing the bid, the contractor identifies the need for a conformed occupation(s) and computes a proposed rate(s).

2) After contract award, the contractor prepares a written report listing in order the proposed classification title(s), a Federal grade equivalency (FGE) for each proposed classification(s), job description(s), and rationale for proposed wage rate(s), including information regarding the agreement or disagreement of the authorized representative of the employees involved, or where there is no authorized representative, the employees themselves. This report should be submitted to the contracting officer no later than 30 days after such unlisted class(es) of employees performs any contract work.

3) The contracting officer reviews the proposed action and promptly submits a report of the action, together with the agency's recommendations and pertinent information including the position of the contractor and the employees, to the U.S. Department of Labor, Wage and Hour Division, for review (See 29 CFR 4.6(b)(2)(ii)).

4) Within 30 days of receipt, the Wage and Hour Division approves, modifies, or disapproves the action via transmittal to the agency contracting officer, or notifies the contracting officer that additional time will be required to process the request.

5) The contracting officer transmits the Wage and Hour Division's decision to the contractor.

6) Each affected employee shall be furnished by the contractor with a written copy of such determination or it shall be posted as a part of the wage determination (See 29 CFR 4.6(b)(2)(iii)).

Information required by the Regulations must be submitted on SF-1444 or bond paper.

When preparing a conformance request, the "Service Contract Act Directory of Occupations" should be used to compare job definitions to ensure that duties requested are not performed by a classification already listed in the wage determination. Remember, it is not the job title, but the required tasks that

determine whether a class is included in an established wage determination. Conformances may not be used to artificially split, combine, or subdivide classifications listed in the wage determination (See 29 CFR 4.152(c)(1)).

** OCCUPATIONS NOT INCLUDED IN THE SCA DIRECTORY OF OCCUPATIONS **

Able Seaman
The Able Seaman watch is a position in the deck department aboard ship both at sea and in port. The incumbent is under the direct supervision of licensed officers during regular operations. The Able Seaman is normally assigned duties on the bridge or in aft steering, but may be assigned other duties under the direct supervision of the Boatswain.

During arrival, departure, shipyard docking and undocking evolutions, the Able Seaman shall be ready to report to any assigned line handling station and assist in the preparation of heaving and mooring lines as necessary. Must have a complete knowledge and understanding of all line handling commands and be prepared to inform supervisor of the line handling evolution of any dangerous situations that may be developing or existing, being immediately prepared to respond as directed.

Boatswain
As senior unlicensed deck person, the Boatswain is responsible for the proper maintenance and operation of deck department areas and the safety and cleanliness of

all deck work areas and stowage spaces while ensuring the safety of subordinates, and performs docking, undocking, and anchoring duties. Serves as a team leader assisting department supervisors in training, directing and supervision of deck department personnel. Oversees the care, upkeep, and proper rigging of all equipment; the safe launch/recovery of all boats; the safe and efficient, loading, offloading, stowage of all deck supplies and/or cargo, including dry stores, petroleum products, and ammunition; and all operations involving personnel working aloft or over the side. Maintains running inventory and daily work logs of supplies,
tools, equipment, maintenance, and repairs.

As a team leader, musters department personnel and assigns work as directed by the Chief Mate. Supervises daily activity of deck department day workers. Refers grievances and potential disciplinary issues to immediate supervisor. Assists deck department supervisors in the training, directing and supervision of other deck department shipboard personnel who are less experienced in the fundamentals of their

work. Responsible for the proper supervision of deck spacialty personnel. Responsible for the safety of crewmembers. Ensures that crewmembers wear protective

clothing and use protective equipment when performing hazardous work and are properly dressed the job at hand, including proper protection from the weather elements.

Chief Engineer
The Chief Engineer is responsible for managing policies and procedures and to assist

the Master in the management of the ship's operating budgets. The Chief Engineer is to oversee the proper operation and maintenance of all ship's systems. Additionally responsible for the preservation, safety, and cleanliness of engine department spaces and equipment. The Chief Enginer provides direction to shipboard engineering personnel in the performance of their duties.

The Chief Engineer shall direct watch-standing assignments, which will maintain safe

and reliable engine room operation, verify that all personnel reporting aboard have the proper certifications and associated documentation needed to meet the regulatory

requirements of their assigned billet, verify that licensed engineers know their duties and responsibilities, ensure that newly-reporting licensed and unlicensed engineers are familiar with shipboard duties, responsibilities, safety, maintenance and operating policies and procedures, prepare personnel evaluations of engine department crew members, act as career counselor and mentor to engine department crewmembers and other ship's force desiring engine department positions.

Chief Mate
As the deck department head, the Chief Mate is responsible for the safe, effective and efficient management and supervision of deck department employees. Ensures sound fiscal management and adherence to budget guidelines by deck department employees. Serves as the ship's safety officer, training officer, damage control officer, vessel security officer, oil spill coordinator and may be called upon as the gas free engineer. On ships without a Master, the Chief Mate is the officer in charge of the entire contingent onboard regardless the disparity between formal pay rate designators. Chief Mate is directly accountable to the Master for all matters pertaining to management, operation, care, safety, and physical condition of deck department operations and keeps the Master informed in those areas.

Keeps abreast of all ship's business matters and acts on behalf of the Master when the Master is not available. Maintains a functional understanding of the ship's mission, operations, command relationships, and operational reports. Responsible for the proper planning, loading, stowage and discharge of cargo and maintenance of the ship in safe and stable condition. Prior to sailing, inspects the ship to ascertain there are no structural defects and that hatches, side ports, cargo gear, cargo and equipment are secured properly.

Electronics Material Officer
Schedule and conduct planned and corrective maintenance as required ensuring maximum operational
readiness.
o Provide technical assistance and conducts necessary training.

o Maintain technical publications and files.
o Maintain all electronic test equipment.
o Maintain all satellite communication systems to an operational goal of 97% connectivity.
o Manage a calibration program, ensuring all test equipment, gauges, meters, and other equipment are
correctly calibrated and accurate.
o Ensure compliance with safety procedures.
o Advise the Master on capabilities, limitations and condition of equipment.
o Work aloft or over the side to perform preventative or corrective maintenance.
o Comply with EKMS regulations as part of an EKMS Local Element.
o Stand watch as assigned per operational requirements.
o The EMO is required to observe all safety rules and take appropriate precautions to ensure personal safety
and safety of co-workers. The EMO may be assigned as the department tag out/lock out coordinator and
Aloft Coordinator.
o The EMO is required to be proficient in the performance of shipboard emergency drills.

First Assistant Engineer
The First Assistant Engineer is responsible for the proper operation, maintenance, and preservation of all engine department machinery and equipment. Responsible for the economical use of consumable supplies, stores, and spare parts; the cleanliness and proper condition of all spaces under the jurisdiction of the engine department; and the conduct and efficient performance of engine department personnel. Must be competent and skilled in the use of condition monitoring equipment, including basic interpretation and analysis of the raw test results. Incumbent is required to be proficient in the performance of shipboard engineering, fire, and collision drills.

Carries out instructions safely and efficiently, and takes the initiative to perform

emergency duties without specific orders or instructions.

Ensures safe and proper operation, maintenance and preservation of all engine department machinery and equipment. This includes proper operation of ships propulsion systems, electrical power generation systems, refrigeration systems, hydraulic systems, and the auxiliary systems which support equipment or ships complement. Conducts inspections. Ensures the economic use of personnel resources,

consumable supplies, stores and spare parts.

Head Steward
o serve as head of the Steward's department.
o Plan and prepare three (3) meals per day and night luncheon for crew and embarked personnel
(maximum is defined by the number of berths on each vessel).
o Order provisions and supplies, including cleaning supplies, toilet paper, laundry essentials, etc.,

and maintain required food inventory supporting the menu plan and FOS status periods.
o Receive and store provisions and supplies.
o Maintain cleanliness and stowage of galley, messing area, cabin storeroom, freeze box, chill box,
laundry, dry provisions storeroom, thaw room, and specific accommodations areas designated by
the Master.
o Ensure all personnel are issued clean linen upon reporting aboard and as needed thereafter.
o Supervise the steward utility in the performance of required duties.
o Stand no designated watches; however, work hours are dictated by the successful accomplishment
of identified duties.

Master
The Master is in overall command of the vessel and has full responsibility for all matters pertaining to management of the vessel, operations, supervision of the crew,

safe navigation, physical security and safety. The Master must possess the ability to make analytical decisions in a rapidly changing work environment, and is required

to possess the ability to command a naval ship in a contested maritime environment with an understanding and proficiency in naval operations. Through the utilization of senior managerial personnel aboard, the Master monitors all daily operations as well as plans for future mission requirements. The Master ensures that all orders, instructions, government regulations and command directives are properly executed and maintained. The Master is responsible for the safe navigation of the vessel, and must be skilled in all facets of navigation.

The Master must be knowledgeable and familiar with a wide range of regulatory requirements, inspections and regulations. Responsible for the safety and security of the crew, cargo and ship, ensure that the crew is trained in firefighting and damage control procedures as well as force protection. Ensures that all equipment associated with lifesaving, firefighting and shipboard security is available and in proper working condition. The Master is responsible for the proper planning, loading, stowage, and delivery of cargo. Provides oversight and planning for a wide

range of mission requirements, loading, transfer and discharge as well as towing and

salvage operations.

Ordinary Seaman
The Ordinary Seaman is an entry level position in the deck department as a watchstander. In port or at sea, Ordinary Seaman will perform and/or aid other crewmembers in work pertaining to general maintenance, repair, sanitation, and upkeep of material, equipment, and areas that are the responsibility of the deck department. General maintenance consists of, but is not limited to: chipping, scaling, scraping, priming, painting, sounding and/or cleaning of the ship's hull, decks, superstructure, cargo gear, smokestack, rescue boats, lifeboats and/or life

rafts, emergency and damage control gear.

Furthermore, the Ordinary Seaman will also be instructed and assigned to perform traditional shipboard marlinespike seamanship duties that includes the splicing of wire rope, as well as synthetic and natural fiber lines, reaving and unreaving blocks and falls, overhauling and maintaining both standing and running rigging, cargo loading, discharging, shoring, lashing, and rigging cargo nets, slings, ladders, boat fenders, tricing pendants and gangways. Also included is general sanitation of the deck department spaces, which includes sweeping, scrubbing, sougeeing and conducting wash downs in general, and the sorting and proper disposal of trash and garbage.

Qualified Member of Engineering Department/QMed
o Stand engine room watch as assigned per operational requirements.
o Performs repairs and maintenance on propulsion and auxiliary equipment as directed by the Chief engineer.
o Requirements: Able Seafarer-Engine; RFPEW; PSC; Basic Training

Second Assistant Engineer
A Second Assistant Engineer is responsible for the proper operation, maintenance, upkeep and conditions of the fire room, boilers, main and auxiliary diesel engines and where equipped, gas turbines as well as auxiliary equipment and machinery. Aboard steam vessels is responsible for the condition, maintenance and operation of boilers and appurtenances, testing and maintaining boiler water chemistry, maintaining test records, calibrating combustion control equipment, operating evaporators, and the maintenance of feed and condensate systems. Aboard diesel and gas turbine vessels is responsible for the proper operation, maintenance, and repair of auxiliary boilers and appurtenances, propulsion and auxiliary diesel engines, and auxiliary system machinery and equipment; and for the operation and condition of the fuel oil system, including transfer pumps, strainers, heaters, heating coils, and storage tanks. The Second Assistant Engineer is able to carry out instructions safely and efficiently, taking the initiative to perform emergency duties without specific orders or instructions.

Responsible for the condition, maintenance and operation of boilers. Tests boiler water keeping records of tests and chemicals used to prevent corrosion and scale. Maintains testing equipment and compound, cleaning fire and watersides, repairing brickwork in furnace, operating and maintaining soot blowers and their control mechanism. Maintains boiler mountings and fittings, checking safety valves for proper popping pressure, caring for and adjusting combustion control equipment, to include ships and combustion control compressors. Monitors stack gases, supervising the operation of evaporators and condition of the feed water system. Operates and maintains feed water system.

Second Mate
Serves as member of the deck department under the supervision of the Chief Mate.

Assists the Master and Chief Mate in carrying out their responsibilities and duties and performs such duties that may be assigned, including assuming command of the ship in their absence. Responsible for the dual function as navigator and operations officer. As navigation officer, directly accountable to the Master for the navigation responsibilities of the ship. Serves as direct supervisor of all watch officers and watch teams both at sea and in port. Prepares a comprehensive voyage plan and briefs the Master and watch officers ensuring that the classified nature of the mission and specific information on the ship's voyages, movements and position are not indiscriminately revealed.

Updates and maintains navigational supplies and the efficient operation of all instruments and accessories used in the navigation such as charts, coast pilots, light lists, almanacs, tide and current tables, sailing directions, course recorders,
magnetic compasses and adjustment methods, gyro compasses, barometers, chronometers,
and all other associated equipment essential to supporting the safe navigation of the vessel. Performs such duties as docking/undocking, anchoring, and underway steaming.

Ship Communications Officer
Supervise allocated watch standing personnel.
o Serve as ships Network Administrator.
o Prepare and coordinate planned maintenance schedules as required to ensure maximum operational
readiness.
o Provide technical assistance and conducts necessary training.
o Maintain technical publications and files.
o Ensure communications security (COMSEC) procedures and instructions related to crypto security,
transmission security, and emissions securities are complied with.
o Ensure compliance with safety procedures.
o Manage the transfer of information technology using Military or commercial satellites, tactical line of sight
(LOS), high frequency (HF), ultra high frequency (UHF), very high frequency (VHF), and high frequency
(HF) long-haul.
o Ensure operations that are routinely performed within a carrier strike group with specific circuits and
protocol are adhered to and utilized by TSVRON vessels.
o Comply with COMSEC requirements on both transmission and receipt of communications messages.
o Manage the operation of information systems in support of worldwide telecommunications network.
Assigned systems include, but not limited to NIPRNET, SIPRNET, and CENTRIX.
o Advise the Master on capabilities, limitations and condition of equipment. May be required to work aloft
and over side to ascertain equipment condition.
o Operate C5I systems including equipment used for communication, tracking, recognition and identification.

o Comply with EKMS regulations as part of an EKMS Local Element.
o Stand communications watch as assigned per operational requirements.
o The SCO is required to observe all safety rules and take appropriate precautions to ensure personal safety
and safety of co-workers. The SCO may be assigned as the department tag out/lock out coordinator.
o The SCO is required to be proficient in the performance of shipboard emergency drills.

Steward (Assistant)
o Assist the Head of the Steward's department in preparing
and serving meals, cleanliness and other housekeeping chores.
o The Steward reports to the Head of the Steward's department. Work hours are directed by the Head of the Steward's Department.
o Ensure clean crockery and availability of crockery to the crew.
o Remove garbage from galley/messing area.
o Break out menu items as directed by the steward cook.

Third Assistant Engineer
The Third Assistant Engineer monitors the safe and efficient operation of engineering machinery, equipment and spaces, enters data in logs, and reports special events in the appropriate logs. Performs routine maintenance and repair of engine room machinery and auxiliary equipment; and observes all engine/fire room repairs and work being done by shipyard or other shore side facility. Incumbent must have the ability to perform assigned duties, carry out instructions safely and efficiently, and take the initiative to perform emergency duties without specific orders or instructions. Manages the cooling water treatment of the water systems on

main propulsion engines and auxiliary generators and any other water-cooled engineering systems. Manages potable water, testing and treatment, storage of bulk lube oil and performs routine testing of lube oils in various engineering systems. Reports to Chief Engineer and/or First Assistant Engineer.

As an engineering watch officer, is responsible for the safe and correct operation of all engineering machinery and equipment. This includes, but is not limited to starting, securing, and placing into service main propulsion engines, boilers and generators, transferring of fuels and lube oils, cleaning strainers and burners, functioning and operating of various engine room auxiliaries such as evaporators, centrifugal lube/fuel oil separators, low and high pressure air compressors, main switchboard electrical equipment, auxiliary boilers, and waste heat boilers, refrigeration compressors.systems, fans and blowers, vacuum pumps, and piping systems such as bilge, ballast, fire, cooling water, sanitary, fuel and lube oil. Correctly operates oily water separators, oil content monitors and properly maintains the oil record book.

Third Mate
The Third Mate is a member of the deck department. Serves as a deck watch officer and assists the Master and senior deck officers in carrying out their responsibilities; and in their absence may assume command of the ship. May be called upon to assist the navigations/operations officer or operations personnel

with conducting various duties associated with communication with military units. May be required to stand watch during naval operations that require the securing of electromagnetic navigation aids such as radar and bridge to bridge radio, or the extinguishing of navigational lights. May be required to maneuver and conduct naval

operations; these may include underway connected replenishment and vertical replenishment evolutions, tactical signaling, formation steaming, torpedo evasion tactics, and other plans. May be assigned collateral duties as directed.

Maintains a proper lookout and an accurate ship's position at all times while on watch. Provides the Master information immediately about ship's position, course, and speed, using any and all means available. Adheres to the collision regulations rules of the road unless directed by the Master to divert from one or more of them for military operational reasons. Unless directed by the Master, maintains a continuous radar/surface plot of all surrounding traffic to scale appropriate to the

traffic situation. During periods of restricted visibility, heavy traffic, any emergency or when in doubt, contacts the Master, providing the Master ample time to survey the situation and make an informed decision. Ensure accurate communications between the deck and engine watch so as to remain alert for conditions of fire or flooding, or any incidents that may hamper damage control efforts.

Unlicensed Engineer

The Unlicensed Engineer will work directly under the supervision of the licensed watch engineer that they are assigned to or the First Assistant Engineer. The Unlicensed Engineer is responsible for making roungs of the engine room and outside spaces while on duty, recording all plant temperatures, pressures, fuel meters, water meters, revolution counters as designated by the engine room log book. They will report all abnormal conditions directly to the engineer on watch.

They will assist in the taking on and off loading of fresh water, lube oil, fuel oil,
and with connecting and disconnecting all shore services. The Unlicensed Engineer will know the locations and uses of all fire fighting, damage control and rescue equipment in engineering spaces. They will know the locations and how to operate all emergency remote shut down devices.