

(b) For original license as master, mate, or pilot, the applicant must have either with or without glasses, at least 20/20 vision in one eye, and at least 20/40 in the other. An applicant who wears glasses, however, must also be able to pass a test without glasses of at least 20/40 in one eye and at least 20/70 in the other. The applicant's color sense shall be tested by an approved method.

(c) Applicants for original license as engineer shall be examined only as to their ability to distinguish the colors red, blue, green, and yellow.

(d) For original license as engineer, the applicant must have either with or without glasses at least 20/30 vision in one eye, and at least 20/50 vision in the other. An applicant who wears glasses, however, must also be able to pass a test without glasses of at least 20/50 in one eye and at least 20/70 in the other.

(e) If an applicant is not possessed of the vision, hearing, and general physical condition considered necessary, the Board, after consultation with the examining physician, may make recommendations to the Maritime Operations Director for an exception to these requirements if, in its opinion, extenuating circumstances warrant special consideration.

(f) No original license shall be issued to any person unless 25 percent of the required experience has been obtained within the three years immediately preceding the date of application. Such period shall include, in addition to the three years specified, any service in the Armed Forces of the United States or the Republic of Panama that immediately preceded or interrupted the last three years spent by the applicant in a civilian status prior to the date of the application. When an applicant for a license as engineer does not meet the requirement of this paragraph, but is otherwise qualified, the Board may examine him and recommend to the Maritime Operations Director that he be licensed. In such cases a license may be issued provided the applicant has satisfactorily completed a 90-day period as trainee aboard applicable equipment of the Panama Canal Commission.

(g) It is not required that an applicant has obtained his experience on United States vessels. Experience on foreign vessels will be given due credit.

(h) An applicant for a license may not be given a grade of license higher than that in which he has served. However, this paragraph shall not apply to persons qualifying for license under the Panama Canal pilot Master and engineer training programs.

(i) When a qualified person makes application for license it shall be the duty of the Board to give the applicant the required examination as soon as practicable.

[31 FR 12311, Sept. 16, 1966, as amended at 46 FR 63190, Dec. 30, 1981]

§ 119.13 Burden of establishing qualifications.

Applicants for licenses must establish to the satisfaction of the Board that they possess all of the qualifications necessary, such as age, experience and character before they shall be entitled to be issued licenses.

§ 119.14 Applicant to appear for examination.

(a) Except as provided in paragraph (c) of this section, before an original license or raise in grade is issued to any person to act as Master, mate, pilot, or engineer, he shall personally appear before the Board and pass a written examination, covering such subjects as will demonstrate that the applicant has sufficient knowledge of maritime matters necessary for the license for which he has applied. A list of subjects to be tested may be obtained from the Board.

(b) Applicants will also be required to pass a practical examination.

(c) Upon the recommendation of the Board that he do so, the Maritime Operations Director may, at his discretion, issue an original license either without an examination or with an examination covering only subjects of a local nature, to an applicant who possesses a currently valid marine license issued by a competent national authority and who is otherwise eligible under this part.

[46 FR 63189, Dec. 30, 1981; 47 FR 54072, Dec. 1, 1982]

§ 119.15 Reexamination.

An applicant for license who has been duly examined and refused a license,

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may come before the Board for reexamination at any time thereafter fixed by the Board.

[31 FR 12311, Sept. 16, 1966]

§ 119.16 Raise of grade.

(a) Upon the issuance of a license involving a raise of grade, the applicant shall surrender the old license to the Board.

(b) The Board shall, before granting a raise of grade of license, require the applicant to make written application on a prescribed form.

(c) The grade of a license as Master, mate, or pilot may not be raised except upon the certificate of a physician recognized by the Panama Canal Commission, attesting that the color sense of the applicant is normal. Applicants for raise of grade of engineer license are not subject to this requirement. Nothing herein contained shall debar an applicant who has lost the sight of one eye from securing a raise of grade of his license if he is qualified in all other respects and his vision in his one eye passes the test required for the better eye of an applicant having vision in both eyes.

(d) Applicants for raise of grade of license shall present to the Board letters, discharges, or other official documents certifying to the amount and character of their experience and the names of the vessels on which it was acquired.

(e) A raise of grade of license may not be granted to any applicant unless 25 percent of the required sea service shall have been served within the three years immediately preceding the date of application. Service in the armed forces of the United States or Republic of Panama shall not be counted in computing the three years.

(f) Sea service acquired prior to the issuance of the license held may not be accepted as any part of the service required for raise of grade.

§ 119.17 Renewal of license.

(a) Applicants for renewal of master's, mate's, or pilot's license shall present evidence of service on waters for which licensed obtained within the 3 years next preceding the date of application, or shall present evidence of employment in a position closely relat-

ed to the operation of vessels within the same 3-year period. If this requirement is not met, the Board shall determine to its satisfaction that the licensed officer is thoroughly familiar with the International rules of the road or the pilot or special rules applicable to the waters for which the applicant is licensed. A written examination may be required for this purpose or the applicant may be examined orally and a summary of the oral examination placed on the officer's license file.

(b) A license may not be renewed if title to it has been forfeited or if facts which would render renewal improper have come to the attention of the Board.

(c) A 12-month period of grace shall be allowed after the expiration date of the license held, during which period it may be renewed. Active service in the armed forces or the merchant marine shall not be included in computing the period of grace: *Provided, however*, That this exception applies only to such periods of service, or portions thereof, during which there was no reasonable opportunity for renewal.

(d) A license may not be renewed more than 30 days in advance of the date of expiration thereof, unless there are extraordinary circumstances that justify a renewal beforehand, in which case the reasons must appear in detail in the records of the Board.

(e) A license as Master, mate, or pilot may not be renewed except upon the official certificate of a physician recognized by the Commission that the color sense of the applicant is normal. Applicants for renewal of license as engineer are not subject to this requirement.

(f) [Reserved]

(g) Nothing contained herein shall debar an applicant who has lost the sight of one eye from securing a renewal of his license, if he is qualified in all other respects, and the vision in his one eye passes the test required for the better eye of an applicant having sight in both eyes.

(h) An officer making application for a renewal of his license shall appear in person before the Board, except in cases where the distance from the office of the Board is such as to put the applicant to great inconvenience and expense to appear in person. In this