



**REPUBLIC OF CYPRUS
SHIPPING DEPUTY MINISTRY**

APPLICATION FOR MINIMUM SAFE MANNING DOCUMENT

Name of ship:		Gross Tonnage:	
Distinctive number or letters:		Main propulsion power (kW)	
IMO number:		Type of Ship	
Port of Registry		Periodically unattended machinery space	
Operating Company as referred onto the vessel's Safety Management Certificate			

Please declare the Trading Area (Relevant definitions of the areas can be found in Annex 1 at the end of the application), or specify if other (i.e. if the intended trading area does not fall within any of those defined)

Worldwide	Short International (Passenger ships)	Middle A or B or C or D	Restricted A or B or C or D or E or F or G or H
Other			

Trading pattern of the vessel (Expected usual duration of voyages, stay within the port for loading – unloading operations, etc):

Maintain a safe bridge watch at sea in accordance with Regulation VIII/2 of STCW 95, which includes general surveillance of the vessel.

Which watch system will be adopted?

Will the Master undertake a navigational watch?

Yes No

Has the ship been assigned with the one man bridge operated class notation (OMBO)?

Yes No

Are offices to ship communications handled only by the Master?

Yes No

Mooring and Unmooring

Detail mooring station equipment and manning requirements for peak workload situation

Are self tension winches fitted to the vessel?

Yes No

Unusual features that affect the safe manning of the ship (if any):

Engineering Watch

Is the ship operating under UMS mode?

Yes No

If not, what watch system will be adopted?

Are all machinery spaces covered by a fire detection system?

Yes No

Are all machinery spaces covered by a bilge alarm system?

Yes No

Is the engine room equipped with watch alarm?

Yes No

Are fire pumps capable of remote operation?

Yes No

Unusual features of the engine room that affect the safe manning of the ship (if any):

Other

Maintain the precautions and safeguards necessary to protect the marine environment in accordance with MARPOL 73/78, as amended.

What personnel are necessary to cover the vessels SOPEP requirements?

Provide for medical care onboard

How is the provision satisfied?

Is any part of the regular maintenance performed with the use of the company's resources or external resources? (for example maintenance agreement with a third party). If affirmative, please describe the relevant arrangements.

Any other information the owner wishes to bring to the attention of the Department of Merchant Shipping.

OWNERS PROPOSAL

GRADE / CAPACITY	CERTIFICATE (STCW Reg.)	Number of Persons	GRADE / CAPACITY	CERTIFICATE (STCW Reg.)	Number of Persons
Master			Chief Engineer Officer		
Chief Officer			Second Engineer Officer		
Officer in Charge of a Navigational Watch			Officer in Charge of an Engineering Watch		
Rating Forming Part of Navigational Watch			Electro-technical Officer		
Deck Rating			Electro-technical Rating		
Cook			Rating Forming Part of Engine Watch		
Doctor			Engine Rating		
General Services					

I the undersigned certify that the particulars given by me in this form are correct. The proposed minimum safe manning has been compiled taking into account the requirements regarding hours of rest of watch-keeping seafarers, as prescribed by the STCW Convention as amended, the Ship Security Plan implementation, as well as the requirements of IMO Assembly Resolution A.1047(27).

FULL NAME:

POSITION¹:

SIGNATURE:

DATE:

.....
SEAL OF THE COMPANY

 1 A person with the Authority to legally bind the Company

ANNEX 1: TRADING AREAS

Trading Areas as defined in the Merchant Shipping (Safe Manning, Hours of Work and Watchkeeping) Law 105(I) of 2000.

1. "Worldwide voyages" are the voyages that take place between the ports of any countries and without limitation as regards the duration and the area.

2. "Middle area voyages" are the voyages that take place:

(A) Between ports in the area which extends from the North Cape (Norway) to the west towards the Faeroe Islands, the British Isles, the European Coast of the Atlantic Ocean and the west coast of Africa down to the Equator, or

(B) Between ports in the Mediterranean, including those in the Black and Red Seas and Europe, or

(C) Between China, (south of Hong Kong), the Philippines, Indonesia, or

(D) In the sea area of China (north of Hong Kong), Taiwan, Korea and Japan.

3. "Restricted area voyages" are the voyages that take place between ports in

(A) the Mediterranean Sea, or

(B) the Black Sea, or

(C) the Red Sea, or

(D) the Gulf of Mexico, or

(E) the Caribbean, or

(F) the Persian Gulf, or

(G) the Baltic Sea, or

(H) other similar areas

4. "Short international voyage" (Passenger ships) is an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety. The distance between the last port of call in the country in which the voyage begins and the final port of destination shall not exceed 600 miles.

5. If particular voyages do not fall within the areas mentioned above, the Shipping Deputy Ministry may, upon a relevant request and taking into consideration the particular nature of the voyages as well as the natural characteristics of the area (sheltered, protected etc), the availability of rescue facilities, the duration of the voyage and the distance from the nearest land, define these voyages as restricted or middle area voyages.