



REPUBLIC OF CYPRUS  
MINISTRY OF  
COMMUNICATIONS AND WORKS



DEPARTMENT  
OF MERCHANT SHIPPING  
LEMESOS

Circular No.: 47/2012

TEN 5.13.09  
TEN 4.28.28.17

September 11, 2012

To all Owners,  
Managers and Representatives  
of vessels flying the Cyprus flag

**Subject: Application for the issue of a Minimum Safe Manning Document as per  
IMO Res.A.1047 (27)**

With reference to the above subject and to our circular No. 16/2002, we wish to inform you that on 20 of November 2011 the IMO Assembly at its 27<sup>th</sup> Session adopted Resolution A.1047 (27) – Principles of Minimum Safe Manning that revokes the Resolutions A.890 (21) and A. 955 (23).

Existing Safe Manning must be replaced prior to 31/03/2013 and owners and managers of Cyprus flag ships are urged to apply for the issue of new revised minimum Safe Manning Documents.

Please find attached Annex1: Trading Areas, as defined in the Merchant shipping (Safe Manning, Hours of Work and Watchkeeping) Law 105 (I) of 2000.

For the issue of the said Minimum Safe Manning Document the following documentation must be submitted by the Applicant:

1. Application for Minimum Safe Manning Document (attached form)
2. Confirmation of Class if Unattended Machinery Spaces (UMS) notation is assigned to the ship
3. Muster List for Passenger ships

This Circular supersedes Circular 16/2002 which is hereby revoked.

C. Costaras  
Acting Director  
Of the Department of Merchant Shipping



## 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. “*International 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.

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

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

(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 Department 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.

**APPLICATION FOR MINIMUM SAFE MANNING DOCUMENT**

Ship's name	IMO Number	Call sign	Gross Tonnage	Year of built	Ship's Type

Company's name as referred onto the vessel's Safety Management Certificate	
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**TRADING AREA**

( As defined in the Merchant Shipping, Hours of Work and Watchkeeping Law 105 (I) of 2000 )

International	Short International (Passenger ships)	Middle AorBorCorD	Restricted Aor BorCorDorEorForGorH (If H, Specify)	Other (Specify)

**GMDSS AREA**

A1	A2	A3	A4

**ENGINE ROOM**

Attended	Unattended	Class Society	Class Notation if Unattended

**MAIN ENGINES**

Number	Type	Total KW

**OWNERS' MINIMUM SAFE MANNING 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 Navigation watch			Officer in Charge of an Engineering watch		
Rating forming part of a Navigational Watch			Rating forming part of an engineering watch		
Deck Rating(s)			Engine Rating(s)		

Doctor			Cook		
General Services					

I hereby apply for a Minimum Safe Manning Certificate for the above vessel. I certify that to the best of my knowledge 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 watchkeeping seafarers, as prescribed by the STCW 1978 Convention as amended, as well as the requirements of IMO Assembly Resolution A. 1047(27).

Applicant .....

Position .....

Date .....