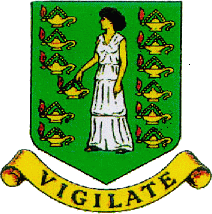
**MINIMUM SAFE MANNING DOCUMENT (SMD** **/****)**



# Issued under the provisions of regulation V/14(b) of the



**INTERNATIONAL CONVENTION FOR**

**THE SAFETY OF LIFE AT SEA, 1974,**

*as amended under the authority of the*

## Government of the Virgin Islands by the Virgin Islands Shipping Registry

|  |  |  |
| --- | --- | --- |
| Particulars of Ship | | |
| Name of Ship | Official Number | IMO Number |
|  |  |  |
| Port of Registry | Gross Tonnage (ITC 1969) | Length (overall) |
|  |  |  |
| Type of Ship | Main Propulsive Power (kW) | Manning of Machinery Space |
|  |  |  |
| Trading Area: | | |

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 below. The following manning assessment takes into account the principles of Safe Manning adopted in IMO Resolution A.890(21).

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Personnel | | | | | | | | | |
| Capacity | **STCW Reg.** | **No.** | **TF\*** | **TE\*\*** | **Capacity** | **STCW Reg.** | **No.** | **TF\*** | **TE\*\*** |
| Master |  |  |  |  | Chief Engineering Officer |  |  |  |  |
| Chief Mate |  |  |  |  | Second Engineering Officer |  |  |  |  |
| Officer in Charge of a Navigational Watch |  |  |  |  | Officer in Charge of an Engineering Watch |  |  |  |  |
| Radio Operator |  |  |  |  | Assistance Engineering Officer |  |  |  |  |
| Deck Rating forming part of a Navigational Watch |  |  |  |  | Engine Rating forming part of an Engineering Watch |  |  |  |  |
| Deck Rating for Safe Operation of Ship |  |  |  |  | Engine Rating for Safe Operation of Ship |  |  |  |  |
| Deck Rating (Trainee) |  |  |  |  | Engine Rating (Trainee) |  |  |  |  |
| Ship’s Cook |  |  |  |  | Electrician |  |  |  |  |
| **Total number of crew to be carried on board:** (see overleaf for provisions for sailing under exceptional circumstances) | | | | | | | | | |

\* Tanker Familiarisation Certificate \*\* Tanker Endorsement

|  |
| --- |
| Special requirements or conditions, if any: |

|  |
| --- |
| ***The vessel shall carry at least***  ***GMDSS Radio Operators who may be any of the Deck Officers holding the appropriate GMDSS qualifications. The Master shall designate one such operator to carry out primary responsibility for radio communications during distress incidents.*** |

Issued at:

Seal

Date of Issue: ……………………………………………..

*Signature of Authorised Official*

Date of Expiry:

*Name of Authorised Official*



|  |  |
| --- | --- |
| PROVISIONS FOR SAILING SHORT-HANDED | |
| 1. In exceptional circumstances where a member of the crew specified in this Safe Manning Certificate is incapacitated through accident or sudden illness or is unable to sail due to disciplinary action, or in any other unforeseen circumstances causing the available compliment of the ship to be less than that prescribed on the Safe Manning document the ship may proceed to next port of call with the existing crew. The final decision as to whether the ship should proceed to sea rests with the master. However, prior to making such a decision, the Master shall ensure that: 2. the duration of the voyage is no longer than 28 days and limited only to the next port of call. 3. subject to existing crew being able to satisfactorily deal with emergencies on board, suitable watchkeeping arrangements shall be maintained throughout the voyage for the safe operation of the ship and the protection of the environment, having given due regard to the requirements with respect to hours of work and rest; 4. necessary adjustments can be made to the muster list to meet any emergency situation; 5. a replacement seafarer would be available to join the ship at the next port of call; 6. the Virgin Islands Shipping Registry is kept informed of the circumstances; and 7. appropriate entries are made in the ship’s official logbook relating to the circumstances. | |
| 1. The minimum number of qualified deck officers **in addition** to the Master when a ship sails short-handed in exceptional circumstances is never less than the following: | |
| Ships less than 500 GT (unlimited trading): | one Officer in Charge of a Navigational Watch |
| Ships of 500 GT or more (near coastal sea area): | one Officer in Charge of a Navigational Watch |
| Ships of 500 GT or more (unlimited trading): | two Officers in Charge of a Navigational Watch |
| 1. The minimum number of qualified engineer officers **in addition** to the Chief Engineer Officer when a ship sails short-handed in exceptional circumstances is never less than the following: | |
| Main propulsion less than 750 kW: | none |
| Main propulsion between 750 kW and 3000 kW: | one Officer in Charge of an Engineering Watch |
| Main propulsion 750 kW or more (near coastal sea area): | one Officer in Charge of an Engineering Watch |
| Main propulsion 3000 kW 0r more (unlimited trading): | UMS – one Officer in Charge of an Engineering Watch |
| non-UMS – two Officers in Charge of an Engineering Watch |