**REPUBLIC OF Marine Notice**



**THE MARSHALL ISLANDS**

**No. 7-038-2**

**OFFICE OF THE**

 **MARITIME ADMINISTRATOR Rev. 12/09**

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: Minimum Safe Manning Requirements for Vessels.**

**References:** **(a) IMO Resolution A.890(21) - Principles of Safe Manning**

**(b) Publication MI-118 - Requirements for Merchant Marine Personnel Certification**

**(c) Global Marine Distress and Safety System (GMDSS) requirements**

**(d) Marshall Islands Maritime Regulations Chapter 7, Reg. 7.38.6**

**PURPOSE:**

This Notice promulgates the Marshall Islands requirements for the safe manning of vessels. This Notice supersedes Rev. 5/09 and reflects a clarifying change in section 2.8.4.

**APPLICABILITY:**

This Notice is applicable to all Marshall Islands flag vessels and Marshall Islands certified or documented seafarers.

**REQUIREMENTS:**

**1.0 Principles of Safe Manning**

The following outlines the Administrator’s policy on the principles of safe manning addressed by IMO Resolution A.890(21).

**1.1 Sufficient Number of Qualified Persons**

1.1.1 There should always be sufficient qualified persons on board to deal with peak workload conditions; for instance mooring or unmooring, tank cleaning in tankers, or preparation of cargo holds in dry cargo ships.

1.1.2 There should always be a sufficient number of qualified persons in a watch to perform any required duties plus general surveillance of the ship, such as fire patrols, investigation of unusual noises, protection of crew members working overside or within enclosed spaces, or the initial stages of a man overboard situation.

**1.2 Watches**

1.2.1 Except in vessels of 3000 GT or less, the Master or Chief Engineer should not keep a regular watch.

1.2.2 Except in vessels of 3000 GT or less, a three-watch system should be adopted for both navigational and engine room watches (except, of course, in vessels certified for unattended machinery operations).

1.2.3 Where the bridge watch is normally limited in numbers, there should be a routine for providing additional assistance without delay. This means that standby personnel should be identified and immediately contactable.

**1.3 GMDSS Equipped Vessels**

1.3.1 For vessels sailing without a radio maintainer on board, at least two (2) deck officers are required to hold the GMDSS-General Operator Certificate. One (1) of the operators shall be designated as having primary responsibility for radio communications during distress incidents. In this case, the duplication of on board equipment and shore-based maintenance must be employed by the shipowner/operator.

1.3.2 For vessels sailing without two (2) deck officers on board holding GMDSS-General Operator Certificates, a dedicated radio maintainer must be on board who holds either a GMDSS-1st Class or GMDSS-2nd Class Radio Electronic Operator and Maintainer Certificate and is designated as having primary responsibility for radio communications during distress incidents. In this case, either the duplication of on board equipment or shore-based maintenancemust be employed by the shipowner/operator.

**1.4 Unattended Machinery Operations**

In ships certified for unattended machinery operations, a sufficient number of qualified personnel must be carried to provide manual control of machinery in an emergency to enable the vessel to reach port.

**2.0 Minimum Safe Manning Certificates**

The following notes outline the procedures followed by the Administration in issuing Minimum Safe Manning Certificates.

**2.1 Procedures**

2.1.1 The scales following in section 2.2 are standards for general guidance only. Minimum safe manning will be assessed on a ship-by-ship basis upon application to the Administration.

2.1.2 Subject to the governing principle that the Master is at all times responsible for the safe operation of his ship, the Master may, in his discretion, vary the numbers of personnel on any watch either by reduction under favorable conditions or by doubling watches in areas of bad visibility or high traffic density.

2.1.3 In assessing minimum deck manning, the Administration will consider the physical dimensions of the vessel, layout of crew accommodation and internal communications systems, all of which affect crew capabilities and response reactions. Shipyard plans and other data may be requested.

2.1.4 In assessing minimum engine room manning, the kilowatt (kW) power of machinery shall be the aggregate of main propulsion and any auxiliary machinery routinely operated. In addition, engine room layout and proximity to boiler rooms, etc., will be evaluated. Plans and other data may be requested. Where a multiple main engine arrangement exists, additional engineers may be required.

2.1.5 If a company submits a proposal for the minimum safe manning level of a ship, the proposal will be evaluated by the Administration to ensure that:

.1 the proposed ship’s complement contains the number and grades/capacities of the personnel to fulfil the task, duties and responsibilities required for the safe operation of the ship, for protection of the marine environment and for dealing with emergency situations; and

.2 the master, officers and other members of the ship’s complement are not required to work more hours than is safe in relation to the performance of their duties and the safety of the ship and that the requirements for work and rest hours, in accordance with applicable national regulations, can be complied with.

2.1.6 If an Interdepartmental Flexibility (IDF) System of manning is proposed, the specifications and operational elements of the system must be clearly defined, and the Administration will require evidence that all personnel are competent to perform the additional duties assigned. Personnel shall not be employed in capacities for which they are untrained or unqualified**.**

2.1.7 If a General Purpose (GP) manning system is proposed, the Administration will require evidence that the ratings concerned have adequate training and experience. This would particularly apply if the number of General Purpose ratings, GP-1s, proposed is less than the total number required by the BASIC MANNING scales below.

2.1.8 The Administration will require a company to amend a proposal for the minimum safe manning level of a ship if, after evaluation of the original proposal submitted by the company, the Administration is unable to approve the proposed composition of the ship’s complement.

2.1.9 The Administration will only approve a proposal for the minimum safe manning level of a ship and correspondingly issue a minimum safe manning document if it is fully satisfied that the proposed ship’s complement is established in accordance with the principles, recommendations and guidelines contained in Resolution A.890(21), and is adequate in all respects for the safe operation of the ship and for the protection of the marine environment.

2.1.10 The Administration will not approve any proposal for exceptions or dispensations to minimum safe manning that is less than the total number required by the BASIC MANNING scales below for any vessel granted a waiver of the age limitation to registration.

2.1.11 The Administration will withdraw the minimum safe manning document of a ship if the company fails to submit a new proposal for the ship’s minimum safe manning level when the changes in trading area(s), construction, machinery, equipment or operation and maintenance of the ship have taken place which affect the minimum safe manning level.

2.1.12 The Administration will review and may withdraw, as appropriate, the minimum safe manning document of a ship that persistently fails to be in compliance with rest hours requirements.

**2.2 Standards for General Guidance**

2.2.1 Entry-level ratings (junior ordinary seaman, wiper, or General Purpose Trainee (GPT)) will not be acceptable as part of the basic minimum safe manning watchstanding complement.

2.2.2 Basic Manning Requirements

|  | **APPLICATION** | **SCALE** |
| --- | --- | --- |
|  | All ships over 8000 GT/3000 kW Non-Automated | MasterChief MateSecond MateThird MateRadio Officer/GMDSSThree (3) Able SeamenTwo (2) Ordinary SeamenChief Engineer1st Assistant Engineer2nd Assistant Engineer3rd Assistant EngineerThree (3) Oiler/Motormen |
|  | All Gas Carriers and Passenger Vessels over 8000 GT/3000 kW | MasterChief MateSecond MateThird MateRadio Officer/GMDSSFour (4) Able SeamenTwo (2) Ordinary SeamenChief Engineer1st Assistant Engineer2nd Assistant Engineer3rd Assistant EngineerTwo (2) Oiler/Motormen |

2.2.3 Reductions from Basic Manning - Deck

|  | **APPLICATION** | **SCALE** |
| --- | --- | --- |
| CATEGORY D/1 | Vessels over 5000 GT but under 8000 GT(3-watch ships) | MasterChief MateSecond MateThird MateRadio Officer/GMDSSFour (4) Able Seamen |
| CATEGORY D/2 | Vessels over 3000 GT but under 5000 GT(3-watch ships) | MasterChief MateSecond MateThird MateRadio Officer/GMDSSTwo (2) Able SeamenTwo (2) Ordinary Seamen |
| CATEGORY D/3 | Vessels under 3000 GT but over 500 GT(2-watch ships can go into 3 watches if necessary) | MasterChief MateSecond MateRadio Operators(s)/GMDSSTwo (2) Able SeamenOne (1) Ordinary Seaman |
| CATEGORY D/4 | Vessels under 500 GT | MasterChief MateRadio Operator(s)Two (2) Seamen |
| CATEGORY D/5 | Vessels engaged in special or unusual operations | By direction of the Administration upon application |

2.2.4 Reductions from Basic Manning - Engine

|  | **APPLICATION** | **SCALE** |
| --- | --- | --- |
| CATEGORY E/1 | Vessels over 3000 kW and certified for unattended operation | Chief Engineer1st Assistant EngineerTwo (2) Oiler/Motormen |
| CATEGORY E/2 | Vessels under 3000 kW but over 750 kW **not** equipped for unattended operation | Chief Engineer2nd Assistant Engineer3rd Assistant EngineerThree (3) Oiler/Motormen |
| CATEGORY E/3 | Vessels under 3000 kW but over 750 kW and certified for unattended operation | Chief Engineer2nd Assistant EngineerTwo (2) Oiler/Motormen |
| CATEGORY E/4 | Vessels under 750 kW and **not** equipped for unattended operation | Chief Engineer3rd Assistant EngineerTwo (2) Oiler/Motormen |
| CATEGORY E/5 | Vessels under 750 kW and certified for unattended operation | Chief EngineerThree (3) Oiler/Motormen |

2.2.5 Reductions from Basic Manning - MOU

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Application** | **On Location/ Field Move** | **Underway** |
| Schedule A | Self Propelled Mobile Offshore Drilling Unit | Offshore Installation ManagerBarge SupervisorTwo (2) Ballast Control OperatorsTwo (2) Able Seamen MODUOne (1) Ordinary Seaman MODUMaintenance SupervisorAssistant Maintenance SupervisorSecond Assistant EngineerTwo (2) Oiler/Motormen MODU | MasterChief MateSecond MateThird MateThree (3) Able SeamenTwo (2) Ordinary SeamenChief Engineer1st Assistant Engineer2nd Assistant Engineer3rd Assistant EngineerThree (3) Oiler/Motormen |
|  | For voyages of less than 72 hours but more than 16 hours |  | MasterTwo (2) Third MatesThree (3) Able SeamenTwo (2) Ordinary SeamenMaintenance SupervisorTwo (2) Asst. Maint. SupsTwo (2) Oiler/Motormen |
|  | For voyages 16 hours or less, but more than 8 hours |  | MasterTwo (2) Third MatesThree (3) Able SeamenTwo (2) Ordinary SeamenMaintenance SupervisorAsst. Maint. Sup.Two (2) Oiler/Motormen  |
|  | For voyages of 8 hours or less |  | MasterTwo (2) Third MatesTwo (2) Able SeamenOrdinary SeamenMaintenance SupervisorAsst. Maint. Sup.Oiler/Motormen  |

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Application** | **On Location/ Field Move** | **Underway** |
| Schedule DPV | Dynamically Positioned (DP) Unit and Drilling Ships | MasterOffshore Installation ManagerChief MateThird MateTwo (2) Able Seamen MODUOne (1) Ordinary Seaman MODUChief EngineerMaintenance SupervisorFirst Assistant EngineerSecond Assistant EngineerThird Assistant EngineerTwo (2) Oiler/Motormen MODU | MasterChief MateSecond MateThird MateThree (3) Able SeamenTwo (2) Ordinary SeamenChief Engineer1st Assistant Engineer2nd Assistant Engineer3rd Assistant EngineerThree (3) Oiler/Motormen |
|  | For voyages of less than 72 hours but more than 16 hours |  | MasterChief MateSecond MateThird MateThree (3) Able SeamenTwo (2) Ordinary SeamenChief Engineer1st Assistant Engineer2nd Assistant Engineer3rd Assistant EngineerTwo (2) Oiler/Motormen |
|  | For voyages 16 hours or less, but more than 8 hours |  | MasterChief MateSecond MateThird MateThree (3) Able SeamenTwo (2) Ordinary SeamenChief Engineer1st Assistant Engineer2nd Assistant Engineer3rd Assistant EngineerTwo (2) Oiler/Motormen |
|  | For voyages of 8 hours or less |  | MasterChief MateSecond MateThird MateTwo (2) Able SeamenOne (1) Ordinary SeamenChief Engineer1st Assistant Engineer2nd Assistant Engineer3rd Assistant EngineerOne (1) Oiler/Motormen |

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Application** | **On Location/Field Move** | **Underway/Towed** |
| Schedule B | Non-self-propelled Bottom Bearing Unit | Offshore Installation ManagerTwo (2) Able Seamen MODUOne (1) Ordinary Seaman MODU | Offshore Installation ManagerTwo (2) Able Seamen MODUOne (1) Ordinary Seaman MODU |
| Schedule C | Non-self-propelled Unit (excluding Non-self-propelled Bottom Bearing Unit) | Offshore Installation ManagerBarge SupervisorTwo (2) Ballast Control OperatorsTwo (2) Able Seamen MODUOne (1) Ordinary Seaman MODU | Offshore Installation ManagerBarge SupervisorTwo (2) Ballast Control OperatorsTwo (2) Able Seamen MODUOne (1) Ordinary Seaman MODU |
| Schedule D | Self-propelled Oil Storage Vessel - Non-automated | Master or Offshore Installation ManagerThree (3) Able Seamen3rd Assistant EngineerThree (3) Oiler/Motormen | MasterChief MateSecond MateThird MateThree (3) Able SeamenTwo (2) Ordinary SeamenChief Engineer1st Assistant Engineer2nd Assistant Engineer3rd Assistant EngineerThree (3) Oiler/Motormen |
| Schedule D | Self-propelled Oil Storage Vessel – Automated | Master or Offshore Installation ManagerThree (3) Able Seamen3rd Assistant EngineerThree (3) Oiler/Motormen | MasterChief MateSecond MateThird MateThree (3) Able SeamenTwo (2) Ordinary SeamenChief Engineer1st Assistant EngineerTwo (2) Oiler/Motormen |
| Schedule E | Non-self-propelled Oil Storage Vessel | Master or Offshore Installation ManagerThree (3) Able Seamen3rd Assistant EngineerThree (3) Oiler/Motormen | N/A |
| Schedule F | Non-self propelled Unit – barge | Offshore Installation Manager | Offshore Installation ManagerTwo (2) Able Seamen MODUOne (1) Ordinary Seaman MODU |
| Schedule G | Non-self propelled unit – MOU; excluding non-self propelled bottom bearing units | Offshore Installation ManagerBarge SupervisorTwo (2) Ballast Control OperatorsTwo (2) Able Seamen MODU | Offshore Installation ManagerBarge SupervisorTwo (2) Ballast Control OperatorsTwo (2) Able Seamen MODUOne (1) Ordinary Seaman MODU |
| Schedule H | Self propelled Offshore Support Vessel - manned machinery spaces | MasterThree (3) Able Seamen | MasterChief MateThird MateThree (3) Able SeamenChief EngineerFirst Assistant EngineerThird Assistant EngineerThree (3) Oiler Motormen |
|  | **Application** | **On Location/ Field Move** | **Underway/Towed** |
| Schedule H | Self propelled Offshore Support Vessel – unmanned machinery spaces | MasterThree (3) Able Seamen | MasterChief MateThird MateThree (3) Able SeamenChief EngineerFirst Assistant EngineerTwo (2) Oiler Motormen |
| Schedule I | Non-self propelled unit – barge – floating load facility | Barge Supervisor | N/A |
| CB | Crew/work boats | N/A | MasterMateDeck Hand |
| FV | Fishing Vessels | N/A | SkipperMateTwo (2) DeckhandsChief EngineerAssistant EngineerTwo (2) Maintenance Personnel |
| LH | Line handling vessels | N/A | CoxswainDeckhand |
| SP | Special Purpose Vessel | N/A | MasterChief Mate/TowmasterTwo (2) Third Mates/TowmasterThree (3) Able SeamenChief Engineer |

**NOTE:**

* **Unless the manning specifically states MODU in Schedules A, DPV, B, C, F, and G the seafarers must be qualified in accordance with STCW regulations.**
* **None of the seafarers need to be certified in accordance with STCW regulations in Schedules CB, FV, and LH.**

2.2.6 Yachts

The Minimum Manning Levels required for Commercial Yachts over 24 meters in load line length or 80 Gross Tons can be found in the Commercial Yacht Code, publication MI-103, Annex 4. The Minimum Safe Manning Levels are set forth in this Marine Notice in Schedule 10 for Commercial Yachts and Schedule 11 for Private Yachts that are certified for 84 days of chartering under the provisions of the Declaration of Private Use, form MI-127.

Private Yachts do not fall under STCW regulations and therefore are not required to have MSMCs. However, owners of private yachts may request an MSMC. If so requested the MSMC will be issued at the corresponding Commercial Yacht Levels unless requested otherwise.

**2.3** **Form of Minimum Safe Manning Certificate**

2.3.1 The following information will be included in the minimum safe manning document issued by the Administration specifying the minimum safe manning level:

.1 a clear statement of the ship’s name, port of registry, distinctive number or letters, IMO number, gross tonnage, main propulsion power, type and trading area and whether or not the machinery space is unattended;

.2 a table showing the number and grades/capacities of the personnel required to be carried, together with any special conditions or other remarks;

.3 a formal statement by the Administration that, in accordance with the principles and guidelines set out in Annexes 1 and 2 of IMO Resolution A.890(21), the ship named in the document is considered to be safely manned if, whenever it proceeds to sea, it carries not less than the number and grades/capacities of personnel shown in the document, subject to any special conditions stated therein;

.4 a statement as to any limitations on the validity of the document by reference to particulars of the individual ship and the nature of service upon which it is engaged; and

.5 the date of issue and any expiry date of the document together with a signature for and the seal of the Administration.

2.3.2 The minimum safe manning certificate will be drawn up in a form corresponding to the model provided in the IMO Resolution A.890(21). (See Annex for samples.)

2.3.3 Due to the unique operation of Mobile Offshore Drilling Units (MODUs) and Oil Storage Vessels, separate manning schedules have been developed for these units/vessels. (See Annex for samples.)

2.3.4 Applications for Minimum Safe Manning Certificates are available on our website [www.register-iri.com](http://www.register-iri.com).

**2.4** **Reductions from Minimum Numbers**

2.4.1 Reductions from the preceding minimum numbers may be considered by the Administration on application by the ship operator, but applicants are advised that further reductions will only be allowed when it can be demonstrated that safety will not be affected. In all instances of reduced manning, it remains the Master’s, Chief Engineer’s and owner’s responsibility to provide sufficient personnel to cover additional watchkeeping requirements, cargo handling and control, and maintenance of the vessel or to make adequate alternative arrangements. For mobile offshore units on location, minimum numbers will be subject to adjustment to comply with local coastal state jurisdictional requirements.

2.4.2 Certain reductions under paragraph 2.4.1 above may be achieved in the safe manning complement by utilizing General Purpose ratings, but a General Purpose manning system must first be proposed to and approved by the Administration, and the ratings must first be fully trained to Able Seaman and Fireman/Watertender/Oiler standards of qualification. Entry-level ratings cannot be included except as trainees and as agreed with the Administration.

**2.5 Survival Craft/Rescue Boat Crewman for the other that Fast Rescue Boats**

2.5.1 Two (2) Survival craft/rescue boat crewmen are required for each lifeboat on ships in accordance with the SOLAS Convention. One person shall be designated the person-in-charge and another designated the second-in-command. Both the person-in-charge and the second-in-command shall be identified by clearly marked life jackets. In addition to the certified survival craft/rescue boat crewman assigned to each motor lifeboat, there shall be a certified engineer or rating capable of starting the lifeboat engine and trouble shooting minor engine problems.

2.5.2 On passenger ships, survival craft/rescue boat crewmen are required for lifeboats in accordance with the scale given below as a standard for general guidance:

.1 Complement of Number of Certified Other Assigned

Lifeboat Survival Craftsmen Crewmembers

40 or less persons 2 -

41 to 61 persons 3 -

62 o 85 persons 3 2

86 or more persons 3 4

.2 Where more than two (2) survival craft/rescue boat crewmen are required for a motor lifeboat, one of the survival craft/rescue boat crewmen may be the required certified engineer or rating capable of starting the lifeboat engine and trouble shooting minor engine problems.

2.5.3 On passenger ships, the other assigned crewmembers who are not certified survival craft/rescue boat crewmen should be selected on the basis of their ability to remain calm, help others during a period of stress and follow the directions of the certified survival craft/rescue boat crewman in charge of the lifeboat. Their documented training should include at least:

* the proper way to put on the Personal Flotation Devices (PFDs) and how to instruct others;
* where applicable, how to put on Thermal Protective Aids (TPAs) and how to instruct others;
* where the fire extinguisher is and how to use it;
* where the pyrotechnics are and how to use them;
* where the provisions are and how to open them;
* where the bailers, buckets and bilge pump are and how to use them;
* where the first aid kit is;
* how to load and seat people safely in the boat;
* how to safely embark and disembark disabled persons and persons in need of assistance; and
* where the muster list is located and how to use it.

2.5.4 A survival craft/rescue boat crewman shall be carried for each life raft on board a vessel, and one additional certified survival craft/rescue boat crewman shall be assigned to each davit-launched life raft and rescue chute boarding station to supervise the launching and boarding activities.

2.5.5 On all MODUs and DP units, one (1) survival craft/rescue boat crewman shall be provided for each lifeboat of not more than 40 persons capacity and two (2) survival craft/rescue boat crewmen shall be provided for each lifeboat over 40 persons capacity. In cases where life rafts are carried in lieu of lifeboats, one (1) survival craft/rescue boat crewman shall be carried for each 25 units of life raft capacity, or part thereof.

**2.6** **Passenger Ship Personnel**

Personnel serving on passenger ships, trained in accordance with Regulations V/2 and V/3 of STCW Convention, 1978, as amended are required to be nominated on the muster list in sufficient number to assist the total number of passengers who may be on board at any one time in emergency situations and shall be included in the ship’s Minimum Safe Manning complement.

**2.7** **Fast Rescue Boats**

Fast rescue boats shall be crewed by at least two (2) survival craft/rescue boat crewmen specially trained and additionally certified in accordance with STCW Code Section A-VI/2, “Proficiency in Fast Rescue Boats”.

**2.8** **Medical Staff**

Marshall Islands Maritime Regulation 7.38.6 requires the Master to allot emergency duties and post such designated duties on a muster list. Of those duties, the following assignments were required to be made under the STCW Convention, 1978, as amended.

2.8.1 Person in Charge of Medical Care - One (1) person aboard the vessel shall be designated as “Person in Charge of Medical Care.” Such individual shall be required to demonstrate and to show evidence of competency to undertake the tasks, duties and responsibilities as defined by the STCW Code, Table A-VI/4-1, page 10.

2.8.2 First Aid Provider - A minimum of one (1) person aboard the vessel shall be designated as “First Aid Provider.” Such persons shall be required to demonstrate and to show evidence of competency to undertake the tasks, duties and responsibilities as defined by the SCTW Code, Table A-VI/4-1, page 10.

2.8.3 Evidence of Competency- “Evidence of Competency” may be provided in the form of an appropriate training course certificate, a letter from an Administration stating that the national officer requirements include such training, or Special Qualification Certificate issued by this Administration to qualified applicants. Marshall Islands certification requirements may be found in Sections 7.12 and 7.13 of the publication MI-118.

* + 1. A single individual may serve as both “Person in Charge of Medical Care” and “First Aid Provider” where considered appropriate, provided he/she is certified for the two (2) competencies. Passenger carrying vessels, which have established a separate staffed medical department, may assign these duties to those personnel.

**Table A-VI/4-1**

**Specification of minimum standard of proficiency in medical first aid**

|  |  |  |  |
| --- | --- | --- | --- |
| Column 1 | Column 2 | Column 3 | Column 4 |
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| Apply immediate first aid in the event of accident or illness on board | First-aid KitBody structure and functionToxicological hazards on board, including use of the *Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)* or its national equivalentExamination of casualty or patientSpinal injuriesBurns, scalds and effects of heat and coldFractures, dislocations and muscular injuriesMedical care of rescued personsRadio medical advicePharmacologySterilizationCardiac arrest, drowning and asphyxia | Assessment of evidence obtained from practical instruction | The identification of probable cause, nature and extent of injuries is prompt, complete and conforms to current first-aid practiceRisk of harm to self and others is minimized at all timesTreatment of injuries and the patient’s condition is appropriate, conforms to recognized first-aid practice and international guidelines |

**Table A-VI/4-2**

**Specification of minimum standard of proficiency for persons in charge of medical care on board ship**

| Column 1 | Column 2 | Column 3 | Column 4 |
| --- | --- | --- | --- |
| Competence | Knowledge, understanding and proficiency | Methods fordemonstrating competence | Criteria forevaluating competence |
| Provide medical care to the sick and injured while they remain on board | Care of casualty involving:.1 head and spinal injuries.2 injuries of ear, nose, throat and eyes.3 external and internal bleeding.4 burns, scalds and frostbite.5 fractures, dislocations and muscular injuries.6 wounds, wounds healing and infection.7 pain relief.8 techniques of sewing and clamping.9 management of acute abdominal conditions.10 minor surgical treatment.11 dressing and bandaging | Assessment of evidence obtained from practical instruction and demonstrationWhere practicable, approved practical experience at a hospital or similar establishment | Identification of symptoms is based on the concepts of clinical examination and medical history.Protection against infection and spread of diseases is complete and effective.Personal attitude is calm, confident and reassuringTreatment of injury or condition is appropriate and conforms to accepted medical practice and relevant national and international medical guides |
|  | Aspects of nursing:.1 general principles.2 nursing careDiseases, including:.1 medical conditions and emergencies.2 sexually transmitted diseases.3 tropical and infectious diseasesAlcohol and drug abuseDental careGynecology, pregnancy and childbirthMedical care of rescued personsDeath at seaHygieneDisease prevention, including:.1 disinfection, disinfestation, de-ratting.2 vaccinationsKeeping records and copies of applicable regulations:.1 keeping medical records.2 international and national maritime medical regulations |  | The dosage and application of drugs and medication complies with manufacturers recommendations and accepted medical practiceThe significance of changes in patient’s condition is promptly recognized |
| Participate in co-ordinated schemes for medical assistance to ships | External assistance, including:.1 radio medical advice.2 transportation of the ill and injured, including helicopter evacuation.3 medical care of sick seafarers involving co-operation with port health authorities or out-patient wards in port |  | Clinical examination procedures are complete and comply with instructions receivedThe method and preparation for evacuation is in accordance with recognized procedures and is designed to maximize the welfare of the patientProcedures for seeking radio medical advice conform to established practice and recommendations |

* 1. **Tankermen**

2.9.1 The STCW Convention, 1978, as amended, Regulation V/1 paras. 1 and 2, specifically requires the master, chief engineer, chief officer, and first assistant engineer aboard a tank vessel to have completed training courses appropriate to the type of tanker they are to serve aboard and their competency certified by the Administration. It also requires officers and ratings that have duties and responsibilities in connection with cargo and cargo handling equipment to be similarly trained and certified.

* + 1. The master, chief mate, chief engineer and first assistant engineer must hold the tankerman qualification at the Management level; the junior officers in charge of cargo operations must hold the tankerman qualification at the Operations level; and the ratings assisting must hold qualification at the Support level. Certification requirements may be found in Publication MI-118, Section 7.8.

**3.0 Training and Qualifications for Persons on Passenger Vessels**

**3.1 STCW Convention Requirements**

Ro/Ro passenger vessels and passenger vessels other than Ro/Ro passenger vessels must comply with STCW Regulations V/2 and V/3 respectively and must appoint masters, officers, ratings and other personnel who have the qualifications and have received the mandatory minimum training required to serve aboard such vessels. Certification requirements may be found in Publication MI-118, Sections 7.14 and 7.15.

**3.2 Training Requirements Specific to Ro/Ro Passenger Vessels**

3.2.1 Crowd Management Training - Personnel must be designated on the muster list to assist passengers in emergencies. Their training must be as specified in Section A-V/2, para. 1 of the STCW Code. Such personnel would include, for example, a waiter designated on the muster list to assist passengers to the lifeboat deck in an emergency.

3.2.2 Familiarization Training - Essentially the same senior personnel required to take Crisis Management and Human Behavior Training (Section 3.2.5) should know the operational limitations and performance restrictions of the vessel they are serving on as they pertain to the safety of life and the ship. The training should be as specified in Section A-V/2, para. 2 of the STCW Code.

3.2.3 Safety Training - Personnel providing direct services to passengers in passenger spaces should receive training in communications and the use of life-saving appliances as specified in Section A-V/2, para. 3 of the STCW Code.

3.2.4 Passenger Safety, Cargo Safety and Hull Integrity Training - Personnel whose regular duties and responsibilities include the embarkation and debarkation of passengers, including those with disabilities, for loading, discharging or securing cargo or for closing hull openings should also be designated on the muster list with similar assignments in emergencies. Their training should be as specified in Section A-V/2, para. 4 of the STCW Code.

3.2.5 Crisis Management & Human Behavior Training - Senior personnel, such as the Master, Chief Engineer, Chief Mate, First Assistant Engineer and others having responsibility for passenger safety must receive this training. This would also include a ship’s “Safety Officer,” if carried. Training should be as specified in Section A-V/2, para. 5 of the STCW Code.

3.2.6 Seafarers who are required to be trained in accordance with paragraphs 3.2.1, 3.2.4, and 3.2.5 above should at intervals not exceeding five (5) years, undertake appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five (5) years.

**3.3 Training Requirements Specific to Non-Ro/Ro Passenger Vessels**

3.3.1 Crowd Management Training - Personnel must be designated on the muster list to assist passengers in emergencies. Their training must be as specified in Section A-V/3, para. 1 of the STCW Code. Such personnel would include, for example, a waiter designated on the muster list to assist passengers to the lifeboat deck in an emergency.

3.3.2 Familiarization Training - Essentially the same senior personnel required to take Crisis Management and Human Behavior Training (Section 3.3.4) should know the operational limitations and performance restrictions of the vessel they are serving on as they pertain to the safety of life and the ship. The training should be as specified in Section A-V/3, para. 2 of the STCW Code.

3.3.3 Passenger Safety Training - Personnel whose regular duties and responsibilities include the embarkation and debarkation of passengers, including those with disabilities, should also be designated on the muster list with similar assignments in emergencies. Their training should be as specified in Section A-V/3, para. 3 and 4 of the STCW Code.

3.3.4 Crisis Management & Human Behavior Training - Senior personnel, such as the Master, Chief Engineer, Chief Mate, First Assistant Engineer and others having responsibility for passenger safety must receive this training. This would also include a ship’s “Safety Officer,” if carried. Training should be as specified in Section A-V/3, para. 5 of the STCW Code.

3.3.5 Seafarers who are required to be trained in accordance with paragraphs 3.3.1, 3.3.3, and 3.3.4 above should at intervals not exceeding five (5) years, undertake appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five (5) years.

**4.0 Port State Control**

4.1 STCW Regulation I/4 enables port State authorities to verify conditions on any ship, particularly as to the qualifications and ability of personnel on board. Port State authorities may pay particular attention to the following:

.1 that all seafarers on board who are required to be certificated hold an appropriate Marshall Islands certificate or provide documentary proof that an application for an endorsement has been submitted to the Administration; and/or

.2 the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements of the Administration.

4.2 In accordance with section A-I/4 of the STCW Code, port State authorities may assess the ability of the seafarers of the ship to maintain watchkeeping standards as required by STCW if there are clear grounds for believing that such standards are not being maintained because of any of the following having occurred:

.1 the ship has been involved in a collision, grounding or stranding;

.2 there has been a discharge of substances from the ship when underway, at anchor or at berth, which is illegal under any international convention;

.3 the ship has been maneuvered in an erratic or unsafe manner whereby routing measures adopted by the IMO or safe navigation practices and procedures have not been followed; or

.4 the ship is otherwise being operated in such a manner as to pose a danger to persons, property or the environment.

**5.0 Minimum Safe Manning Applications**

* 1. Applications for Minimum Safe Manning Certificates (MSMCs) should be submitted to a Marshall Islands Maritime Administration Regional Office along with the rest of the vessel documentation application forms. Applications for MSMCs should be submitted using the following forms:

.1 MI-336 for all Vessels except yachts

.2 MI-336MODU for Mobile Offshore Drilling Units, Oil Storage Vessels, Drilling Platforms and Drill Ships

.3 MI-336CY for Commercial Yachts

5.1.1 Once received from the unit’s operator the Regional Office will forward the application to Seafarers’ Documentation (SD) in Reston for review and compilation of the MSMC. SD will then forward the completed MSMC to the Regional Office for issuance.

5.1.2 MSMCs are compiled in accordance with the standards in Section 2.0 of this document on either a certificate that is signed by a Deputy Commissioner for the Maritime Affairs of the Republic of the Marshall Islands or by both the Deputy Commissioner and a Special Agent. The Regional Office will advise SD in Reston as to which form is needed.

5.2 Copies of the various MI-336 forms can be found at the end of the Annex to this document. General Instructions for each form follow below as indicated:

.1 MI-336 – Ensure that all relevant spaces are completed with accurate information. The upper box must be fully completed. The information required in each space is apparent. If an item does not apply to the vessel, place an N/A in the space. The second box should be completed only for new registrations. The application must be completed and signed by the person in the vessel Owner’s or Operator’s Company that has been appointed the decision maker for the vessel.

If there are special considerations that may affect manning levels, they should be included on the form at the bottom of the second box where it says “Comments/Special Considerations or vessel configurations that may affect manning.” This could include operations such as coastal or domestic trade, number of rooms and/or bunks on the vessel, the vessel’s intended port schedule, etc.

.2 MI-336MODU – Ensure that all relevant spaces are completed with accurate information. The upper box must be fully completed. The information required in each space is apparent. If an item does not apply to the vessel, place an N/A in the space. Be sure to check the box that applies to the type of equipment for which the application is being completed. It is important to list the capacity of each lifeboat as this will have a bearing on how many persons who are proficient in the use of survival craft and rescue boats, other than fast rescue boats the particular unit must carry.

This form allows the Operator to suggest a manning level for the unit for which the application is being submitted. If no suggestion is made, the MSMC will be compiled in accordance with the standard schedule.

.3 MI-336CY – Generally, only commercial yachts require an MSMC. Private yacht owners may apply for an MSMC but it has little value unless the owner engages the yacht in the 84 day commercial trade. Then compliance with the MSMC is required.

Ensure that all relevant spaces are completed with accurate information. The upper box must be fully completed. The information required in each space is apparent. If an item does not apply to the yacht, place an N/A in the space. The second box should be completed only for new registrations. The application must be completed and signed by the yacht Owner or person in the yacht Operator’s Company that has been appointed the decision maker for the vessel.

If there are special considerations that may affect the manning, they should be included on the form at the bottom of the second box where it says “Comments/Special Considerations or vessel configurations that may affect manning.” This could be operations such as trading area (e.g., less than 60 nautical miles offshore), number of bunks on the yacht, etc.

**ANNEX**

**MINIMUM SAFE MANNING CERTIFICATE**

Issued under the provisions of regulation V/14.2 of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, As Amended

Under the authority of the Government of the

**Republic of the Marshall Islands**

***By the Maritime Administrator***

**SCHEDULE 1**

8,000 OR MORE GT AND 3,000 OR MORE KW

*Particulars of ship*

|  |  |
| --- | --- |
| Name of ship |  |
| Distinctive number or letters |  |
| IMO number |  |
| Port of registry | Majuro |
| Gross tonnage: National / Intl Tonnage Convention, 1969 | /  |
| Main propulsion (kW) |  |
| Type of ship |  |
| Periodically unattended machinery space | No \*/ Yes \*\* |
| Trading area/Restrictions |

The ship named in this document is considered to be safely manned, if when it proceeds to sea, it carries not less than the number and grades/capacities of personnel specified in the table(s) below.

|  |  |  |
| --- | --- | --- |
| *Grade/capacity* | *Certificate (STCW regulations)* | *Number of persons* |
| Master | 95 II/2 |  |
| Chief Mate | 95 II/2 |  |
| Second Mate | 95 II/1 |  |
| Third Mate  | 95 II/1 |  |
| Able Seaman \* | 95 II/4 |  |
| Ordinary Seaman | 95 II/4 |  |
| **1** GMDSS 1st / 2nd Class Radio Electronic Operator/Maintainer or**2** Deck Officers holding GMDSS General Operator Certificate. |

|  |  |  |
| --- | --- | --- |
| Chief Engineer | 95 III/2 |  |
| 1st Assistant Engineer | 95 III/2 |  |
| 2nd Assistant Engineer \*\* | 95 III/1 |  |
| 3rd Assistant Engineer \*\* | 95 III/1 |  |
| Oiler/Motorman \*,\*\* | 95 III/4 |  |
|  |
| *Special requirements or conditions, if any:**Watchkeeping arrangements shall be at the discretion of the Master but shall never be of lesser standards than those prescribed by the STCW Convention and IMO Resolution A.890(21).**The grades and numbers of personnel listed above reflect the minimum levels of manning necessary for the safety of navigation and operation. Additional personnel as may be considered necessary for maintenance, or cargo handling and control, or watch keeping, and as needed for required rest periods, are the responsibility of the owners, Master, and Chief Engineer.**\* If all ratings on a vessel maintaining a fully manned machinery space are qualified as General Purpose (GP-1), the total number of Able Seamen or Oiler/Motormen carried may be reduced by one (1).**\*\* If classed for periodically unattended machinery operation and provided a record of satisfactory Automation Notation survey is completed in accordance with Classification Society requirements, the 2nd and 3rd Assistant Engineers and one (1) Oiler Motorman are no longer required.* |

Note: This document is applicable only to masters and to officers and ratings in the deck and engine departments.

Issued at Reston, Virginia U.S.A. on the day of , 20

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| Deputy Commissioner of Maritime AffairsRepublic of the Marshall Islands |

Rev. 2/05 MI-282-1

**MINIMUM SAFE MANNING CERTIFICATE**

Issued under the provisions of regulation V/14.2 of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, As Amended

Under the authority of the Government of the

**Republic of the Marshall Islands**

***By the Maritime Administrator***

**SCHEDULE A**

SELF-PROPELLED MOBILE OFFSHORE DRILLING UNIT (MODU)

|  |  |
| --- | --- |
| Name of unit |  |
| Distinctive number or letters |  |
| IMO number |  |
| Port of registry | Majuro |
| Gross tonnage: National / Intl Tonnage Convention, 1969 | / |
| Main propulsion (kW) |  |
| Type of ship | SELF-PROPELLED MODU |
| Periodically unattended machinery space |  |
| Trading areaUNRESTRICTED INTERNATIONAL VOYAGES |

The ship named in this document is considered to be safely manned, if when it proceeds to sea, it carries not less than the number and grades/capacities of personnel specified in the table(s) below.

|  |  |  |
| --- | --- | --- |
| *Grade/capacity* | *Certificate(STCW regulations)* | *Number of persons* |
| *Underway > 72 hrs.* | *Underway 72 > 16 hrs.* | *Underway 16 > 8 hrs.* | *Underway8 > 0 hrs.* | *On Location/Field Move* |
| Master | 95 II/2 | **1** | **1** | **1** | **1** |  |
| Offshore Installation Manager |  |  |  |  |  | **1** |
| Chief Mate | 95 II/2 | **1** |  |  |  |  |
| Barge Supervisor |  |  |  |  |  | **1** |
| Ballast Control Operator |  |  |  |  |  | **2** |
| Second Mate | 95 II/1 | **1** |  |  |  |  |
| Third Mate  | 95 II/1 | **1** | **2** | **2** | **2** |  |
| Able Seaman | 95 II/4 | **3** | **3** | **3** | **3** |  |
| Able Seaman (MODU) |  |  |  |  |  | **2** |
| Ordinary Seaman | 95 II/4 | **2** | **2** | **2** | **1** |  |
| Ordinary Seaman (MODU) |  |  |  |  |  | **1** |
| Chief Engineer | 95 III/2 | **1** |  |  |  |  |
| Maintenance Supervisor \* |  |  | **1** | **1** | **1** | **1** |
| 1st Assistant Engineer | 95 III/2 | **1** |  |  |  |  |
| Assistant Maintenance Supervisor \* |  |  | **2** | **1** | **1** | **1** |
| 2nd Assistant Engineer \*\* | 95 III/1 | **1** |  |  |  |  |
| 3rd Assistant Engineer \*\* | 95 III/1 | **1** |  |  |  |  |
| Oiler/Motorman \*\* | 95 III/4 | **3** | **2** | **2** | **1** |  |
| Oiler/Motorman (MODU) |  |  |  |  |  | **2** |

|  |
| --- |
| **Note(s):** When a GMDSS installation is required, two GMDSS Operators must be provided while underway and one GMDSS Operator is required while on location.One (1) survival boat/rescue craft crewman shall be provided for each lifeboat of not more than 40 persons capacity and two (2) survival boat/rescue craft crewmen shall be provided for each lifeboat over 40 persons capacity.Field moves of 20 nautical miles or less and not more that 8 hours duration may be made, provided one (1) STCW Convention certified Master or Mate is standing watch as officer in charge of the navigational watch if not under tow.Ballast Control Operators are required on semi-submersible units.For voyages of less than 16 hours the crew may be reduced by 2 Able Seamen, 1 Ordinary Seaman and 1 Oiler/Motorman.\* For Dynamically Positioned Units underway more than 72 hours a Maintenance Supervisor and Assistant Maintenance Supervisor(s) may be substituted for Chief Engineer and all Assistant Engineers.\*\* If classed for periodically unattended machinery operation and provided a record of satisfactory Automation Notation survey is completed in accordance with Classification Society requirements, the 2nd and 3rd Assistant Engineers and one (1) Oiler/Motorman are no longer required. |

Note: This document is applicable only to masters and to officers and ratings in the deck and engine departments.

Issued at Reston, Virginia U.S.A. on the day of , 20

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Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

Rev. 2/09 MI-282MOU1

MINIMUM SAFE MANNING CERTIFICATE

Issued under the provisions of regulation V/14.2 of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, As Amended

Under the authority of the Government of the

**Republic of the Marshall Islands**

***By the Maritime Administrator***

**SCHEDULE DPV**

DYNAMIC POSITIONING VESSEL – DRILL SHIP

|  |  |
| --- | --- |
| Name of unit |  |
| Distinctive number or letters |  |
| IMO number |  |
| Port of registry | Majuro |
| Gross tonnage: National / Intl Tonnage Convention, 1969 | / |
| Main propulsion (kW) |  |
| Type of ship |  |
| Periodically unattended machinery space |  |
| Trading area: UNRESTRICTED INTERNATIONAL VOYAGES       |

The ship named in this document is considered to be safely manned, if when it proceeds to sea, it carries not less than the number and grades/capacities of personnel specified in the table(s) below.

|  |  |  |
| --- | --- | --- |
| *Grade/capacity* | *Certificate(STCW regulations)* | *Number of persons* |
|  |  | *Underway > 72 hrs.* | *Underway 72 > 16 hrs.* | *Underway 16 > 8 hrs.* | *Underway8 > 0 hrs.* | *On Location/Field Move* |
| Master | 95 II/2 |  |  |  |  |  |
| Offshore Installation Manager |  |  |  |  |  |  |
| Chief Mate | 95 II/2 |  |  |  |  |  |
| Second Mate | 95 II/1 |  |  |  |  |  |
| Third Mate  | 95 II/1 |  |  |  |  |  |
| Able Seaman | 95 II/4 |  |  |  |  |  |
| Able Seaman (MODU) |  |  |  |  |  |  |
| Ordinary Seaman | 95 II/4 |  |  |  |  |  |
| Ordinary Seaman (MODU) |  |  |  |  |  |  |
| Chief Engineer | 95 III/2 |  |  |  |  |  |
| Maintenance Supervisor \* |  |  |  |  |  |  |
| 1st Assistant Engineer | 95 III/2 |  |  |  |  |  |
| 2nd Assistant Engineer \*\* | 95 III/1 |  |  |  |  |  |
| 3rd Assistant Engineer \*\* | 95 III/1 |  |  |  |  |  |
| Oiler/Motorman \*\* | 95 III/4 |  |  |  |  |  |
| Oiler/Motorman (MODU) |  |  |  |  |  |  |

|  |
| --- |
| **Note(s):** When a GMDSS installation is required, two (2) GMDSS Operators must be provided while underway and one (1) GMDSS Operator is required while on location.One (1) survival boat/rescue craft crewman shall be provided for each lifeboat of not more than 40 persons capacity and two (2) survival boat/rescue craft crewmen shall be provided for each lifeboat over 40 persons capacity.Field moves of 20 nautical miles or less and not more that eight (8) hours duration may be made, provided one (1) STCW Convention certified Master or Mate is standing watch as officer in charge of the navigational watch if not under tow.Ballast Control Operators are required on semi-submersible units.For voyages of less than 16 hours the crew may be reduced by two (2) Able Seamen, one (1) Ordinary Seaman and one (1) Oiler/Motorman.When on station and operating in dynamic positioning mode at least two (2) persons on board shall be properly trained in dynamic positioning operations.\* When underway more than 72 hours a Maintenance Supervisor and Assistant Maintenance Supervisor(s) may be substituted for Chief Engineer and all Assistant Engineers.\*\* If classed for periodically unattended machinery operation and provided a record of satisfactory Automation Notation survey is completed in accordance with Classification Society requirements, the 2nd and 3rd Assistant Engineers and one (1) Oiler/Motorman are no longer required. |

Note: This document is applicable only to masters and to officers and ratings in the deck and engine departments.

Issued at Reston, Virginia U.S.A. on the day of , 20

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Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

Rev. 5/09 MI-282MOUDPV

**MINIMUM SAFE MANNING CERTIFICATE**

Issued under the provisions of regulation V/14.2 of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, As Amended

Under the authority of the Government of the

**Republic of the Marshall Islands**

***By the Maritime Administrator***

**SCHEDULE B**

**NON-SELF-PROPELLED BOTTOM BEARING UNIT**

MOBILE OFFSHORE DRILLING UNIT (MODU)

|  |  |
| --- | --- |
| Name of unit |  |
| Distinctive number or letters |  |
| IMO number |  |
| Port of registry | Majuro |
| Gross tonnage: National / Intl Tonnage Convention, 1969 | / |
| Type of Unit | NON-SELF-PROPELLED MODU (BOTTOM BEARING) |
| Trading area/restrictions: |

The unit named in this document is considered to be safely manned, if when it proceeds to sea it carries not less than the number and grades/capacities of personnel specified in the table(s) below.

|  |  |
| --- | --- |
| *Grade/capacity* | *Number of persons* |
| *On Location/Field Move* | *Towed* |
| Offshore Installation Manager | **1** | **1** |
| Able Seaman (MODU) | **2** | **2** |
| Ordinary Seaman (MODU) | **1** | **1** |
| Survival Craft/Rescue Boat Crewmen\* |  |  |

|  |
| --- |
| **Note(s):**When a GMDSS installation is required one GMDSS Operator must be provided. Offshore Installation Manager (OIM) must be familiar with the operations manual requirements and stability Characteristics of the unit. Further, the OIM is responsible for the efficiency of any equipment necessary to ensure safety of personnel.\* One (1) survival boat/rescue craft crewman shall be provided for each lifeboat of not more than 40 persons capacity and two (2) survival boat/rescue craft crewmen shall be provided for each lifeboat over 40 persons capacity. Personnel serving in another capacity with survival craft/rescue boat certification may be used to satisfy this manning requirement. |

Note: This document is applicable only to masters and to officers and ratings in the deck and engine departments.

Issued at Reston, Virginia U.S.A. on the day of , 20

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| Deputy Commissioner of Maritime AffairsRepublic of the Marshall Islands |

Rev. 2/09 MI-282MOU2

MINIMUM SAFE MANNING CERTIFICATE

Issued under the provisions of regulation V/14.2 of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, As Amended

Under the authority of the Government of the

**Republic of the Marshall Islands**

***By the Maritime Administrator***

**SCHEDULE C**

**NON-SELF-PROPELLED UNIT**

MOBILE OFFSHORE DRILLING UNIT (MODU)

*(Excluding Non-Self-Propelled Bottom Bearing Units)*

|  |  |
| --- | --- |
| Name of unit |  |
| Distinctive number or letters |  |
| IMO number |  |
| Port of registry | Majuro |
| Gross tonnage: National / Intl Tonnage Convention, 1969 | /  |
| Type of unit | NON-SELF-PROPELLED MODU |
| Trading area/restrictions: |

The unit named in this document is considered to be safely manned, if when it proceeds to sea, it carries not less than the number and grades/capacities of personnel specified in the table(s) below.

|  |  |
| --- | --- |
| *Grade/capacity* | *Number of persons* |
| *On Location/Field Move\** | *Towed* |
| Offshore Installation Manager | **1** | **1** |
| Barge Supervisor | **1** | **1** |
| Ballast Control Operators | **2** | **2** |
| Able Seaman (MODU) | **2** | **2** |
| Ordinary Seaman (MODU) | **1** | **1** |
| Survival Craft/Rescue Boat Crewmen\*\* |  |  |

|  |
| --- |
| **Note(s):**When a GMDSS installation is required one GMDSS Operator must be provided. Offshore Installation Manager (OIM) must be familiar with the operations manual requirements and stability characteristics of the unit. Further, the OIM is responsible for the efficiency of any equipment necessary to ensure safety of personnel.\*Field moves of 20 nautical miles or less and not more that 8 hours duration may be made, provided one (1) STCW Convention certified Master or Mate is standing watch as officer in charge of the navigational watch if not under tow.\*\* One (1) survival boat/rescue craft crewman shall be provided for each lifeboat of not more than 40 persons capacity and two (2) survival boat/rescue craft crewmen shall be provided for each lifeboat over 40 persons capacity. Personnel serving in another capacity with survival craft/rescue boat certification may be used to satisfy this manning requirement. |

Note: This document is applicable only to masters and to officers and ratings in the deck and engine departments.

Issued at Reston, Virginia U.S.A. on the day of , 20

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| Deputy Commissioner of Maritime AffairsRepublic of the Marshall Islands |

Rev. 2/09 MI-282MOU3

**MINIMUM SAFE MANNING CERTIFICATE**

Issued under the provisions of regulation V/14.2 of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, As Amended

Under the authority of the Government of the

**Republic of the Marshall Islands**

***By the Maritime Administrator***

**SCHEDULE D**

SELF-PROPELLED OIL STORAGE VESSEL

|  |  |
| --- | --- |
| Name of vessel |  |
| Distinctive number or letters |  |
| IMO number |  |
| Port of registry | Majuro |
| Gross tonnage: National / Intl Tonnage Convention, 1969 | / |
| Main propulsion (kW) |  |
| Type of ship | OIL STORAGE VESSEL |
| Periodically unattended machinery space |  |
| Trading area/restrictions: |

The ship named in this document is considered to be safely manned, if when it proceeds to sea, it carries not less than the number and grades/capacities of personnel specified in the table(s) below.

|  |  |  |
| --- | --- | --- |
| *Grade/capacity* | *Certificate (STCW regulations)* | *Number of persons* |
| *On Location* | *Underway* |
| Master \* | 95 II/2  | **1** | **1** |
| Chief Mate | 95 II/2  |  | **1** |
| Second Mate | 95 II/1  |  | **1** |
| Third Mate | 95 II/1  |  | **1** |
| Able Seaman \*\* | 95 II/4  | **3** | **3** |
| Ordinary Seaman | 95 II/4 |  | **2** |
| 1 GMDSS 1st / 2nd Class Radio Electronic Operator/Maintainer or2 Deck Officers holding GMDSS General Operator Certificate. |
|  |
| Chief Engineer | 95 III/2  |  | **1** |
| 1st Assistant Engineer | 95 III/2  |  | **1** |
| 2nd Assistant Engineer \*\*\* | 95 III/1  |  | **1** |
| 3rd Assistant Engineer \*\*\* | 95 III/1  | **1** | **1** |
| Oiler/Motorman \*\*\* | 95 III/4  | **3** | **3** |
|  |
| *Special requirements or conditions, if any:**\* Offshore Installation Manager (OIM) – MODUs may be substituted for Master.**\*\* If involved in cargo operations, a “tankerman” special qualification is required.**\*\*\* If classed for periodically unattended machinery operation when underway and provided a record of satisfactory Automation Notation survey is completed in accordance with Classification Society requirements, the 2nd and 3rd Assistant Engineer and one (1) Oiler/Motorman are no longer required.**Watchkeeping arrangements shall be at the discretion of the Master but shall never be of lesser standards than those prescribed by the STCW Convention and IMO Resolution A.890(21).**The grades and numbers of personnel listed above reflect the minimum levels of manning necessary for the safety of navigation and operation. Additional personnel as may be considered necessary for maintenance, or cargo handling and control, or watch keeping, and as needed for required rest periods, are the responsibility of the owners, Master, and Chief Engineer.* |

Note: This document is applicable only to masters and to officers and ratings in the deck and engine departments.

Issued at Reston, Virginia U.S.A. on the day of , 20

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| Deputy Commissioner of Maritime AffairsRepublic of the Marshall Islands |

Rev. 2/05 MI-282FPSO

**MINIMUM SAFE MANNING CERTIFICATE**

Issued under the provisions of regulation V/14.2 of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, As Amended

Under the authority of the Government of the

**Republic of the Marshall Islands**

***By the Maritime Administrator***

**SCHEDULE E**

NON-SELF-PROPELLED OIL STORAGE VESSEL

|  |  |
| --- | --- |
| Name of vessel |  |
| Distinctive number or letters |  |
| IMO number |  |
| Port of registry | Majuro |
| Gross tonnage: National / Intl Tonnage Convention, 1969 | / |
| Type of ship | OIL STORAGE VESSEL |
| Trading area/restrictions: |

The ship named in this document is considered to be safely manned, if when it proceeds to sea, it carries not less than the number and grades/capacities of personnel specified in the table(s) below.

|  |  |  |
| --- | --- | --- |
| *Grade/capacity* | *Certificate (STCW regulations)* | *Number of persons* |
| *On Location* |
| Master \* | 95 II/2  | **1** |
| Chief Mate | 95 II/2  |  |
| Second Mate | 95 II/1  |  |
| Third Mate  | 95 II/1  |  |
| Able Seaman \*\* | 95 II/4  | **3** |
| Ordinary Seaman | 95 II/4  |  |
|  |
| Chief Engineer | 95 III/2  |  |
| 1st Assistant Engineer | 95 III/2  |  |
| 2nd Assistant Engineer | 95 III/1  |  |
| 3rd Assistant Engineer | 95 III/1  | **1** |
| Oiler/Motorman | 95 III/4  | **3** |
|  |
| *Note(s): Personnel operating radio equipment must be qualified and licensed as prescribed by SOLAS 74, (1988 Amendments), Regulations 16.1.**\*Offshore Installation Manager (OIM) – MODUs may be substituted for Master.**\*\*If involved in cargo operations, a “tankerman” special qualification is required.**Two (2) survival boat/rescue craft crewmen shall be provided for each lifeboat and one (1) survival boat/rescue craft crewman for each davit launched life raft station. If no lifeboats are carried, two (2) survival boat/rescue craft crewmen shall be provided for each davit launched life raft station.* |

Note: This document is applicable only to masters and to officers and ratings in the deck and engine departments.

Issued at Reston, Virginia U.S.A. on the day of , 20

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|  |
| Deputy Commissioner of Maritime AffairsRepublic of the Marshall Islands |

Rev. 2/05 MI-282FPSO-NSP

**MINIMUM SAFE MANNING CERTIFICATE**

Issued in accordance with the requirements of MI-127, Declaration of Private Use

Under the authority of the Government of the

**Republic of the Marshall Islands**

***By the Maritime Administrator***

**SCHEDULE 11**

PRIVATE YACHTS DOING CHARTERING

*Particulars of vessel*

|  |  |
| --- | --- |
| Name of vessel |  |
| Distinctive number or letters |  |
| IMO number (put “N/A” if applicable) |  |
| Port of registry |  |
| Gross tonnage: National / Intl Tonnage Convention, 1969 | / |
| Main propulsion (kW) per engine |  |
| Number of Engines |  |
| Type of vessel |  |
| Trading area/restrictions: |

The vessel named in this document is considered to be safely manned, if when it proceeds to sea, it carries not less than the number and capacities of personnel specified in the table(s) below.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| *Capacity* | STCW Grade[[1]](#footnote-1)\* | *Category 2 (<60)* | Category 1 (<150) | Category 0 (Unlimited) |
|  |  | Number | Number | Number |
| Master |  |  |  |  |
| Chief Mate |  |  |  |  |
| OICNW (Deck) |  |  |  |  |
| Deck Rating |  |  |  |  |
| Deck Hand |  |  |  |  |
| Chief Engineer |  |  |  |  |
| 2nd Engineer |  |  |  |  |
| OICEW (Engine) |  |  |  |  |
| Engine Rating |  |  |  |  |

|  |
| --- |
| *Special requirements or conditions, if any:**If Applicable: 1 GMDSS General Operator when operating > 60 mi* |

Issued at Reston, Virginia U.S.A. on the day of , 20

|  |
| --- |
|  |
| Deputy Commissioner of Maritime AffairsRepublic of the Marshall Islands |

**MINIMUM SAFE MANNING CERTIFICATE**

Issued under the provisions of Annex IV of the Commercial Yacht Code (MI-103)

and

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, As Amended

Under the authority of the Government of the

**Republic of the Marshall Islands**

***By the Maritime Administrator***

**SCHEDULE 10**

COMMERCIAL YACHTS

*Particulars of vessel*

|  |  |
| --- | --- |
| Name of vessel |  |
| Distinctive number or letters |  |
| IMO number (put “N/A” if applicable) |  |
| Port of registry |  |
| Gross tonnage: National / Intl Tonnage Convention, 1969 | / |
| Main propulsion (kW) per engine |  |
| Number of Engines |  |
| Type of vessel |  |
| Trading area/restrictions: |

The vessel named in this document is considered to be safely manned, if when it proceeds to sea, it carries not less than the number and capacities of personnel specified in the table(s) below.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| *Capacity* | STCW Grade[[2]](#footnote-2)\* | *Category 2 (<60)* | Category 1 (<150) | Category 0 (Unlimited) |
| Number | Number | Number |
| Master |  |  |  |  |
| Chief Mate |  |  |  |  |
| OICNW (Deck) |  |  |  |  |
| Deck Rating |  |  |  |  |
| Deck Hand |  |  |  |  |
| Chief Engineer |  |  |  |  |
| 2nd Engineer |  |  |  |  |
| OICEW (Engine) |  |  |  |  |
| Engine Rating |  |  |  |  |

|  |
| --- |
| *Special requirements or conditions, if any:**If Applicable: 1 GMDSS General Operator when operating > 60 mi* |

Issued at

Reston, Virginia U.S.A. on the day of , 20

|  |
| --- |
|  |
| Deputy Commissioner of Maritime AffairsRepublic of the Marshall Islands |

**The Republic of the Marshall Islands**

**Office of the Maritime Administrator**

**APPLICATION FOR MINIMUM SAFE MANNING CERTIFICATE**

|  |  |
| --- | --- |
| Owner/Operator Name: | Address: |
| Phone Number:  | Fax Number:  |
| Vessel Name: | Previous Vessel Name:  |
| Official Number:  | IMO Number:  |
| Type:  | Date Built:  |
| Gross Tonnage:  | Net Tonnage:  |
| Trading Route:  |
| Number of Main Engines:  | Type of Boilers:  |
| KW Propulsion:  | Automated Machinery: [ ]  Yes [ ]  No |
| Steam: [ ]  Yes [ ]  No | Motor: [ ]  Yes [ ]  No |
| Indicate Class Notations for Unattended Machinery Operation if any:  |
| Classification Society:  |
| Number of Lifeboats:  | Number of Rescue Boats:  |
| Number of Life Rafts:  | Life Rafts with Launching Appliances:  |

|  |
| --- |
| **FOR NEW REGISTRATIONS ONLY** |
| Expected Date of Registration: |  |  |
| Expected Location of Registration: |  |  |
|  |
| Comments/Special operational considerations or vessel configurations that may affect manning: |  |

Application will be reviewed by the Administration and a Minimum Manning Certificate under the authority of Maritime Regulation 7.38.6, will be issued, subject to all necessary information requested being provided. Special proposals or requests for non-standard manning should be attached to this application with complete support documentation.

|  |  |
| --- | --- |
| Print Name of Submitter: |  |
|  | (Submitter should be a nominated Decision Maker for the above Vessel) |

|  |  |
| --- | --- |
| Signature of Submitter: |  |

|  |  |  |  |
| --- | --- | --- | --- |
| Title: |  | Date: |  |

Mail Application To: Office of the Maritime Administrator

The Republic of the Marshall Islands

c/o Marshall Islands Maritime and Corporate Administrators, Inc.

Attn: Seafarers’ Documentation

11495 Commerce Park Drive

Reston, Virginia 20191-1506 USA

Rev. 5/08 Telephone: +1-703-620-4880 Fax: +1-703-476-8522 MI-336

**The Republic of the Marshall Islands**

**Office of the Maritime Administrator**

**APPLICATION FOR MINIMUM SAFE MANNING CERTIFICATE**

MOBILE OFFSHORE DRILLING UNIT (MODU)/OIL STORAGE VESSEL

|  |  |
| --- | --- |
| Owner/Operator Name: | Address: |
| Phone Number:  | Fax Number:  |
| MODU/Vessel Name: | Previous Name:  |
| Official Number:  | IMO Number:  |
| Type: [ ]  Self-Propelled MODU [ ]  Non Self-Propelled MODU [ ]  Non Self-Propelled Bottom Bearing MODU[ ]  Self-Propelled Oil Storage Vessel [ ]  Non-Self-Propelled Oil Storage Vessel |
| Gross Tonnage:  | Net Tonnage:  |
| Date Built:  | Trading Route:  |
| KW Propulsion:  | Automated Machinery: [ ]  Yes [ ]  No |
| List all lifeboats required for 100% complement of unit and their certified capacities: |
| Type | Number | Capacity |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |

**Owners Minimum Manning Proposal**

Underway

|  |  |  |  |
| --- | --- | --- | --- |
|  | Master |  | Chief Engineer |
|  | Chief Mate |  | 1st Assistant Engineer |
|  | Second Mate |  | 2nd Assistant Engineer |
|  | Third Mate |  | 3rd Assistant Engineer |
|  | Able Seaman |  | Oiler/Motorman |
|  | Ordinary Seaman |  |  |
|  | GMDSS |  |  |

On Location or Under Tow

|  |  |  |  |
| --- | --- | --- | --- |
|  | Master |  | Chief Engineer |
|  | Offshore Installation Manager |  | 1st Assistant Engineer |
|  | Barge Supervisor |  | 2nd/3rd Assistant Engineer |
|  | Ballast Control Operator |  | Oiler/Motorman |
|  | Able Seaman (MODU) |  | Maintenance Supervisor |
|  | Ordinary Seaman (MODU) |  | Assistant Maintenance Supervisor |
|  | Able Seaman |  | Oiler/Motorman (MODU) |
|  | GMDSS |  |  |

Owners should attach whatever additional information is necessary to support their manning proposal. Non-marine personnel need not be included in the minimum manning proposal. Application will be reviewed by Seafarers’ Documentation and a Minimum Manning Certificate will be issued under the authority of Maritime Regulation 7.38.6, subject to all necessary information requested being provided.

|  |  |
| --- | --- |
| Print Name of Submitter: |  |
|  | (Submitter should be a nominated Decision Maker for the above MODU/Vessel) |

|  |  |
| --- | --- |
| Signature of Submitter: |  |
| Title: |  | Date: |  |

Mail Application To: Office of the Maritime Administrator

The Republic of the Marshall Islands

c/o Marshall Islands Maritime and Corporate Administrators, Inc.

Attn: Seafarers’ Documentation

11495 Commerce Park Drive

Reston, Virginia 20191-1506 USA

Rev. 5/08 Telephone: +1-703-620-4880 Fax: +1-703-476-8522 MI-336MODU

**The Republic of the Marshall Islands**

**Office of the Maritime Administrator**

**APPLICATION FOR MINIMUM SAFE MANNING CERTIFICATE**

**COMMERCIAL YACHT**

|  |  |
| --- | --- |
| Owner/Operator Name: | Address: |
| Phone Number:  | Fax Number:  |
| Vessel Name: | Previous Vessel Name: |
| Official Number:  | IMO Number:  |
| Length (LWL):  | Date Built:  |
| Gross Tonnage:  | Material of Hull:  |
| Area of Operation: [ ]  <60 nm (2) [ ]  60 – 150 nm (1) [ ]  unlimited (0) |
| Number of Main Engines:  | Number of Crew Berths:  |
| KW Propulsion per Engine:  | Automated Machinery: [ ]  Yes [ ]  No |
| Motor: [ ]  Sail: [ ]  |
| Classification Society:  |
| Type of Registry:  |
| Number of Life Rafts:  | Life Rafts with Launching Appliances:  |

|  |
| --- |
| **FOR NEW REGISTRATIONS ONLY** |
| Expected Date of Registration: |  |  |
| Expected Location of Registration: |  |  |
|  |
| Comments/Special operational considerations or vessel configurations that may affect manning: |  |

Application will be reviewed by the Administration and a Minimum Manning Certificate under the authority of Maritime Regulation 7.38.6, will be issued, subject to all necessary information requested being provided. Special proposals or requests for non-standard manning should be attached to this application with complete support documentation.

|  |  |
| --- | --- |
| Print Name of Submitter: |  |
|  | (Submitter should be a nominated Decision Maker for the above Vessel) |

|  |  |
| --- | --- |
| Signature of Submitter: |  |

|  |  |  |  |
| --- | --- | --- | --- |
| Title: |  | Date: |  |

Mail Application To: Office of the Maritime Administrator

The Republic of the Marshall Islands

c/o Marshall Islands Maritime and Corporate Administrators, Inc.

Attn: Seafarers’ Documentation

11495 Commerce Park Drive

Reston, Virginia 20191-1506 USA

Rev. 3/09 Telephone: +1-703-620-4880 Fax: +1-703-476-8522 MI-336CY

1. \* II/2 – Masters, CM ≥500GT

 II/3 – OICNW & Masters <500GT

 III/2 – OE, 2E >3000kW

 III/3 – CE, 2E 750-3000kW

Rev. 12/08 MI-282-11 [↑](#footnote-ref-1)
2. \* II/2 – Masters, CM ≥500GT

 II/3 – OICNW & Masters <500GT

 III/2 – OE, 2E >3000kW

 III/3 – CE, 2E 750-3000kW

Rev. 12/08 MI-282-10 [↑](#footnote-ref-2)