
TO: Related departments of CCS Headquarters; Branches and Offices; and Ship Companies

Minimum Safe Manning Requirements for Vessels

--Marshall Marine Notice No.7-038-2, Rev. 10/11

The Office of The Maritime Administrator of Marshall Island issued the Marine Notice No.7-038-2, Rev. 10/11 to all ship-owners, operators, masters and officers of merchant ships, and recognized Organizations to specify the requirements of minimum safe manning for vessels. This Notice supersedes Rev. 12/09. All the auditors of CCS branches and offices should comply with the requirements of this notice during relevant inspections and audits.

APPLICABILITY:

This Notice is applicable to all Marshall Islands flag vessels and Marshall Islands certificated 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 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.

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..
- 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.890(21), 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

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2.2.3 Reductions from Basic Manning - Deck

	APPLICATION	SCALE
<u>CATEGORY D/1</u>	Vessels over 5000 GT but under 8000 GT	Master Chief Mate Second Mate Third Mate Radio Officer/GMDSS Four (4) Able Seafarer or Able Seafarer Decks
<u>CATEGORY D/2</u>	Vessels over 3000 GT but under 5000 GT	Master Chief Mate Second Mate Third Mate Radio Officer/GMDSS Two (2) Able Seafarer or Able Seafarer Decks Two (2) Ordinary Seafarers
<u>CATEGORY D/3</u>	Vessels under 3000 GT but over 500 GT	Master Chief Mate Second Mate Radio Operators(s)/GMDSS Two (2) Able Seafarers or Able Seafarer Deck One (1) Ordinary Seafarer
<u>CATEGORY D/4</u>	Vessels under 500 GT	Master Chief Mate Radio Operator(s) Two (2) Seafarers
<u>CATEGORY D/5</u>	Vessels engaged in special or unusual operations	By direction of the Administrator upon application

2.2.4 Reductions from Basic Manning - Engine

	APPLICATION	SCALE
<u>CATEGORY E/1</u>	Vessels over 3000 kW and certified for unattended operation	Chief Engineer 1 st Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
<u>CATEGORY E/2</u>	Vessels under 3000 kW but over 750 kW not equipped for unattended operation	Chief Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine
<u>CATEGORY E/3</u>	Vessels under 3000 kW but over 750 kW and certified for unattended operation	Chief Engineer 2 nd Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
<u>CATEGORY E/4</u>	Vessels under 750 kW and not equipped for unattended operation	Chief Engineer 3 rd Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
<u>CATEGORY E/5</u>	Vessels under 750 kW and certified for unattended operation	Chief Engineer Three (3) Oiler/Motor or Able Seafarer Engine

2.2.5 Reductions from Basic Manning - MOU

Schedule A	Application	On Location/ Field Move	Underway
	<p>Self Propelled Mobile Offshore Drilling Unit</p> <p>For voyages of less than 72 hours but more than 16 hours</p> <p>For voyages 16 hours or less, but more than 8 hours</p>	<p>Offshore Installation Manager Barge Supervisor Two (2) Ballast Control Operators Two (2) Able Seafarer MODU One (1) Ordinary Seafarer MODU</p> <p>Maintenance Supervisor Assistant Maintenance Supervisor Second Assistant Engineer Two (2) Oiler/Motor MODU</p>	<p>Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers</p> <p>Chief Engineer 1st Assistant Engineer 2nd Assistant Engineer 3rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine</p> <p>Master Two (2) Third Mates Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers</p> <p>Maintenance Supervisor Two (2) Asst. Maint. Supervisors Two (2) Oiler/Motor or Able Seafarer Engine</p> <p>Master Two (2) Third Mates Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers</p> <p>Maintenance Supervisor Asst. Maint. Supervisor Two (2) Oiler/Motor or Able Seafarer Engine</p>
	For voyages of 8 hours or less		<p>Master Two (2) Third Mates Two (2) Able Seafarers or Able Seafarer Deck Ordinary Seafarers</p> <p>Maintenance Supervisor Asst. Maint. Supervisor Oiler/Motor or Able Seafarer Engine</p>

Schedule
DPV

Application	On Location/ Field Move	Underway
Dynamically Positioned (DP) Unit and Drilling Ships	Master Offshore Installation Manager Chief Mate Third Mate Two (2) Able Seafarer MODU One (1) Ordinary Seafarer MODU Chief Engineer Maintenance Supervisor First Assistant Engineer Second Assistant Engineer Third Assistant Engineer Two (2) Oiler/Motor MODU	Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine
For voyages of less than 72 hours but more than 16 hours		Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seamen Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
For voyages 16 hours or less, but more than 8 hours		Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
For voyages of 8 hours or less		Master Chief Mate Second Mate Third Mate Two (2) Able Seafarers or Able Seafarer Deck One (1) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer One (1) Oiler/Motor or Able Seafarer Engine

	Application	On Location/Field Move	Underway/Towed
Schedule B	Non-self-propelled Bottom Bearing Unit	Offshore Installation Manager Two (2) Able Seafarers MODU One (1) Ordinary Seafarer MODU	Offshore Installation Manager Two (2) Able Seafarers MODU One (1) Ordinary Seafarer
Schedule C	Non-self-propelled Unit (excluding Non-self-propelled Bottom Bearing Unit)	Offshore Installation Manager Barge Supervisor Two (2) Ballast Control Operators Two (2) Able Seafarers MODU One (1) Ordinary Seafarer MODU	Offshore Installation Manager Barge Supervisor Two (2) Ballast Control Operators Two (2) Able Seafarers MODU One (1) Ordinary Seafarer
Schedule D	Self-propelled Oil Storage Vessel - Non-automated	Master or Offshore Installation Manager Three (3) Able Seafarers or Able Seafarer Deck 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine	Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine
Schedule D	Self-propelled Oil Storage Vessel - Automated	Master or Offshore Installation Manager Three (3) Able Seafarers or Able Seafarer Deck 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine	Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
Schedule E	Non-self-propelled Oil Storage Vessel	Master or Offshore Installation Manager Three (3) Able Seafarers or Able Seafarer Deck 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine	N/A
Schedule F	Non-self propelled Unit - barge	Offshore Installation Manager	Offshore Installation Manager Two (2) Able Seafarer MODU One (1) Ordinary Seafarer MODU
Schedule G	Non-self propelled unit - MOU; excluding non-self propelled bottom bearing units	Offshore Installation Manager Barge Supervisor Two (2) Ballast Control Operators Two (2) Able Seafarers MODU	Offshore Installation Manager Barge Supervisor Two (2) Ballast Control Operators Two (2) Able Seafarers MODU One (1) Ordinary Seafarer MODU

	Application	On Location/Field Move	Underway/Towed
Schedule H	Self propelled Offshore Support Vessel - manned machinery spaces	Master Three (3) Able Seafarers or Able Seafarer Deck	Master Chief Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Chief Engineer First Assistant Engineer Third Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine
Schedule H	Self propelled Offshore Support Vessel - unmanned machinery spaces	Master Three (3) Able Seafarers or Able Seafarer Deck	Master Chief Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Chief Engineer First Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
Schedule I	Non-self propelled unit - barge - floating load facility	Barge Supervisor	N/A
CB	Crew/work boats	N/A	Master Mate Deck Hand
FV	Fishing Vessels	N/A	Skipper Mate Two (2) Deckhands Chief Engineer Assistant Engineer Two (2) Maintenance Personnel
LH	Line handling vessels	N/A	Coxswain Deckhand
SP	Special Purpose Vessel	N/A	Master Chief Mate/Towmaster Two (2) Third Mates/Towmaster Three (3) Able Seafarers or Able Seafarer Deck Chief 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 the Standards of Training and Certification of Watchkeepers, 1978, as amended (STCW) regulations.
- None of the seafarers need to be certificated 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 Administrator specifying the minimum safe manning level:

- .1 a clear statement of the vessel'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 Administrator that, in accordance with the principles and guidelines set out in Annexes 1 and 2 of IMO Resolution A.890(21), the vessel 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 vessel 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 Administrator.

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.

2.4 Reductions from Minimum Numbers

- 2.4.1 Reductions from the preceding minimum numbers may be considered by the Administrator on application by the vessel 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 Administrator, and the ratings must first be fully trained to Able Seafarer Deck and Able Seafarer Engine 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 than Fast Rescue Boats

- 2.5.1 Two (2) Survival craft/rescue boat crewmembers are required for each lifeboat on vessels 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 certificated survival craft/rescue boat crewmember assigned to each motor lifeboat, there shall be a certificated engineer or rating capable of starting the lifeboat engine and trouble shooting minor engine problems.
- 2.5.2 On passenger vessels, survival craft/rescue boat crewmembers are required for lifeboats in accordance with the scale given below as a standard for general guidance:

.1	Complement of Lifeboat	Number of Certificated Survival Craft Crewmembers	Other Assigned 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 crewmembers are required for a motor lifeboat, one of the survival craft/rescue boat crewmembers may be the required certificated engineer or rating capable of starting the lifeboat engine and trouble shooting minor engine problems.
- 2.5.3 On passenger vessels, those assigned to survival craft who have not received training as survival craft/rescue boat crewmembers should be selected to follow the directions of and assist the survival craft crewmembers in charge on the basis of their ability to remain calm, help others during a period of stress. 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 crewmember shall be carried for each life raft on board a vessel, and one additional certificated survival craft/rescue boat crewmember 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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival craft/rescue boat crewmembers shall be provided for each lifeboat over 40 person capacity. In cases where life rafts are carried in lieu of lifeboats, one (1) survival craft/rescue boat crewmember shall be carried for each 25 units of life raft capacity, or part thereof.

2.6 Passenger Vessel Personnel

Personnel serving on passenger ships, trained in accordance with Regulations V/2 and V/3 of STCW 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 vessel'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 crewmembers specially trained and additionally certificated 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 STCW.

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 that Administration to qualified applicants. Marshall Islands certification requirements may be found in Sections 5.2.2 and 5.2.3 of publication MI-118.
- 2.8.4 A single individual may serve as both “Person in Charge of Medical Care” and “First Aid Provider” where considered appropriate, provided he/she is certificated for the two (2) competencies. Passenger carrying vessels, which have established a separate staffed medical department, may assign these duties to those personnel (reference: STCW Code Sections A-VI/4-1 and A-VI/4-2.)

2.9 Tanker Qualifications

- 2.9.1 STCW Regulation V/1 paragraphs 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 upon which they are to serve and their competency certificated by the Administrator. It also requires officers and ratings that have duties and responsibilities in connection with cargo and cargo handling equipment to be similarly trained and certificated.
- 2.9.2 The Master, Chief Mate, Chief Engineer and First Assistant Engineer must hold the tanker qualification at the Management level; the junior officers in charge of cargo operations must hold the tanker qualification at the Operational level; and ratings assisting must hold qualification at the Support level. Certification requirements may be found in Publication MI-118, Section 5.10.

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 5.19 and 5.20.

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 in accordance with the STCW Code Section A-V/2, paragraph 1. 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 upon which they are serving as they pertain to the safety of life and the vessel. The training should be as specified in the STCW Code, Section A-V/2, paragraph 2.
- 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 the STCW Code, Section A-V/2, paragraph 3.
- 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 the STCW Code, Section A-V/2, paragraph 4.
- 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 vessel's "Safety Officer," if carried. Training should be as specified in the STCW Code, Section A-V/2, paragraph 5.
- 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 in accordance with the STCW Code, Section A-V/3, paragraph 1. 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 upon which they serve as they pertain to the safety of life and of the vessel. The training should be as specified in the STCW Code, Section A-V/3, paragraph 2.
- 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 the STCW Code Section A-V/3, paragraphs 3 and 4.

- 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 vessel's "Safety Officer," if carried. Training should be as specified in the STCW Code, Section A-V/3, paragraph 5.
- 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 vessel, 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 Administrator; and/or
 - .2 the numbers and certificates of the seafarers serving on board conform to the applicable safe manning requirements of the Administrator.
- 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 vessel 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 vessel has been involved in a collision, grounding or stranding;
 - .2 there has been a discharge of substances from the vessel when underway, at anchor or at berth, which is illegal under any international convention;
 - .3 the vessel 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 vessel 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

- 5.1 Applications for Minimum Safe Manning Certificates (MSMCs) should be submitted to one of the Administrator's Regional Offices 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 a 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 appointed by the vessel Owner's or Operator's Company that has been appointed the designated person 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. Private yacht owners should use this form as well.

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 the person appointed by the yacht Owner's or Operator's Company that has been appointed the designated person 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 Maritime Administrator of the

Republic of the Marshall Islands**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.

<i>Grade/capacity</i>	<i>Certificate (STCW regulations)</i>	<i>Number of persons</i>
Master	II/2	
Chief Mate	II/2	
Second Mate	II/1	
Third Mate	II/1	
Able Seafarer or Able Seafarer Deck *	II/4 or II/5	
Ordinary Seafarer	II/4	
1 GMDSS 1st / 2nd Class Radio Electronic Operator/Maintainer or 2 Deck Officers holding GMDSS General Operator Certificate.		

Chief Engineer	III/2	
1st Assistant Engineer	III/2	
2nd Assistant Engineer **	III/1	
3rd Assistant Engineer **	III/1	
Oiler/Motor or Able Seafarer Engine ***	III/4 or III/5	

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 Seafarers or Able Seafarer Deck or Oiler/Motor or Able Seafarer Engine 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) Motor/Oiler or Able Seafarer Engine 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the
Republic of the Marshall Islands

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 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.	Underway On 8 > 0 hrs.	Location/ Field Move
Master	II/2	1	1	1	1	
Offshore Installation Manager						1
Chief Mate	II/2	1				
Barge Supervisor						1
Ballast Control Operator						2
Second Mate	II/1	1				
Third Mate	II/1	1	2	2	2	
Able Seafarer or Able Seafarer Deck	II/4 or II/5	3	3	3	3	
Able Seafarer (MODU)						2
Ordinary Seafarer	II/4	2	2	2	1	
Ordinary Seafarer (MODU)						1
Chief Engineer	III/2	1				
Maintenance Supervisor *			1	1	1	1
1st Assistant Engineer	III/2	1				
Assistant Maintenance Supervisor *			2	1	1	1
2nd Assistant Engineer **	III/1	1				
3rd Assistant Engineer **	III/1	1				
Oiler/Motor or Able Seafarer Engine **	III/4 or III/5	3	2	2	1	
Oiler/Motor (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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival boat/rescue craft crewmembers shall be provided for each lifeboat over 40 person capacity.

Field moves of 20 nautical miles or less and not more than 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 Seafarers or Able Seafarer Deck, one (1) Ordinary Seafarer and one (1) Oiler/Motor or Able Seafarer Engine.

* 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) Motor/Oiler or Able Seafarer Engine 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____

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the
Republic of the Marshall Islands

SCHEDULE DPSEMI

DYNAMIC POSITIONING (COLUMN STABILIZED) SEMI SUBMERSIBLE OFFSHORE DRILLING UNIT

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 area: INTERNATIONAL/UNRESTRICTED	

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/ In-transit	On Location/ Field Move
Master	II/2	1	1
Offshore Installation Manager (OIM)		-	1
Chief Mate	II/2	1	1
Ballast Control Operator*		-	2
Second Mate	II/1	1	-
Third Mate	II/1	1	2
Able Seafarer or Able Seafarer Deck	II/4 or II/5	3	-
Able Seafarer (MODU)		-	2
Ordinary Seafarer	II/4	2	-
Ordinary Seafarer (MODU)		-	1
Chief Engineer	III/2	1	1
1st Assistant Engineer**	III/2	1	1
2nd Assistant Engineer**	III/1	1	1
3rd Assistant Engineer**	III/1	1	1
Oiler/Motor or Able Seafarer Engine	III/4 or III/5	3	-
Oiler/Motor (MODU)		-	2
Survival Craft/Rescue Boat Crewmember			

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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival boat/rescue craft crewmember shall be provided for each lifeboat over 40 person capacity.

* On Location - the Ballast Control Operator requirement can be met by Mates holding BCO qualifications.

** On Location - the Maintenance Supervisor may be substituted for the 1st Assistant Engineer and the Assistant Maintenance Supervisor may be substituted for the 2nd or 3rd Assistant 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____

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the
Republic of the Marshall Islands

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.	Underway On 8 > 0 hrs.	Location/ Field Move
Master	II/2	1	1	1	1	1
Offshore Installation Manager		-	-	-	-	1
Chief Mate	II/2	1	1	1	1	1
Second Mate	II/1	1	1	1	1	-
Third Mate	II/1	1	1	1	1	1
Able Seafarer or Able Seafarer Deck	II/4 or II/5	3	3	3	2	-
Able Seafarer (MODU)		-	-	-	-	2
Ordinary Seafarer	II/4	2	2	2	1	-
Ordinary Seafarer (MODU)		-	-	-	-	1
Chief Engineer	III/2	1	1	1	1	1
Maintenance Supervisor *		-	-	-	-	1
1st Assistant Engineer	III/2	1	1	1	1	1
2nd Assistant Engineer **	III/1	1	1	1	1	1
3rd Assistant Engineer **	III/1	1	1	1	1	1
Oiler/Motor or Able Seafarer Engine **	III/4 or III/5	3	2	2	2	-
Oiler/Motor (MODU)		-	-	-	-	2

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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival boat/rescue craft crewmembers shall be provided for each lifeboat over 40 person capacity.

Field moves of 20 nautical miles or less and not more than 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 Seafarers or Able Seafarer Deck, one (1) Ordinary Seafarer and one (1) Oiler/Motor or Able Seafarer Engine.

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/Motor or Able Seafarer Engine 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____

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the

Republic of the Marshall Islands

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 Seafarer (MODU)	2	2
Ordinary Seafarer (MODU)	1	1
Survival Craft/Rescue Boat Crewmember*		

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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival boat/rescue craft crewmembers shall be provided for each lifeboat over 40 person 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the

Republic of the Marshall Islands

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 Seafarer (MODU)	2	2
Ordinary Seafarer (MODU)	1	1
Survival Craft/Rescue Boat Crewmembers**		

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 than 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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival boat/rescue craft crewmembers shall be provided for each lifeboat over 40 person 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the

Republic of the Marshall Islands

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 *	II/2	1	1
Chief Mate	II/2		1
Second Mate	II/1		1
Third Mate	II/1		1
Able Seafarer or Able Seafarer Deck **	II/4 or II/5	3	3
Ordinary Seafarer	II/4		2
1 GMDSS 1st / 2nd Class Radio Electronic Operator/Maintainer or 2 Deck Officers holding GMDSS General Operator Certificate.			
Chief Engineer	III/2		1
1st Assistant Engineer	III/2		1
2nd Assistant Engineer ***	III/1		1
3rd Assistant Engineer ***	III/1	1	1
Oiler/Motor or Able Seafarer Engine ***	III/4 or III/5	3	3

Special requirements or conditions, if any:

* Offshore Installation Manager (OIM) - MODUs may be substituted for Master.

** If involved in cargo operations, a "tanker" 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/Motor or Able Seafarer Engine 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the

Republic of the Marshall Islands

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 *	II/2	1
Chief Mate	II/2	
Second Mate	II/1	
Third Mate	II/1	
Able Seafarer or Able Seafarer Deck **	II/4 or II/5	3
Ordinary Seafarer	II/4	
Chief Engineer	III/2	
1st Assistant Engineer	III/2	
2nd Assistant Engineer	III/1	
3rd Assistant Engineer	III/1	1
Oiler/Motor or Able Seafarer Engine	III/4 or III/5	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 crewmembers shall be provided for each lifeboat and one (1) survival boat/rescue craft crewmember for each davit launched life raft station. If no lifeboats are carried, two (2) survival boat/rescue craft crewmembers 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

MINIMUM SAFE MANNING CERTIFICATE

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

Under the authority of the Maritime Administrator of the
Republic of the Marshall Islands

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*	Category 2 (<60)	Category 1 (<150)	Category 0 (Unlimited)
		Number	Number	Number
Master	II/2, II/3	-	-	-
Chief Mate	II/2, II/3	-	-	-
OICNW (Deck)	II/1	-	-	-
Deck Rating	II/4	-	-	-
Deck Hand		-	-	-
Chief Engineer	III/2, III/3	-	-	-
2 nd Engineer	III/2, III/3	-	-	-
OICEW (Engine)	III/1	-	-	-
Engine Rating	III/4	-	-	-

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 Affairs
Republic of the Marshall Islands

* II/2 - Masters, CM 500GT
II/3 - OICNW & Masters <500GT
III/2 - OE, 2E >3000kW
III/3 - CE, 2E 750-3000kW

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 Maritime Administrator of the
Republic of the Marshall Islands

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*	Category 2 (<60)	Category 1 (<150)	Category 0 (Unlimited)
		Number	Number	Number
Master	II/2, II/3	-	-	-
Chief Mate	II/2, II/3	-	-	-
OICNW (Deck)	II/1	-	-	-
Deck Rating	II/4	-	-	-
Deck Hand		-	-	-
Chief Engineer	III/2, III/3	-	-	-
2 nd Engineer	III/2, III/3	-	-	-
OICEW (Engine)	III/1	-	-	-
Engine Rating	III/4	-	-	-

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 Affairs
Republic of the Marshall Islands

* II/2 - Masters, CM 500GT
II/3 - OICNW & Masters <500GT
III/2 - OE, 2E >3000kW
III/3 - CE, 2E 750-3000kW

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: <input type="checkbox"/> Yes <input type="checkbox"/> No
Steam: <input type="checkbox"/> Yes <input type="checkbox"/> No	Motor: <input type="checkbox"/> Yes <input type="checkbox"/> 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: _____

This application will be reviewed by the Maritime Administrator 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: _____

Title: _____ Date: _____

Signature of Submitter: _____

Mail Application To: Office of the Maritime Administrator
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. 6/11

Telephone: +1-703-620-4880 Fax: +1-703-476-8522

MI-336

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: <input type="checkbox"/> Self-Propelled MODU <input type="checkbox"/> Non Self-Propelled MODU <input type="checkbox"/> Non Self-Propelled Bottom Bearing MODU <input type="checkbox"/> Self-Propelled Oil Storage Vessel <input type="checkbox"/> Non-Self-Propelled Oil Storage Vessel			
Gross Tonnage:		Net Tonnage:	
Date Built:		Trading Route:	
KW Propulsion:		Automated Machinery:	
DP Unit <input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	
List all lifeboats required for 100% complement of unit and their certified capacities:			
Type		Number	Capacity

Owner's Minimum Manning Proposal

Underway

	Master		Chief Engineer
	Chief Mate		1 st Assistant Engineer
	Second Mate		2 nd Assistant Engineer
	Third Mate		3 rd Assistant Engineer
	Able Seafarer or Able Seafarer Deck		Oiler/Motor or Able Seafarer Engine
	Ordinary Seafarer		
	GMDSS		

On Location or Under Tow

	Master		Chief Engineer
	Offshore Installation Manager		1 st Assistant Engineer
	Barge Supervisor		2 nd /3 rd Assistant Engineer
	Ballast Control Operator		Oiler Motor or Able Seafarer Engine
	Able Seafarer (MODU)		Maintenance Supervisor
	Ordinary Seafarer (MODU)		Assistant Maintenance Supervisor
	Able Seafarer or Able Seafarer Deck		Oiler/Motor (MODU)
	GMDSS		

Owners should attach any additional information necessary to support their manning proposal. Non-marine personnel need not be included in the minimum manning proposal. This application will be reviewed by the Maritime Administrator 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: _____

Title: _____

Date: _____

Signature of Submitter: _____

Mail Application To:

Office of the Maritime Administrator
 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
 Telephone: +1-703-620-4880 Fax: +1-703-476-8522

MI-336MODU

Rev. 10/11

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: <input type="checkbox"/> <60 nm (2) <input type="checkbox"/> 60 - 150 nm (1) <input type="checkbox"/> unlimited (0)	
Number of Main Engines:	Number of Crew Berths:
KW Propulsion per Engine:	Automated Machinery: <input type="checkbox"/> Yes <input type="checkbox"/> No
Motor: <input type="checkbox"/> Sail: <input type="checkbox"/>	
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: _____

This application will be reviewed by the Maritime Administrator 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: _____

Title: _____ Date: _____

Signature of Submitter: _____

Mail Application To: Office of the Maritime Administrator
Republic of the Marshall Islands
c/o Marshall Islands Maritime and Corporate Administrators, Inc. Attn:
Seafarers' Documentation
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Attachment: Marshall Island Marine Notice No.7-038-2, Rev. 10/11, total 32 pages

**For any question please contact the Certification Management Dept. of CCS
Headquarters without hesitation**



**REPUBLIC OF
THE MARSHALL ISLANDS**

**OFFICE OF THE
MARITIME ADMINISTRATOR**

Marine Notice

No. 7-038-2

Rev. 10/11

**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 Seafarer 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. 12/09 and reflects the updating of the references to the revised MI-118, the updating of sections 5.2.1 and 5.2.3, the updating of rating language in the text and in the attached forms and the addition of an Index.

APPLICABILITY:

This Notice is applicable to all Marshall Islands flag vessels and Marshall Islands certificated 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 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.

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..
- 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.890(21), 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

APPLICATION	SCALE
All ships over 8000 GT/3000 kW Non-Automated Gas Carriers: same scale except for : Two (2) Oiler/Motor or Able Seafarer Engine	Master Chief Mate Second Mate Third Mate Radio Officer/GMDSS Three (3) Able Seafarer or Able Seafarer Deck Two (2) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine
All Passenger Vessels over 8000 GT/3000 kW	Master Chief Mate Second Mate Third Mate Radio Officer/GMDSS Four (4) Able Seafarer or Able Seafarer Deck Two (2) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine

2.2.3 Reductions from Basic Manning - Deck

	APPLICATION	SCALE
<u>CATEGORY D/1</u>	Vessels over 5000 GT but under 8000 GT	Master Chief Mate Second Mate Third Mate Radio Officer/GMDSS Four (4) Able Seafarer or Able Seafarer Decks
<u>CATEGORY D/2</u>	Vessels over 3000 GT but under 5000 GT	Master Chief Mate Second Mate Third Mate Radio Officer/GMDSS Two (2) Able Seafarer or Able Seafarer Decks Two (2) Ordinary Seafarers
<u>CATEGORY D/3</u>	Vessels under 3000 GT but over 500 GT	Master Chief Mate Second Mate Radio Operators(s)/GMDSS Two (2) Able Seafarers or Able Seafarer Deck One (1) Ordinary Seafarer
<u>CATEGORY D/4</u>	Vessels under 500 GT	Master Chief Mate Radio Operator(s) Two (2) Seafarers
<u>CATEGORY D/5</u>	Vessels engaged in special or unusual operations	By direction of the Administrator upon application

2.2.4 Reductions from Basic Manning - Engine

	APPLICATION	SCALE
<u>CATEGORY E/1</u>	Vessels over 3000 kW and certified for unattended operation	Chief Engineer 1 st Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
<u>CATEGORY E/2</u>	Vessels under 3000 kW but over 750 kW not equipped for unattended operation	Chief Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine
<u>CATEGORY E/3</u>	Vessels under 3000 kW but over 750 kW and certified for unattended operation	Chief Engineer 2 nd Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
<u>CATEGORY E/4</u>	Vessels under 750 kW and not equipped for unattended operation	Chief Engineer 3 rd Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
<u>CATEGORY E/5</u>	Vessels under 750 kW and certified for unattended operation	Chief Engineer Three (3) Oiler/Motor or Able Seafarer Engine

2.2.5 Reductions from Basic Manning - MOU

Schedule A	Application	On Location/ Field Move	Underway
	Self Propelled Mobile Offshore Drilling Unit	Offshore Installation Manager Barge Supervisor Two (2) Ballast Control Operators Two (2) Able Seafarer MODU One (1) Ordinary Seafarer MODU Maintenance Supervisor Assistant Maintenance Supervisor Second Assistant Engineer Two (2) Oiler/Motor MODU	Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine
	For voyages of less than 72 hours but more than 16 hours		Master Two (2) Third Mates Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers Maintenance Supervisor Two (2) Asst. Maint. Supervisors Two (2) Oiler/Motor or Able Seafarer Engine
	For voyages 16 hours or less, but more than 8 hours		Master Two (2) Third Mates Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers Maintenance Supervisor Asst. Maint. Supervisor Two (2) Oiler/Motor or Able Seafarer Engine
	For voyages of 8 hours or less		Master Two (2) Third Mates Two (2) Able Seafarers or Able Seafarer Deck Ordinary Seafarers Maintenance Supervisor Asst. Maint. Supervisor Oiler/Motor or Able Seafarer Engine

Schedule
DPV

Application	On Location/ Field Move	Underway
Dynamically Positioned (DP) Unit and Drilling Ships	Master Offshore Installation Manager Chief Mate Third Mate Two (2) Able Seafarer MODU One (1) Ordinary Seafarer MODU Chief Engineer Maintenance Supervisor First Assistant Engineer Second Assistant Engineer Third Assistant Engineer Two (2) Oiler/Motor MODU	Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine
For voyages of less than 72 hours but more than 16 hours		Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seamen Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
For voyages 16 hours or less, but more than 8 hours		Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
For voyages of 8 hours or less		Master Chief Mate Second Mate Third Mate Two (2) Able Seafarers or Able Seafarer Deck One (1) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer One (1) Oiler/Motor or Able Seafarer Engine

	Application	On Location/Field Move	Underway/Towed
Schedule B	Non-self-propelled Bottom Bearing Unit	Offshore Installation Manager Two (2) Able Seafarers MODU One (1) Ordinary Seafarer MODU	Offshore Installation Manager Two (2) Able Seafarers MODU One (1) Ordinary Seafarer
Schedule C	Non-self-propelled Unit (excluding Non-self-propelled Bottom Bearing Unit)	Offshore Installation Manager Barge Supervisor Two (2) Ballast Control Operators Two (2) Able Seafarers MODU One (1) Ordinary Seafarer MODU	Offshore Installation Manager Barge Supervisor Two (2) Ballast Control Operators Two (2) Able Seafarers MODU One (1) Ordinary Seafarer
Schedule D	Self-propelled Oil Storage Vessel - Non-automated	Master or Offshore Installation Manager Three (3) Able Seafarers or Able Seafarer Deck 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine	Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer 2 nd Assistant Engineer 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine
Schedule D	Self-propelled Oil Storage Vessel – Automated	Master or Offshore Installation Manager Three (3) Able Seafarers or Able Seafarer Deck 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine	Master Chief Mate Second Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Two (2) Ordinary Seafarers Chief Engineer 1 st Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
Schedule E	Non-self-propelled Oil Storage Vessel	Master or Offshore Installation Manager Three (3) Able Seafarers or Able Seafarer Deck 3 rd Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine	N/A
Schedule F	Non-self propelled Unit – barge	Offshore Installation Manager	Offshore Installation Manager Two (2) Able Seafarer MODU One (1) Ordinary Seafarer MODU
Schedule G	Non-self propelled unit – MOU; excluding non-self propelled bottom bearing units	Offshore Installation Manager Barge Supervisor Two (2) Ballast Control Operators Two (2) Able Seafarers MODU	Offshore Installation Manager Barge Supervisor Two (2) Ballast Control Operators Two (2) Able Seafarers MODU One (1) Ordinary Seafarer MODU

	Application	On Location/Field Move	Underway/Towed
Schedule H	Self propelled Offshore Support Vessel - manned machinery spaces	Master Three (3) Able Seafarers or Able Seafarer Deck	Master Chief Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Chief Engineer First Assistant Engineer Third Assistant Engineer Three (3) Oiler/Motor or Able Seafarer Engine
Schedule H	Self propelled Offshore Support Vessel – unmanned machinery spaces	Master Three (3) Able Seafarers or Able Seafarer Deck	Master Chief Mate Third Mate Three (3) Able Seafarers or Able Seafarer Deck Chief Engineer First Assistant Engineer Two (2) Oiler/Motor or Able Seafarer Engine
Schedule I	Non-self propelled unit – barge – floating load facility	Barge Supervisor	N/A
CB	Crew/work boats	N/A	Master Mate Deck Hand
FV	Fishing Vessels	N/A	Skipper Mate Two (2) Deckhands Chief Engineer Assistant Engineer Two (2) Maintenance Personnel
LH	Line handling vessels	N/A	Coxswain Deckhand
SP	Special Purpose Vessel	N/A	Master Chief Mate/Towmaster Two (2) Third Mates/Towmaster Three (3) Able Seafarers or Able Seafarer Deck Chief 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 the Standards of Training and Certification of Watchkeepers, 1978, as amended (STCW) regulations.
- None of the seafarers need to be certificated 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 Administrator specifying the minimum safe manning level:

- .1 a clear statement of the vessel'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 Administrator that, in accordance with the principles and guidelines set out in Annexes 1 and 2 of IMO Resolution A.890(21), the vessel 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 vessel 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 Administrator.

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.

2.4 Reductions from Minimum Numbers

- 2.4.1 Reductions from the preceding minimum numbers may be considered by the Administrator on application by the vessel 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 Administrator, and the ratings must first be fully trained to Able Seafarer Deck and Able Seafarer Engine 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 crewmembers are required for each lifeboat on vessels 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 certificated survival craft/rescue boat crewmember assigned to each motor lifeboat, there shall be a certificated engineer or rating capable of starting the lifeboat engine and trouble shooting minor engine problems.

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

.1	Complement of Lifeboat	Number of Certificated Survival Craft Crewmembers	Other Assigned 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 crewmembers are required for a motor lifeboat, one of the survival craft/rescue boat crewmembers may be the required certificated engineer or rating capable of starting the lifeboat engine and trouble shooting minor engine problems.
- 2.5.3 On passenger vessels, those assigned to survival craft who have not received training as survival craft/rescue boat crewmembers should be selected to follow the directions of and assist the survival craft crewmembers in charge on the basis of their ability to remain calm, help others during a period of stress. 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 crewmember shall be carried for each life raft on board a vessel, and one additional certificated survival craft/rescue boat crewmember 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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival craft/rescue boat crewmembers shall be provided for each lifeboat over 40 person capacity. In cases where life rafts are carried in lieu of lifeboats, one (1) survival craft/rescue boat crewmember shall be carried for each 25 units of life raft capacity, or part thereof.

2.6 Passenger Vessel Personnel

Personnel serving on passenger ships, trained in accordance with Regulations V/2 and V/3 of STCW 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 vessel'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 crewmembers specially trained and additionally certificated 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 STCW.

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 that Administration to qualified applicants. Marshall Islands certification requirements may be found in Sections 5.2.2 and 5.2.3 of publication MI-118.
- 2.8.4 A single individual may serve as both “Person in Charge of Medical Care” and “First Aid Provider” where considered appropriate, provided he/she is certificated for the two (2) competencies. Passenger carrying vessels, which have established a separate staffed medical department, may assign these duties to those personnel (reference: STCW Code Sections A-VI/4-1 and A-VI/4-2.)

2.9 Tanker Qualifications

- 2.9.1 STCW Regulation V/1 paragraphs 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 upon which they are to serve and their competency certificated by the Administrator. It also requires officers and ratings that have duties and responsibilities in connection with cargo and cargo handling equipment to be similarly trained and certificated.
- 2.9.2 The Master, Chief Mate, Chief Engineer and First Assistant Engineer must hold the tanker qualification at the Management level; the junior officers in charge of cargo operations must hold the tanker qualification at the Operational level; and ratings assisting must hold qualification at the Support level. Certification requirements may be found in Publication MI-118, Section 5.10.

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 5.19 and 5.20.

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 in accordance with the STCW Code Section A-V/2, paragraph 1. 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 upon which they are serving as they pertain to the safety of life and the vessel. The training should be as specified in the STCW Code, Section A-V/2, paragraph 2.
- 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 the STCW Code, Section A-V/2, paragraph 3.
- 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 the STCW Code, Section A-V/2, paragraph 4.
- 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 vessel's "Safety Officer," if carried. Training should be as specified in the STCW Code, Section A-V/2, paragraph 5.
- 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 in accordance with the STCW Code, Section A-V/3, paragraph 1. 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 upon which they serve as they pertain to the safety of life and of the vessel. The training should be as specified in the STCW Code, Section A-V/3, paragraph 2.
- 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 the STCW Code Section A-V/3, paragraphs 3 and 4.

- 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 vessel's "Safety Officer," if carried. Training should be as specified in the STCW Code, Section A-V/3, paragraph 5.
- 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 vessel, 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 Administrator; and/or
 - .2 the numbers and certificates of the seafarers serving on board conform to the applicable safe manning requirements of the Administrator.
- 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 vessel 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 vessel has been involved in a collision, grounding or stranding;
 - .2 there has been a discharge of substances from the vessel when underway, at anchor or at berth, which is illegal under any international convention;
 - .3 the vessel 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 vessel 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

- 5.1 Applications for Minimum Safe Manning Certificates (MSMCs) should be submitted to one of the Administrator's Regional Offices 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 a 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 appointed by the vessel Owner's or Operator's Company that has been appointed the designated person 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. Private yacht owners should use this form as well.

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 the person appointed by the yacht Owner's or Operator's Company that has been appointed the designated person 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 Maritime Administrator of the

Republic of the Marshall Islands**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.

<i>Grade/capacity</i>	<i>Certificate (STCW regulations)</i>	<i>Number of persons</i>
Master	II/2	
Chief Mate	II/2	
Second Mate	II/1	
Third Mate	II/1	
Able Seafarer or Able Seafarer Deck *	II/4 or II/5	
Ordinary Seafarer	II/4	
1 GMDSS 1st / 2nd Class Radio Electronic Operator/Maintainer or 2 Deck Officers holding GMDSS General Operator Certificate.		

Chief Engineer	III/2	
1st Assistant Engineer	III/2	
2nd Assistant Engineer **	III/1	
3rd Assistant Engineer **	III/1	
Oiler/Motor or Able Seafarer Engine ***	III/4 or III/5	

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 Seafarers or Able Seafarer Deck or Oiler/Motor or Able Seafarer Engine 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) Motor/Oiler or Able Seafarer Engine 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the

Republic of the Marshall Islands

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 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.	Underway 8 > 0 hrs.	On Location/ Field Move
Master	II/2	1	1	1	1	
Offshore Installation Manager						1
Chief Mate	II/2	1				
Barge Supervisor						1
Ballast Control Operator						2
Second Mate	II/1	1				
Third Mate	II/1	1	2	2	2	
Able Seafarer or Able Seafarer Deck	II/4 or II/5	3	3	3	3	
Able Seafarer (MODU)						2
Ordinary Seafarer	II/4	2	2	2	1	
Ordinary Seafarer (MODU)						1
Chief Engineer	III/2	1				
Maintenance Supervisor *			1	1	1	1
1st Assistant Engineer	III/2	1				
Assistant Maintenance Supervisor *			2	1	1	1
2nd Assistant Engineer **	III/1	1				
3rd Assistant Engineer **	III/1	1				
Oiler/Motor or Able Seafarer Engine **	III/4 or III/5	3	2	2	1	
Oiler/Motor (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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival boat/rescue craft crewmembers shall be provided for each lifeboat over 40 person capacity.

Field moves of 20 nautical miles or less and not more than 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 Seafarers or Able Seafarer Deck, one (1) Ordinary Seafarer and one (1) Oiler/Motor or Able Seafarer Engine.

* 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) Motor/Oiler or Able Seafarer Engine 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the
Republic of the Marshall Islands

SCHEDULE DPSEMI

DYNAMIC POSITIONING (COLUMN STABILIZED) SEMI SUBMERSIBLE OFFSHORE DRILLING UNIT

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 area: INTERNATIONAL/UNRESTRICTED	

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/ In-transit	On Location/ Field Move
Master	II/2	1	1
Offshore Installation Manager (OIM)		-	1
Chief Mate	II/2	1	1
Ballast Control Operator*		-	2
Second Mate	II/1	1	-
Third Mate	II/1	1	2
Able Seafarer or Able Seafarer Deck	II/4 or II/5	3	-
Able Seafarer (MODU)		-	2
Ordinary Seafarer	II/4	2	-
Ordinary Seafarer (MODU)		-	1
Chief Engineer	III/2	1	1
1st Assistant Engineer**	III/2	1	1
2nd Assistant Engineer**	III/1	1	1
3rd Assistant Engineer**	III/1	1	1
Oiler/Motor or Able Seafarer Engine	III/4 or III/5	3	-
Oiler/Motor (MODU)		-	2
Survival Craft/Rescue Boat Crewmember			

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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival boat/rescue craft crewmember shall be provided for each lifeboat over 40 person capacity.

* On Location – the Ballast Control Operator requirement can be met by Mates holding BCO qualifications.

** On Location – the Maintenance Supervisor may be substituted for the 1st Assistant Engineer and the Assistant Maintenance Supervisor may be substituted for the 2nd or 3rd Assistant 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

MINIMUM SAFE MANNING CERTIFICATE

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

Under the authority of the Maritime Administrator of the
Republic of the Marshall Islands

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.	Underway 8 > 0 hrs.	On Location/ Field Move
Master	II/2	1	1	1	1	1
Offshore Installation Manager		-	-	-	-	1
Chief Mate	II/2	1	1	1	1	1
Second Mate	II/1	1	1	1	1	-
Third Mate	II/1	1	1	1	1	1
Able Seafarer or Able Seafarer Deck	II/4 or II/5	3	3	3	2	-
Able Seafarer (MODU)		-	-	-	-	2
Ordinary Seafarer	II/4	2	2	2	1	-
Ordinary Seafarer (MODU)		-	-	-	-	1
Chief Engineer	III/2	1	1	1	1	1
Maintenance Supervisor *		-	-	-	-	1
1st Assistant Engineer	III/2	1	1	1	1	1
2nd Assistant Engineer **	III/1	1	1	1	1	1
3rd Assistant Engineer **	III/1	1	1	1	1	1
Oiler/Motor or Able Seafarer Engine **	III/4 or III/5	3	2	2	2	-
Oiler/Motor (MODU)		-	-	-	-	2

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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival boat/rescue craft crewmembers shall be provided for each lifeboat over 40 person capacity.

Field moves of 20 nautical miles or less and not more than 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 Seafarers or Able Seafarer Deck, one (1) Ordinary Seafarer and one (1) Oiler/Motor or Able Seafarer Engine.

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/Motor or Able Seafarer Engine 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____

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the

Republic of the Marshall Islands

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 Seafarer (MODU)	2	2
Ordinary Seafarer (MODU)	1	1
Survival Craft/Rescue Boat Crewmember*		

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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival boat/rescue craft crewmembers shall be provided for each lifeboat over 40 person 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the

Republic of the Marshall Islands

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 Seafarer (MODU)	2	2
Ordinary Seafarer (MODU)	1	1
Survival Craft/Rescue Boat Crewmembers**		

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 than 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 crewmember shall be provided for each lifeboat of not more than 40 person capacity and two (2) survival boat/rescue craft crewmembers shall be provided for each lifeboat over 40 person 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

MINIMUM SAFE MANNING CERTIFICATE

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

Under the authority of the Maritime Administrator of the

Republic of the Marshall Islands

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 *	II/2	1	1
Chief Mate	II/2		1
Second Mate	II/1		1
Third Mate	II/1		1
Able Seafarer or Able Seafarer Deck **	II/4 or II/5	3	3
Ordinary Seafarer	II/4		2
1 GMDSS 1st / 2nd Class Radio Electronic Operator/Maintainer or 2 Deck Officers holding GMDSS General Operator Certificate.			
Chief Engineer	III/2		1
1st Assistant Engineer	III/2		1
2nd Assistant Engineer ***	III/1		1
3rd Assistant Engineer ***	III/1	1	1
Oiler/Motor or Able Seafarer Engine ***	III/4 or III/5	3	3

Special requirements or conditions, if any:

* Offshore Installation Manager (OIM) – MODUs may be substituted for Master.

** If involved in cargo operations, a “tanker” 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/Motor or Able Seafarer Engine 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

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 Maritime Administrator of the

Republic of the Marshall Islands

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 *	II/2	1
Chief Mate	II/2	
Second Mate	II/1	
Third Mate	II/1	
Able Seafarer or Able Seafarer Deck **	II/4 or II/5	3
Ordinary Seafarer	II/4	
Chief Engineer	III/2	
1st Assistant Engineer	III/2	
2nd Assistant Engineer	III/1	
3rd Assistant Engineer	III/1	1
Oiler/Motor or Able Seafarer Engine	III/4 or III/5	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 crewmembers shall be provided for each lifeboat and one (1) survival boat/rescue craft crewmember for each davit launched life raft station. If no lifeboats are carried, two (2) survival boat/rescue craft crewmembers 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

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

MINIMUM SAFE MANNING CERTIFICATE

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

Under the authority of the Maritime Administrator of the
Republic of the Marshall Islands

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*	Category 2 (<60)	Category 1 (<150)	Category 0 (Unlimited)
		Number	Number	Number
Master	II/2, II/3	-	-	-
Chief Mate	II/2, II/3	-	-	-
OICNW (Deck)	II/1	-	-	-
Deck Rating	II/4	-	-	-
Deck Hand		-	-	-
Chief Engineer	III/2, III/3	-	-	-
2 nd Engineer	III/2, III/3	-	-	-
OICEW (Engine)	III/1	-	-	-
Engine Rating	III/4	-	-	-

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 Affairs
Republic of the Marshall Islands

* II/2 – Masters, CM ≥500GT
II/3 – OICNW & Masters <500GT
III/2 – OE, 2E >3000kW
III/3 – CE, 2E 750-3000kW

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 Maritime Administrator of the

Republic of the Marshall Islands

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*	Category 2 (<60)	Category 1 (<150)	Category 0 (Unlimited)
		Number	Number	Number
Master	II/2, II/3	-	-	-
Chief Mate	II/2, II/3	-	-	-
OICNW (Deck)	II/1	-	-	-
Deck Rating	II/4	-	-	-
Deck Hand		-	-	-
Chief Engineer	III/2, III/3	-	-	-
2 nd Engineer	III/2, III/3	-	-	-
OICEW (Engine)	III/1	-	-	-
Engine Rating	III/4	-	-	-

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 Affairs
Republic of the Marshall Islands

* II/2 – Masters, CM ≥500GT
II/3 – OICNW & Masters <500GT
III/2 – OE, 2E >3000kW
III/3 – CE, 2E 750-3000kW

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: <input type="checkbox"/> Yes <input type="checkbox"/> No
Steam: <input type="checkbox"/> Yes <input type="checkbox"/> No	Motor: <input type="checkbox"/> Yes <input type="checkbox"/> 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: _____

This application will be reviewed by the Maritime Administrator 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: _____

Title: _____ Date: _____

Signature of Submitter: _____

Mail Application To: Office of the Maritime Administrator
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
Telephone: +1-703-620-4880 Fax: +1-703-476-8522

Rev. 6/11

MI-336

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: <input type="checkbox"/> Self-Propelled MODU <input type="checkbox"/> Non Self-Propelled MODU <input type="checkbox"/> Non Self-Propelled Bottom Bearing MODU <input type="checkbox"/> Self-Propelled Oil Storage Vessel <input type="checkbox"/> Non-Self-Propelled Oil Storage Vessel			
Gross Tonnage:		Net Tonnage:	
Date Built:		Trading Route:	
KW Propulsion:	DP Unit <input type="checkbox"/> Yes <input type="checkbox"/> No	Automated Machinery: <input type="checkbox"/> Yes <input type="checkbox"/> No	
List all lifeboats required for 100% complement of unit and their certified capacities:			
Type		Number	Capacity

Owner's Minimum Manning Proposal

Underway

Master	Chief Engineer
Chief Mate	1 st Assistant Engineer
Second Mate	2 nd Assistant Engineer
Third Mate	3 rd Assistant Engineer
Able Seafarer or Able Seafarer Deck	Oiler/Motor or Able Seafarer Engine
Ordinary Seafarer	
GMDSS	

On Location or Under Tow

Master	Chief Engineer
Offshore Installation Manager	1 st Assistant Engineer
Barge Supervisor	2 nd /3 rd Assistant Engineer
Ballast Control Operator	Oiler Motor or Able Seafarer Engine
Able Seafarer (MODU)	Maintenance Supervisor
Ordinary Seafarer (MODU)	Assistant Maintenance Supervisor
Able Seafarer or Able Seafarer Deck	Oiler/Motor (MODU)
GMDSS	

Owners should attach any additional information necessary to support their manning proposal. Non-marine personnel need not be included in the minimum manning proposal. This application will be reviewed by the Maritime Administrator 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: _____

Title: _____ Date: _____

Signature of Submitter: _____

Mail Application To: Office of the Maritime Administrator
 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
 Telephone: +1-703-620-4880 Fax: +1-703-476-8522

MI-336MODU

Rev. 10/11

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: <input type="checkbox"/> <60 nm (2) <input type="checkbox"/> 60 – 150 nm (1) <input type="checkbox"/> unlimited (0)	
Number of Main Engines:	Number of Crew Berths:
KW Propulsion per Engine:	Automated Machinery: <input type="checkbox"/> Yes <input type="checkbox"/> No
Motor: <input type="checkbox"/> Sail: <input type="checkbox"/>	
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: _____

This application will be reviewed by the Maritime Administrator 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: _____

Title: _____ Date: _____

Signature of Submitter: _____

Mail Application To: Office of the Maritime Administrator
Republic of the Marshall Islands
c/o Marshall Islands Maritime and Corporate Administrators, Inc.
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Reston, Virginia 20191-1506 USA
Telephone: +1-703-620-4880 Fax: +1-703-476-8522

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