



**COOPERATIVE REPUBLIC OF GUYANA
INTERNATIONAL MARITIME SAFETY AGENCY OF GUYANA
APPLICATION FOR
MINIMUM SAFE MANNING CERTIFICATE**

FOR SHIPS WHICH MUST COMPLY WITH THE STCW REQUIREMENTS

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|--|--------------------|
| *COMPANY NAME: | Company IMO NO: |
| ADDRESS: | SHIP'S NAME: |
| | Ship's IMO Number: |
| | TRADING AREA: |
| Email: Phone: Fax: | |

*(shall be the company responsible for Safety Management in accordance with the ISM Code when applicable)

CLASSIFICATION SOCIETY:

PARTICULARS

| | |
|--|---------------------|
| TYPE OF MAIN ENGINES: | STEAM, MOTOR, OTHER |
| KW EACH MAIN: TOTAL PROPELLING POWER [KW]: | NO. OF GENERATORS: |
| AUTOMATED MACHINERY: YES OR NO | |
| INDICATE CLASS NOTATIONS FOR UNATTENDED, OR PARTIALLY UNATTENDED MACHINERY OPERATION IF ANY: | |
| INDICATE CLASS NOTATION FOR INTEGRATED BRDGE SYSTEMS, IF ANY: | |

OWNERS MINIMUM MANNING PROPOSAL

| | | | |
|--|---|--|--|
| <input type="checkbox"/> Master <input type="checkbox"/> Chief Mate <input type="checkbox"/> Officer In Charge of a Navigation Watch <input type="checkbox"/> Other (describe): ----- <input type="checkbox"/> Cook | <input type="checkbox"/> Able Seafarer Deck (II/5) <input type="checkbox"/> Ordinary Seafarer Deck (II/4) <input type="checkbox"/> Other (describe): Passenger vessels: <input type="checkbox"/> Survival Craft (VI-2) <input type="checkbox"/> Assisting/ directing passengers (V2) | <input type="checkbox"/> Chief Engineer <input type="checkbox"/> Second Engineer <input type="checkbox"/> Engineering Watch Officer <input type="checkbox"/> Electrical Technical Officer <input type="checkbox"/> Other (describe): | <input type="checkbox"/> Able Seafarer Eng.(III/5) <input type="checkbox"/> Rating with (III/4) <input type="checkbox"/> ET Rating (III/7) <input type="checkbox"/> Other (describe): |
|--|---|--|--|

Owners should feel free to attach whatever additional information owner feels supports his proposal for reduced Manning. Catering Department personnel ARE not included in minimum safe manning unless they are trained general purpose personnel. Application will be reviewed by Vessel Certification Division and a Minimum Safe Manning Certificate will be issued, provided all necessary information requested of owner has been provided to Marine Safety Division to ensure compliance with IMO resolution A.1047(27).

Signature of Submitter: _____
 Print Name of Submitter: _____
 Title of Submitter: _____

DATE: _____

(Note: Submitter should be a nominated Decision Maker, or Designated Person Ashore for the above Vessel.)

E.Mail Application To: VESSEL REGISTRATION DIVISION
registrations@imsag.org

PRINCIPLES OF MINIMUM SAFE MANNING IMO Resolution 1047(27).

The following principles should be observed in determining the minimum safe manning of a ship:

A. The capability to:

1. maintain safe navigational, engineering and radio watches in accordance with regulation VIII/2 of the 1978 STCW Convention, as amended, and also maintain general surveillance of the ship;
2. moor and unmoor the ship safely;
3. manage the safety functions of the ship when employed in a stationary or near-stationary mode at sea;
4. perform operations, as appropriate, for the prevention of damage to the marine environment;
5. maintain the safety arrangements and the cleanliness of all accessible spaces to minimize the risk of fire;
6. provide for medical care on board ship;
7. ensure safe carriage of cargo during transit;
8. inspect and maintain, as appropriate, the structural integrity of the ship;
9. operate in accordance with the approved Ship's Security plan
10. and the ability to operate
 - a. all watertight closing arrangements and maintain them in effective condition, and also deploy a competent damage control party;
 - b. all on-board fire-fighting and emergency equipment and life-saving appliances, carry out such maintenance of this equipment as is required to be done at sea, and muster and disembark all persons on board;
 - c. the main propulsion and auxiliary machinery and maintain them in a safe condition to enable the ship to overcome the foreseeable perils of the voyage.

B. In addition to the above, the following functions must also be taken into account:

1. ongoing training requirements for all personnel, including the operation and use of fire-fighting and emergency equipment, life-saving appliances and watertight closing arrangements;
2. specialized training requirements for particular types of ships and in instances where crew members are engaged in shipboard tasks that cross departmental boundaries;
3. provision of proper food and drinking water;
4. need to undertake emergency duties and responsibilities; and
5. need to provide training opportunities for entrant seafarers to allow them to gain the training and experience needed.

Every Company applying for a MSMC with a manning must provide written justification (via email) to support the revised MSMC and shall include the following set of documents:

- the **general arrangement plan**, with details of the navigational bridge, engine rooms and accommodations details;
- the **safety plan**;
- the **muster list**;
- the **navigation and engineering watch lists**,
- the **table showing the working /rest hours for the crew**
- a **Description of tasks conducted by other groups to support the crew, such as riding crews for maintenance and cargo teams to manage the loading and unloading of the ship.**

Evaluation by the Administration: The Administration will evaluate the submission of the company against relevant national and international regulatory requirements.