



**MARITIME TRANSPORT AGENCY OF GEORGIA
APPLICATION FOR MINIMUM SAFE MANNING CERTIFICATE**

Shipowner /Operator Details, Name, Address and Company IMO N: Email: _____ Phone: _____	Ship's Name:
	Ship's IMO N:
	Ship's Official N:
	GT/Type:
	Trading Area:

Class Society: (EMSA) ABS; BV; CCS; CRS; DNV-GL; IRS; KR; LR; NK; PRS; RINA; RS;

Class Society: (DOMESTIC) ML; GV; BSSR;

Ship's Particulars:

Type of Main Engines:	Steam	Motor	Other
Total Power (KW):	KW Each Main:		
Automated Machinery:	YES OR NO		
Indicate Class Notations for Unattended, or Partially Unattended Machinery Operation if Any:			
Indicate Class Notation for Integrated Bridge Systems, If Any:			

Shipowner Minimum Manning Proposal

Deck Department		Engine Department	
Capacity	Number	Capacity	Number
Master		Chief Engineer	
Chief Mate		Second Engineer	
OOW Navigational		OOW Engineering	
Able Seafarer Deck (II/5)		Electro Technical Officer	
RFPNW – Rating (II/4)		Able seafarer Engine (III/5)	
Cook		RFPEW-Rating (III/4)	
Other (describe)		Electro Technical Rating	
Passenger vessels: Survival Craft (VI-2)		Assisting/ directing passengers (V2)	

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 the ship registry and flag control department in accordance with decree No 342, dated June 1, 2020 of the Government of Georgia Technical Regulation "On the minimum safe manning of the of crew on ships flying under flag of Georgia" .

Signature of Submitter:

Date:

Mail Application To: LEPL Maritime Transport Agency of Georgia
Department: ship registry and flag control department
Tel: +995 (422) 274925 (ext. 1112/1113)
E-mail: fsi@mta.gov.ge
Hotline/AOH: +995 (577) 221622



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.

Evaluation by the Agency: A proposal for the minimum safe manning of a ship submitted by a company the agency will evaluate in accordance with national law and international standards.

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, as well as the requirements of IMO Assembly Resolution A.1047(27).

Signature:

Date