



NOTIS PERKAPALAN MALAYSIA  
MALAYSIAN SHIPPING NOTICE

NPM 7/2009

**JABATAN LAUT MALAYSIA**

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**PINDAAN FORMAT DOKUMEN DAN SIJIL KEANGGOTAAN SELAMAT**

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***AMENDMENT OF SAFE MANNING DOCUMENT AND CERTIFICATE FORMAT***

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**Pemakluman kepada pemilik kapal, agensi perkapalan, nakhoda, pegawai-pegawai kapal, krew kapal dan mereka yang terlibat di dalam aktiviti perkapalan.**

*Notification to ship owners, shipping agencies, masters, ship's officers, ship's crews and the shipping community.*

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Notis ini menggantikan Nota Maklumat Dan Panduan Marin (NMPM) no. 51/2004 yang dikeluarkan pada 25 Mac 2004.

*This notice is to replace the Marine Information And Guidance Note (NMPM) No. 51/2004 issued 25 March 2004.*

2. Notis ini memberi makluman tentang perubahan format Sijil/Dokumen Keanggotaan Selamat serta pindaan prinsip keanggotaan selamat selaras dengan Resolusi A.955(23).

*2. This Notice serves to inform on changes to the Safe Manning Document/Certificate and the amendments to the principles of safe manning in accordance to Resolution A.955 (23).*

3. Pindaan ini dibuat bagi memberi ruang terhadap penambahan maklumat kapal iaitu; Nombor IMO, Jenis Kapal dan maklumat UMS (*periodically Unattended Machinery Space*). Format dokumen atau sijil yang baru diberikan seperti dalam Lampiran.

*3. This amendment is made to include ship's information such as; IMO Number, Type of Ship and information of UMS (periodically Unattended Machinery Space). The new format of the document or certificate is as attached.*

4. Dokumen atau Sijil Keanggotaan Selamat yang dikeluarkan sebelum Februari tahun 2009 hendaklah masih terpakai sehingga tarikh luput dokumen/sijil tersebut.

*4. Safe Manning Documents or Certificates issued before February 2009 shall remain valid until the expiry date as shown in the documents/certificates.*

5. Permohonan Dokumen atau Sijil Keanggotaan Selamat hendaklah dibuat secara talian melalui applikasi lamanweb Jabatan Laut.

*5. An application for Safe Manning Document or Certificate shall be made through the Marine Department's application website.*

Pengarah Laut / Director of Marine

Tarikh/Date: 17 June 2009

**EXPLANATORY NOTES ON APPLICATION FOR SAFE MANNING DOCUMENT**

Please read these notes carefully before making an application;

1. Type of ship: State whether the ship is a cargo ship, tanker or passenger ship.
2. Unusual characteristics or special features: state any special features of the ship which would affect its total manning; (eg. Cable laying ship, storage tanker, car carrier, gearless container ship, OBO, etc.)
3. Description of valve and tank cleaning equipment: State the type of tanker and give a brief description of the valves and tank washing equipment on board;  
(eg (i) conventional product tanker, valves operated manually, portable cleaning machines.  
(ii) crude oil tanker, hydraulic valves operated from cargo control room, fixed tank cleaning machine, etc.)
4. Area of operation: State whether the ship is on Domestic, Near Coastal or Unlimited articles. In case of ships plying between fixed ports, state name of the ports; (eg. Singapore/Bangkok/Manila etc.)
5. Type of manning: State the type of manning system to be employed on the ship as explained below:
  - (i) Conventional Crew: In ships manned with conventional crew normal shipboard operations are carried out by the separate department; (eg. All engine room work is performed by the ratings of the engine department).
  - (ii) General Purpose: Ratings are deployed in the engine and the deck department. The ratings who are required to keep bridge watch as lookout/helmsman should be medically fit to perform the duties.
  - (iii) Inter-department flexibility: Ratings work normally in the concerned department like the conventional crew. However, during peak periods in a certain department the rating from the other department assist; (eg. During mooring engine rating assist the deck department).
  - (iv) Cadet ships: Training ships where the ships manned by deck and/or engine cadets instead of regular ratings.
  - (v) Others: In case of any other system of crew deployment please give a description of the system.
6. Number of Lifeboat/Liferafts and type of davits: State the number of and the type of davits. In case of liferafts which do not require davits state so; (eg. 2 gravity type davits and lifeboats, 20 men liferafts no davits).
7. Particulars of Hatch Cover and cargo gears: Give a brief description of the hatch cover and cargo gear on board. Also state the number of persons required to operate it and if operated by shore personnel state so; (eg. wooden hatch cover, pontoon type operated by shore cranes, hydraulic operated by 2 person etc. Particulars of cargo gear like cranes, derricks, no gear etc.).

8. Type of internal communications: State method for calling crew for watch, for communications with forward and aft stations during moorings and in emergency stations; (eg. Inter-com systems, telephones in individual cabins, hand held portable radios etc.)
9. Number of engine room spaces under surveillance: State the number of compartments; (eg. 1 engine room space and 1 boiler flat etc.).
10. Brief description of daily operational work: Give a brief description of the daily routine work which would assist in determining the manning; (eg. Purifiers whether self cleaning; boilers auto fired etc.).
11. Proposed manning of the ship: State the number of deck/engine officers and ratings proposed to be employed on board. In case of certificated officers, state the grade of the certificate of competency held by them.

Example:

Deck Department

- 1 - Master Unlimited Voyage;
- 1 – Chief Mate Unlimited Voyage;
- 2 – Officer In-charge of navigational watch;
- 3 – Watchkeeping Deck Rating;
- 3 – Deck Rating

Engine Department:

- 1 – Chief Engineer Officer Unlimited Voyage;
- 1 – Second Engineer Unlimited Voyage;
- 2 – Officer in-charge of an engineering watch;
- 3 – Watchkeeping Engine Rating;
- 3 – Engine Rating.

Note: The IMO Resolution does not stipulate that catering ratings are to be included in the manning certificate. However for records, ship owners are advised to state the number of catering ratings they propose to employ.

## PRINCIPLES OF SAFE MANNING

1. The following principles should be observed in determining the minimum safe manning of a ship:
  - .1 the capability to:
    - .1.1 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;
    - .1.2 moor and unmoor the ship safely;
    - .1.3 manage the safety functions of the ship when employed in a stationary or near-stationary mode at sea;
    - .1.4 perform operations, as appropriate, for the prevention of damage to the marine environment;
    - .1.5 maintain the safety arrangements and the cleanliness of all accessible spaces to minimize the risk of fire;
    - .1.6 provide for medical care on board ship;
    - .1.7 ensure safe carriage of cargo during transit;
    - .1.8 inspect and maintain, as appropriate, the structural integrity of the ship;
    - .1.9 operate in accordance with the approved Ship's Security Plan; and
  - .2 the ability to:
    - .2.1 Operate all watertight closing arrangement and maintain them in effective condition and also deploy a competent damage control party;
    - .2.2 operate 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; and
    - .2.3 operate 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.
2. In applying such principles, Administrations should take proper account of existing IMO, ILO, ITU and WHO instruments in force which deal with:
  - .1 watchkeeping;
  - .2 hours of work or rest;

- .3 safety management;
  - .4 certification of seafarers;
  - .5 training of seafarers;
  - .6 occupational health and hygiene; and
  - .7 crew accommodation.
3. The following on-board functions, when applicable, should also be taken into account:
- .1 on going 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;
  - .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.

## **GUIDELINES FOR THE APPLICATION OF PRINCIPLES OF SAFE MANNING**

### **1 Introduction**

- 1.1 These guidelines should be used in applying the principles of safe manning set out in Annex 1 to this resolution to ensure the safe operation of, and the prevention of pollution from, ships to which article III of the 1978 STCW Convention, as amended, applies and ensures the security of ships to which chapter XI-2 of 1974 SOLAS Convention, as amended, applies.
- 1.2 The Administration may retain or adopt arrangements which differ from the provisions herein recommended and which are especially adapted to technical developments and to special types of ships and trades. However, at all times the Administration should satisfy itself that the detailed manning arrangements ensure a degree of safety at least-equivalent to that established by these guidelines.

### **2 Hours of work or rest**

- 2.1 Every company is obliged to ensure that the master, officers and ratings do not work more hours than is safe in relation to the performance of their duties and the safety of the ship. The same responsibility is placed on the master in relation to the members of the ship's complement. Manning levels should be such as to ensure that the time and place available for taking rest periods are appropriate for achieving a good quality of rest. Further guidance about fitness for duty is contained in section B-VIII/I of the STCW Code.
- 2.2 A record of the actual hours of work performed by the individual seafarer should be maintained on board, in order to verify that the minimum periods of rest required under relevant and applicable international instruments in force have been complied with.

### **3 Determination of minimum safe manning levels**

- 3.1 The purpose of determining the minimum safe manning level of a ship is to ensure that its complement includes the grades/capacities and number of persons required for the safe operation and the security of the ship and for the protection of the marine environment.
- 3.2 The minimum safe manning level of a ship should be established taking into account all relevant factors, including the following:
  - .1 size and type of ship;
  - .2 number, size and type of main propulsion units and auxiliaries;
  - .3 construction and equipment of the ship;
  - .4 method of maintenance used;
  - .5 cargo to be carried;

- .6 frequency of port calls, length and nature of voyages to be undertaken;
  - .7 trading area(s), waters and operations in which the ship is involved;
  - .8 extent to which training activities are conducted on board;
  - .9 applicable work hour limits and/or rest requirements; and
  - .10 the provisions of the approved Ship's Security Plan.
- 3.3 The determination of the minimum safe manning level of a ship should be based on performance of the functions at the appropriate level(s) of responsibility, as specified in the STCW Code, which include the following:
- .1 navigation, comprising the tasks, duties and responsibilities required to:
    - .1 plan and conduct safe navigation; -
    - .2 maintain a safe navigational watch in accordance with the requirements of the STCW Code;
    - .3 manoeuvre and handle the ship in all conditions; and
    - .4 moor and unmoor the ship safely;
  - .2 cargo handling and stowage, comprising the tasks, duties and responsibilities required to:
    - .1 plan, monitor and ensure safe loading, stowage, securing, care during the voyage and unloading of cargo to be carried on the ship;
  - .3 operation of the ship and care for persons on board, comprising the tasks, duties and responsibilities required to:
    - .1 maintain the safety and security of all persons on board and keep life- saving, fire-fighting and other safety systems in operational condition;
    - .2 operate and maintain all watertight closing arrangements;
    - .3 perform operations, as appropriate, to muster and disembark all persons on board;
    - .4 perform operations, as appropriate, to ensure protection of the marine environment;
    - .5 provide for medical care on board the ship; and
    - .6 undertake administrative tasks required for the safe operation of the ship and the security of the ship;

- .4 marine engineering, comprising the tasks, duties and responsibilities required to:
    - .1 operate and monitor the ship's main propulsion and auxiliary machinery and evaluate the performance of such machinery;
    - .2 maintain a safe engineering watch in accordance with the requirements of the STCW Code;
    - .3 manage and perform fuel and ballast operations; and
    - .4 maintain safety of the ship's engine equipment, systems and services;
  - .5 electrical, electronic and control engineering, comprising the tasks, duties and responsibilities required to:
    - .1 operate the ship's electrical and electronic equipment; and
    - .2 maintain the safety of the ship's electrical and electronic systems;
  - .6 radiocommunications, comprising the tasks, duties and responsibilities required to:
    - .1 transmit and receive information using the radio equipment of the ship;
    - .2 maintain a safe radio watch in accordance with the requirements of the ITU Radio Regulations and the 1974 SOLAS Convention, as amended; and
    - .3 provide radio services in emergencies;
  - .7 maintenance and repair, comprising the tasks, duties and responsibilities required to:
    - .1 carry out maintenance and repair work to the ship and its machinery, equipment and systems, as appropriate to the method of maintenance and repair used.
- 3.4 In addition to the factors and functions in paragraphs 3.2 and 3.3, the determination of the minimum safe manning level should also take into account:
- .1 the management of the safety functions of a ship at sea when not under way;
  - .2 except in ships of limited size, the provision of qualified deck officers to ensure that it is not necessary for the master to keep regular watches by adopting a three-watch system;
  - .3 except in ships of limited propulsion power or operating under provisions for unattended machinery spaces, the provision of qualified engineer officers to ensure that it is not necessary for the chief engineer to keep regular watches by adopting a three-watch system;
  - .4 the maintenance of applicable occupational health and hygiene standards on board; and
  - .5 the provision of proper food and drinking water for all persons on board, as required.

- 3.5 In determining the minimum safe manning level of a ship, consideration should also be given to:
- .1 the number of qualified and other personnel required to meet peak workload situations and conditions, with due regard to the number of hours of shipboard duties and rest periods assigned to seafarers; and
  - .2 the capability of the master and the ship's complement to co-ordinate the activities necessary for the safe operation and for the security of the ship and for the protection of the marine environment.

#### **4 Responsibilities of companies**

- 4.1 The Administration may require the company responsible for the operation of the ship to prepare and submit its proposal for the minimum safe manning level of a ship in accordance with a form specified by the Administration.
- 4.2 In preparing a proposal for the minimum safe manning level of a ship, the company should apply the principles, recommendations and guidelines contained in this resolution and should be required to:
- .1 make an assessment of the tasks, duties and responsibilities of the ship's complement required for its safe operation, for its security, for protection of the marine environment, and for dealing with emergency situations;
  - .2 make an assessment of numbers and grades/capacities in the ship's complement required for its safe operation, for its security, for protection of the marine environment, and for dealing with emergency situations;
  - .3 prepare and submit to the Administration a proposal for the minimum safe manning level based upon the assessment of the numbers and grades/capacities in the ship's complement required for its safe operation for its security, and for protection of the marine environment, justifying the proposal by explaining how the proposed ship's complement will deal with emergency situations, including the evacuation of passengers, where necessary;
  - .4 ensure that the minimum safe manning level is adequate at all times and in all respects; including meeting peak workload situations, conditions and requirements, and is in accordance with the principles, recommendations and guidelines contained in this resolution; and
  - .5 prepare and submit to the Administration a new proposal for the minimum safe manning level of a ship in the case of changes in trading area(s), construction, machinery, equipment or operation and maintenance of the ship, which may affect the safe manning level.

**GUIDANCE ON APPROPRIATE MANNING LEVEL CERTIFICATED  
DECK OFFICERS ON CONVENTION SHIPS.**

Trading Area	Size of Ship (GT)	Numbers and grades of officers to be carried		
		Master	Chief Mate	Watch Keeping Officer
Near Coastal – Duration of Voyage is less than 4 hours.	Less than 500	1 Master <500GT Domestic (Endorsement)	1 Mate <500GT Domestic (Endorsement)	Nil
Near Coastal	Less than 500	1 Master < 500GT Near Coastal	1 Watchkeeping Officer < 500GT Near Coastal	(**)
Near Coastal	Between 500 to 3000	1 Master < 3000GT Near Coastal	1 Chief Mate < 3000 GT NCV (***)	1 Watchkeeping Officer >500GT Near Coastal
Near Coastal	More than 3000	1 Master > 3000GT Near Coastal	1 Chief Mate > 3000 GT Near Coastal	1 Watchkeeping Officer >500GT Near Coastal
Unlimited	Less than 500	1 Master > 3000GT Unlimited	1 Chief Mate > 3000GT Unlimited	(**)
Unlimited	Between 500 to 3000	1 Master > 3000GT Unlimited	1 Chief Mate > 3000GT Unlimited (***)	1 Watch Keeping Officer >500GT Unlimited (**)
Unlimited	More than 3000	1 Master > 3000GT Unlimited	1 Chief Mate > 3000GT Unlimited	2 Watch Keeping Officer >500GT Unlimited

Note: *All navigation watch ratings must hold certification as rating forming part of navigational watch (STCW II/4 certification). The numbers of watch ratings shall be determined taking into account the hours of work, voyage area and type of operations.*

- (\*) The number and grade of officers will depend on the area of operation, length and type of operation and adequate rest periods for watchkeepers.
- (\*\*) The Watchkeeping Officer requirement will be determined taking into account of the hours of work involved on daily and weekly basis and whether Master keeps a watch.
- (\*\*\*) If the person to be Chief Mate only holds the Watchkeeping Officer certificate (STCW II/1 certificate), then he must have at least 6 months OOW experience whilst holding the Watchkeeping Officer (STCW II/1) certification.

The STCW 95 Regulations equivalent for the above Deck Certificates is as follows:

Certificate Name	STCW Regulation
Master and Chief Mate Unlimited	II/2
Master and Chief Mate more than 3000 GT Near Coastal Voyage	II/2 (Restricted)
Master and Chief Mate between 500 to 3000 GT Near Coastal Voyage	II/2 (Restricted)
Watch Keeping Officer	II/1
Watch Keeping Officer Near Coastal Voyage	II/1 (Restricted)
Master and Officer of less than 500 GT Near Coastal Voyage	II/3
Master and Mate Domestic	Nil

**GUIDANCE ON APPROPRIATE MANNING LEVELS CERTIFICATED  
ENGINEER OFFICERS ON CONVENTION SHIPS.**

Trading Area	Registered Power (kW)	Numbers and grades of officers to be carried		
		Chief Engineer	Second Engineer	Watch Keeping Engineer
Near Coastal – Duration of Voyage is less than 4 hours.	Between 750 and 3000	1 Second Engineer Officer < 3000 kW Near Coastal	Nil	Nil
Near Coastal	Between 750 and 3000	1 Chief Engineer Officer < 3000 kW Near Coastal	1 Second Engineer Officer < 3000 kW Near Coastal	Nil
Near Coastal	More than 3000	1 Chief Engineer Officer > 3000 kW Near Coastal	1 Second Engineer Officer > 3000 kW Near Coastal	1 Watch Keeping Engineer >750kW Near Coastal (**)
Unlimited	Between 750 and 3000	1 Second Engineer Officer > 3000 kW Unlimited (*)	1 Second Engineer Officer > 3000 kW Unlimited	1 Watch Keeping Engineer >750kW Unlimited (**)
Unlimited	More than 3000	1 Chief Engineer Officer > 3000 kW Unlimited	1 Second Engineer Officer > 3000 kW Unlimited	2 Watch Keeping Engineer >750kW Unlimited (**)

Note: *All engine room watch ratings are to hold certification as rating forming part of an engine-room watch (STCW III/4 certification) (except on vessels of less than 750 kW). The numbers of watch ratings shall be determined taking into account the hours of work, voyage area and type of operations.*

(\*) The Second Engineer Officer must have served at least 12 months as an engineer officer in a position of responsibility and the certificate is endorsed.

(\*\*) The number of officer in charge of an engineering watch or Watch Keeping Engineer (WKE) will depend on the facilities provided in the engine room and bridge and the system of watches being kept in the engine-room.

The STCW 95 Regulations equivalent for the above Engineer Officer Certificates is as follows:

Certificate Name	STCW Regulation
Chief Engineer Officer and Second Engineer Officer Unlimited Voyage	III/2
Chief Engineer Officer and Second Engineer Officer of 3000 kW or more Near Coastal Voyage	III/2 (Restricted)
Chief Engineer Officer and Second Engineer Officer of between 750 to 3000 kW Near Coastal Voyage.	III/3 (Restricted)
Watch Keeping Engineer Officer	III/1
Watch Keeping Engineer Officer Near Coastal Voyage	III/1 (Restricted)
Engineer Officer of less than 750 kW Domestic and Near Coastal Voyage	Nil

**GUIDANCE ON APPROPRIATE MANNING LEVELS  
CERTIFICATED DECK OFFICERS ON NON-CONVENTION SHIPS**

Domestic Trading Area (Type of Ship)	Size of Ship (GT)	Numbers and grades of officers to be carried		
		Person In-Charge	First Mate	Second Mate
River and Port Areas (Cargo & Tug)	Less than 100	1 Mate < 500 GT Domestic	Nil	Nil
River and Port Areas (Cargo & Tug)	Between 100 – 500	1 Master < 500 GT Domestic	1 Mate < 500 GT Domestic	Nil
River and Port Areas (Passengers)	Less than 100	1 Master < 500GT Domestic	Nil (if < 50 passengers) ----- 1 Mate < 500GT Domestic (if > 50 passengers)	Nil
River and Port Areas (Passengers)	Between 100 – 500	1 Master < 500 GT Near Coastal	1 Officer < 500 GT Near Coastal	Nil
Coastal Areas (Cargo & Tug)	Less than 100	1 Master < 500 GT Domestic	1 Mate < 500 GT Domestic	Nil
Coastal Areas (Cargo & Tug)	Between 100 – 500	1 Master <500 GT Near Coastal	1 Watchkeeping Officer < 500 GT Near Coastal	1 Mate Domestic (if duration of voyage more than 24 hours)
Coastal Areas (Passengers)	Less than 100	1 Master < 500 GT Domestic	1 Mate < 500 GT Domestic	Nil
Coastal Areas (Passengers)	Between 100 – 500	1 Master < 500 GT Near Coastal	1 Watchkeeping Officer < 500 GT Near Coastal	1 Mate Domestic (if more than 200 passengers and duration of voyage more than 6 hours)

**GUIDANCE ON APPROPRIATE MANNING LEVELS  
CERTIFICATED ENGINEER OFFICERS ON NON-CONVENTION SHIPS**

<b>Domestic Trading Area</b>	<b>Registered Power (kW)</b>	<b>Numbers and grades of officers to be carried</b>	
		<b>Person In-Charge</b>	<b>Assistant Person In-Charge</b>
River and Port Areas	Less than 175	Nil	Nil
River and Port Areas	Between 175 - 750	1 Engineer Officer < 750 kW Domestic & Near Coastal	Nil
River and Port Areas	Between 750 - 3000	1 Watch Keeping Engineer > 750 kW Near Coastal	Nil
River and Port Areas	More than 3000	1 Watch Keeping Engineer > 750 kW Near Coastal	Nil
Coastal Areas	Less than 175	Nil	Nil
Coastal Areas	Between 175 - 750	1 Engineer Officer < 750 kW Domestic & Near Coastal	Nil
Coastal Areas	Between 750 - 3000	1 Watch Keeping Engineer > 750 kW Near Coastal	Nil
Coastal Areas	More than 3000	1 Second Engineer < 3000 kW Near Coastal	1 Watch Keeping Engineer > 750 kW Near Coastal

**GUIDANCE ON APPROPRIATE MANNING LEVELS  
CERTIFICATED DECK OFFICERS ON LICENSED BOAT**

Trading Area	Gross Tonnage	Rank		
		Master	Chief Mate	Watchkeeping Officer
Port Limit (Restriction)	< 500GT	Mate < 500GT Domestic (Restricted)	Nil	Nil
State Limit (Cargo/Tug Boat)	< 500GT	Mate < 500GT Domestic	Nil	Nil
State Limit (passenger boat of <b>less</b> than 12 passenger)	< 500GT	Mate < 500GT Domestic	Mate < 500GT Domestic	Nil
State Limit (passenger boat with 12 passenger or more)	< 500GT	Master < 500GT Domestic	Mate < 500GT Domestic	Nil
Beyond State Limit (if the journey is <b>less</b> than 4 hours) (Cargo/Tug Boat)	< 500GT	Mate < 500GT Domestic	Mate < 500GT Domestic	Nil
Beyond State Limit (if the journey is <b>more</b> than 4 hours) (Cargo/Tug Boat)	< 500GT	Master < 500GT Domestic	Mate < 500GT Domestic	Nil
Beyond State Limit (if the journey is <b>less</b> than 4 hours) (passenger boat)	< 500GT	Master < 500GT Domestic	If < 12 passengers Mate < 500GT Domestic	If $\geq$ 12 passengers Mate < 500GT Domestic
Beyond State Limit (if the journey is <b>more</b> than 4 hours) (passenger boat)	< 500GT	Master < 500GT Domestic	Mate < 500GT Domestic	Mate < 500GT Domestic

**GUIDANCE ON APPROPRIATE MANNING LEVELS  
CERTIFICATED ENGINE OFFICERS ON LICENSED BOAT**

Trading Area	Main Engine Horsepower	Rank		
		Chief Engineer	Watchkeeping Engineer	Watchkeeping Engineer
State Limit	< 750kW	1 Engineer Officer < 750kW Domestic & Near Coastal	Nil	Nil
	>750kW	1 Watch Keeping Engineer > 750kW Near Coastal	Nil	Nil
Beyond State Limit	< 750kW	1 Engineer Officer < 750kW Domestic & Near Coastal	Nil	Nil
	>750kW	1 Watch Keeping Engineer > 750kW Near Coastal	Nil	Nil

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No: ----/-----

# MERCHANT SHIPPING ORDINANCE 1952

THE MERCHANT SHIPPING (MANNING, HOURS OF WORKS AND WATCHKEEPING) RULES 1999 (Subrule 6(1))

## SAFE MANNING DOCUMENT

ISSUED BY THE GOVERNMENT OF MALAYSIA

In accordance with the provision of regulation V/13(b) of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended

### A. PARTICULARS OF SHIP

NAME OF SHIP		PORT OF REGISTRY	OFFICIAL NO.	IMO NUMBER
GROSS TONNAGE	POWER (kW)	TYPE OF SHIP	UMS	TRADE AREA

### B. MANNING PARTICULARS

DECK MANNING			
Rank	Type of Certificate	STCW Reg.	Numbers
Master			
Chief Officer			
Watchkeeping Officer			
Assistant Watchkeeper			
Deck Rating			
GP Deck			

ENGINE MANNING			
Rank	Type of Certificate	STCW Reg.	Numbers
Chief Engineer			
Second Engineer			
Watchkeeping Engineer			
Engineer Officer			
Assistant Watchkeeper			
Engine Rating			
GP Engine			

**Notes: Radio Operator to be at least 2 GOC Holders or 1 Radio Electronic Officer**

### C. DECLARATIONS

Having regards to the principles and guidelines set out in the 'Merchant Shipping (Manning, Hours of Works and Watchkeeping) Rules 1999' and IMO Resolutions A.955(23), the abovementioned ship or vessel is considered to be safely manned if she carries on board not less than the number and class of personnel shown above subject to the following conditions:

**Nil**

This Certificate is valid until :  
Date of Issue :  
Place of Issue :

.....  
(Director of Marine)