



## TECHNICAL CIRCULAR No. 167 of 18<sup>th</sup> January 2014

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
Subject:	<b>Minimum Safe Manning Requirements for Vessels (01.01.14)</b>
Reference	<b>SOLAS Ch. V/14, IMO Res. A.1047(27)</b>

### **IMO Resolution A.1047 (27)**

#### **1.0 Principles of Safe Manning**

The following outlines the Administrator's policy on the principles of safe manning addressed by IMO Resolution A.1047 (27)

##### **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 vessels.

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 vessel, 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 Engineers on vessels less than 3000 kW should not keep a regular watch.

1.2.2 Except in vessels of 3000 GT or less or 3000 kW or less, as applicable, 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.

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### **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 vessel owner/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 maintenance must be employed by the vessel owner/operator.

### **1.4 Unattended Machinery Operations**

In vessels 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 Republic of the Marshall Islands Maritime Administrator (the "Administrator") 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 Administrator.

2.1.2 Subject to the governing principle that the Master is at all times responsible for the safe operation of his vessel, 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 Administrator 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 vessel, the proposal will be evaluated by the Administrator to ensure that:

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

.2 the master, officers and other members of the vessel'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 vessel and that there is compliance with the requirements for work and rest hours, in accordance with applicable national regulations..

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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 Administrator will require evidence that all personnel are competent to perform the additional duty assignments. 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 Administrator will require evidence that the ratings concerned have adequate training and experience. This would particularly apply if the proposed number of General Purpose ratings (GP-1s) is less than the total number required by the BASIC MANNING scales below.

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

2.1.9 The Administrator will only approve a proposal for the minimum safe manning level of a vessel and correspondingly issue a minimum safe manning document if it is fully satisfied that the proposed vessel's complement is established in accordance with the principles, recommendations and guidelines contained in Resolution A.1047 (27), and is adequate in all respects for the safe operation of the vessel and for the protection of the marine environment.

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

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

## **2.2 Standards for General Guidance**

### **2.2.1 Exceptions**

Entry-level ratings (junior ordinary seafarer, 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**

### **2.2.3 Reductions from Basic Manning Deck**

#### **APPLICATION**

CATEGORY D/1	Vessels over 5000 GT but under 8000 GT	Master Chief Mate Two (2) Officers in Charge of a Navigation Watch (OICNW) Radio Officer/GMDSS Four (4) Able Seafarers or Able Seafarers Decks
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CATEGORY D/2	Vessels over 3000 GT but under 5000 GT	Master Chief Mate Two (2) Officers in Charge of a Navigation Watch (OICNW) Radio Officer/GMDSS Two (2) Able Seafarers or Able Seafarers Decks Two (2) Ordinary Seafarers
CATEGORY D/3	Vessels under 3000 GT but over 500 GT	Master Chief Mate One (1) Officer in Charge of a Navigation Watch (OICNW) Radio Operator(s)/GMDSS Two (2) Able Seafarers or Able Seafarers Deck One (1) Ordinary Seafarer
CATEGORY D/4	Vessels under 500 GT	Master Chief Mate Radio Operator(s) Two (2) Seafarers
CATEGORY D/5	Vessels engaged in special or unusual operations	By direction of the Administrator upon application

#### 2.2.4 Reductions from Basic Manning

##### **APPLICATION**

CATEGORY E/1	Vessels over 3000 kW and certified for unattended operation	Chief Engineer 1st Assistant Engineer Two (2) Oiler/Motors or Able Seafarers Engine
CATEGORY E/2	Vessels under 3000 kW but over 750 kW <b>not</b> equipped for unattended operation	Chief Engineer Two (2) Officers in Charge of an Engineering Watch (OICEW) Three (3) Oiler/Motors or Able Seafarers Engine
CATEGORY E/3	Vessels under 3000 kW but over 750 kW and certified for unattended operation	Chief Engineer 2nd Assistant Engineer Two (2) Oiler/Motors or Able Seafarers Engine
CATEGORY E/4	Vessels under 750 kW and <b>not</b> equipped for unattended operation	Chief Engineer One (1) Officer in Charge of an Engineering Watch (OICEW) Two (2) Oiler/Motors or Able Seafarers Engine

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CATEGORY E/5

Vessels under 750 kW  
and certified for  
unattended operation

Chief Engineer  
Three (3) Oiler/Motors or  
Able Seafarers Engine

#### 2.2.6 Yachts

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.

#### **REFERENCES:**

- **SOLAS Chapter V, Reg. 14, IMO Res. A.1047(27)**

**ATTACHMENTS:** No.

Kindest Regards,

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