

**REPUBLIC OF  
THE MARSHALL ISLANDS**

**OFFICE OF THE  
MARITIME ADMINISTRATOR**

**Marine Notice**

**No. 7-038-2**

**Rev. 12/09**

**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 Merchant Marine Personnel 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. 5/09 and reflects a clarifying change in section 2.8.4.

**APPLICABILITY:**

This Notice is applicable to all Marshall Islands flag vessels and Marshall Islands certified or documented seafarers.

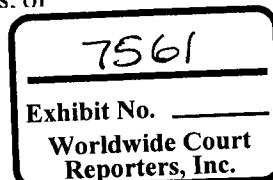
**REQUIREMENTS:**

**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 ships.
- 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 ship, 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.



## 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<br>Barge Supervisor<br>Two (2) Ballast Control Operators<br>Two (2) Able Seamen MODU<br>One (1) Ordinary Seaman MODU<br><br>Maintenance Supervisor<br>Assistant Maintenance Supervisor<br>Second Assistant Engineer<br>Two (2) Oiler/Motormen MODU | Master<br>Chief Mate<br>Second Mate<br>Third Mate<br>Three (3) Able Seamen<br>Two (2) Ordinary Seamen<br><br>Chief Engineer<br>1 <sup>st</sup> Assistant Engineer<br>2 <sup>nd</sup> Assistant Engineer<br>3 <sup>rd</sup> Assistant Engineer<br>Three (3) Oiler/Motormen |
|            | For voyages of less than 72 hours but more than 16 hours |  | Master<br>Two (2) Third Mates<br>Three (3) Able Seamen<br>Two (2) Ordinary Seamen<br><br>Maintenance Supervisor<br>Two (2) Asst. Maint. Sups<br>Two (2) Oiler/Motormen  |
|            | For voyages 16 hours or less, but more than 8 hours      |  | Master<br>Two (2) Third Mates<br>Three (3) Able Seamen<br>Two (2) Ordinary Seamen<br><br>Maintenance Supervisor<br>Asst. Maint. Sup.<br>Two (2) Oiler/Motormen  |
|            | For voyages of 8 hours or less                           |  | Master<br>Two (2) Third Mates<br>Two (2) Able Seamen<br>Ordinary Seamen<br><br>Maintenance Supervisor<br>Asst. Maint. Sup.<br>Oiler/Motormen  |

Schedule  
DPV

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

|            | <b>Application</b>   | <b>On Location/Field Move</b>  | <b>Underway/Towed</b>   |
|------------|--|--|---|
| Schedule B | Non-self-propelled Bottom Bearing Unit   | Offshore Installation Manager<br>Two (2) Able Seamen MODU<br>One (1) Ordinary Seaman MODU  | Offshore Installation Manager<br>Two (2) Able Seamen MODU<br>One (1) Ordinary Seaman MODU   |
| Schedule C | Non-self-propelled Unit (excluding Non-self-propelled Bottom Bearing Unit)       | Offshore Installation Manager<br>Barge Supervisor<br>Two (2) Ballast Control Operators<br>Two (2) Able Seamen MODU<br>One (1) Ordinary Seaman MODU | Offshore Installation Manager<br>Barge Supervisor<br>Two (2) Ballast Control Operators<br>Two (2) Able Seamen MODU<br>One (1) Ordinary Seaman MODU  |
| Schedule D | Self-propelled Oil Storage Vessel - Non-automated                                | Master or Offshore Installation Manager<br>Three (3) Able Seamen<br><br>3 <sup>rd</sup> Assistant Engineer<br>Three (3) Oiler/Motormen             | Master<br>Chief Mate<br>Second Mate<br>Third Mate<br>Three (3) Able Seamen<br>Two (2) Ordinary Seamen<br><br>Chief Engineer<br>1 <sup>st</sup> Assistant Engineer<br>2 <sup>nd</sup> Assistant Engineer<br>3 <sup>rd</sup> Assistant Engineer<br>Three (3) Oiler/Motormen |
| Schedule D | Self-propelled Oil Storage Vessel – Automated                                    | Master or Offshore Installation Manager<br>Three (3) Able Seamen<br><br>3 <sup>rd</sup> Assistant Engineer<br>Three (3) Oiler/Motormen             | Master<br>Chief Mate<br>Second Mate<br>Third Mate<br>Three (3) Able Seamen<br>Two (2) Ordinary Seamen<br><br>Chief Engineer<br>1 <sup>st</sup> Assistant Engineer<br>Two (2) Oiler/Motormen   |
| Schedule E | Non-self-propelled Oil Storage Vessel  | Master or Offshore Installation Manager<br>Three (3) Able Seamen<br><br>3 <sup>rd</sup> Assistant Engineer<br>Three (3) Oiler/Motormen             | N/A   |
| Schedule F | Non-self propelled Unit – barge  | Offshore Installation Manager  | Offshore Installation Manager<br>Two (2) Able Seamen MODU<br>One (1) Ordinary Seaman MODU   |
| Schedule G | Non-self propelled unit – MOU; excluding non-self propelled bottom bearing units | Offshore Installation Manager<br>Barge Supervisor<br>Two (2) Ballast Control Operators<br>Two (2) Able Seamen MODU                                 | Offshore Installation Manager<br>Barge Supervisor<br>Two (2) Ballast Control Operators<br>Two (2) Able Seamen MODU<br>One (1) Ordinary Seaman MODU  |
| Schedule H | Self propelled Offshore Support Vessel - manned machinery spaces                 | Master<br>Three (3) Able Seamen  | Master<br>Chief Mate<br>Third Mate<br>Three (3) Able Seamen<br><br>Chief Engineer<br>First Assistant Engineer<br>Third Assistant Engineer<br>Three (3) Oiler Motormen   |
|            | <b>Application</b>   | <b>On Location/ Field Move</b>   | <b>Underway/Towed</b>   |

|            |   |                                 |   |
|------------|---|---------------------------------|---|
| Schedule H | Self propelled<br>Offshore Support<br>Vessel – unmanned<br>machinery spaces | Master<br>Three (3) Able Seamen | Master<br>Chief Mate<br>Third Mate<br>Three (3) Able Seamen<br><br>Chief Engineer<br>First Assistant Engineer<br>Two (2) Oiler Motormen |
| Schedule I | Non-self propelled<br>unit – barge – floating<br>load facility              | Barge Supervisor                | N/A   |
| CB         | Crew/work boats   | N/A                             | Master<br>Mate<br>Deck Hand   |
| FV         | Fishing Vessels   | N/A                             | Skipper<br>Mate<br>Two (2) Deckhands<br><br>Chief Engineer<br>Assistant Engineer<br>Two (2) Maintenance Personnel                       |
| LH         | Line handling vessels   | N/A                             | Coxswain<br>Deckhand  |
| SP         | Special Purpose<br>Vessel   | N/A                             | Master<br>Chief Mate/Towmaster<br>Two (2) Third Mates/Towmaster<br>Three (3) Able Seamen<br><br>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 STCW regulations.
- None of the seafarers need to be certified 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