

Marine Department

APPLICATION FOR A MINIMUM SAFE MANNING CERTIFICATE

Merchant Shipping (Safety) (Minimum Safe Manning Certificate) Regulation

PLEASE COMPLETE IN TYPEWRITTEN FORM

*(If there is insufficient space provided under the questions,
answers may be provided on additional sheets of paper attached to this application.)*

1. Particulars of Applicant

Full Name of Applicant:

Address of Applicant:

2. Particulars of Ship

Name of Ship:

IMO Number:

Gross Tonnage:

Type of Ship:

3. Trading Pattern of Ship

(a) Worldwide: Yes No *

(b) If not, please specify:

4. Machinery and Equipment details

4.1 Machinery

Total shaft power output (KW):

Bridge Control: Yes No *

Engine room watch alarm (Note 1): Yes No **

* ✓ as appropriate

** If the answer is "No", the applicant must complete Section 4.1.1

4.1.1 Alternative engine room warning system

If no engine room alarm is fitted, does the vessel have any one of the following communication systems:

- (a) fixed talk back system between engine room and wheelhouse Yes No *
- (b) portable walkie-talkies positioned at engine room entrance and wheelhouse Yes No *
- (c) paging system operable from wheelhouse and effective in engine room Yes No *
- (d) warning indicating lights in wheelhouse with push button operated switches at engine room entrances Yes No *
- (e) warning indicating lights in wheelhouse with infra red light operated switches at engine room entrances Yes No *
- (f) Other systems (please specify):

4.2 Equipment

Mooring Arrangement

- (a) Conventional (moorings transferred to bitts after being stoppered off) Yes No *
- (b) Mooring lines permanently carried on powered drums Yes No *

4.3 Unusual features that affect the safe manning of the ship (if any):

5. Key Operations

5.1 The key operations below are identified as operations that are critical to the deployment of human resources on the ship. Please complete the following questions in the most comprehensive manner.

5.2 Maintain safe navigational and engineering watches in accordance with Regulation VIII/2 of the 1995 STCW Convention, as amended, and also the routine maintenance of machinery and equipment.

5.2.1 Navigational Watch

- Which watch system will be adopted? Two Three *
- Will the Master undertake a navigational watch? Yes No *
- Will the Master be required to undertake his/her own pilotage? Yes No *

* ✓ as appropriate

5.2.2 Engineering Watch

Is the ship operating under UMS mode? Yes No *
 If not, what watch system will be adopted? Two Three *
 Others, please specify:

Will the Chief Engineer undertake a watch? Yes No *
 Are all machinery spaces covered by a fire detection system? Yes No *
 Are all machinery spaces covered by a bilge alarm system? Yes No *

5.3 Mooring and unmooring the vessel

Details of mooring station equipment and manning requirements for peak workload situation:

Forward:

Aft:

Number of officers and ratings in the wheelhouse during mooring or unmooring operations:

Officers: Ratings:

6. Prevention of crew fatigue

What are the watchkeeping arrangements for officers and ratings during entering or leaving port, stand-by periods?

Wheelhouse:

Engine Room:

How many hours of scheduled rest for:

		Per Day	Per Week
Watchkeepers	(Officers)	<input style="width: 80px;" type="text"/>	<input style="width: 80px;" type="text"/>
	(Ratings)	<input style="width: 80px;" type="text"/>	<input style="width: 80px;" type="text"/>
Day Workers	(Officers)	<input style="width: 80px;" type="text"/>	<input style="width: 80px;" type="text"/>
	(Ratings)	<input style="width: 80px;" type="text"/>	<input style="width: 80px;" type="text"/>
Watchkeepers & Day Workers***	(Officers)	<input style="width: 80px;" type="text"/>	<input style="width: 80px;" type="text"/>
	(Ratings)	<input style="width: 80px;" type="text"/>	<input style="width: 80px;" type="text"/>

* ✓ as appropriate

*** These workers include those who are required to carry out routine maintenance duties (such as emergency drills, equipment checks etc.) after their normal watchkeeping duties. The number of resting hours per week may not be equal to rest hours per day multiplied by seven.

7. Proposed Manning Scale

7.1 Officers (see Note 2)

Please submit your proposals for the safe manning of the above ship in the table below. The numbers of certificated deck and engineer officers are contained in Merchant Shipping (Seafarers) (Certification of Officers) Regulation.

	Officers	Number
(a)	Deck Officer Class 1	
(b)	Deck Officer Class 2	
(c)	Deck Officer Class 3	
(d)	Deck Cadet	
(e)	Engineer Officer Class 1	
(f)	Engineer Officer Class 2	
(g)	Engineer Officer Class 3	
(h)	Engineer Cadet	

7.2 Ratings (see Note 3)

	Ratings	Number
(a)	Seaman Grade 1	
(b)	Seaman Grade 2	
(c)	Seaman Grade 3	
(d)	Junior Seaman	
(e)	Motorman Grade 1	
(f)	Motorman Grade 2	
(g)	Motorman Grade 3	
(h)	Junior Motorman	
(i)	G. P. Grade 1	
(j)	G. P. Grade 2	
(k)	G. P. Grade 3	

8. Plans and documents submitted with this application (✓ as appropriate)

Evacuation Plan (passenger ships only)

UMS Certificate (if applicable)

Mooring and Equipment Plan

Details of Watch Alarm System

9. Declaration

I certify that, to the best of my knowledge, the particulars given in this application are true and correct and that the machinery and equipment fitted on board are and will be maintained in proper working order.

Signed:

(on behalf of owners)

Name :

Position:

Date:

For clarification of any points arising from this application the Marine Department may contact :

Name:

Telephone:

Fax: