



Norway

**NORWEGIAN MARITIME AUTHORITY
SAFE MANNING CERTIFICATE**

Issued under the provision of the Administration's regulation of 18 June 2009 No 666 pursuant to regulation V/14.2 of the SOLAS convention 1974 and regulations in the STCW convention 1978 as amended.

Name STONE		Callsign letter: LAUT		IMO No. 6917516		Homeport Sandnessjøen	
Type Tug		Trading area – within the radio certificate assigned sea area North Sea and Baltic trade				Worksystem 2- watch system/daysystem	
Gr. tons 347.00	Loa-Br 36.500- 9.500 m	Prop. power 2426 kW		El. plant 440 V - 100 kW		Prop. eng. Diesel	Speed 11
Minimum Safe Manning is based on the following technical installed equipment: Auto Pilot <input checked="" type="checkbox"/> Internal comm <input checked="" type="checkbox"/> Personnel alarm <input type="checkbox"/> UMS Alarms <input checked="" type="checkbox"/>							
Safe Manning for operation with periodically unmanned engine room. The period is limited to maximum 24 hours							
Positions	Nos	Qualifications * (STCW)		Comments			
Master	1	D5 (II/3,5)					
Chief mate	1	D5 (II/3,3)		See note 1			
Chief engineer	1	M3 (III/3)					
Able seafarer deck	1	-					
Unlicenced cook- Ord.seaman	1	-		See note 1			

Gr.tons means gross tonnage according to the International Convention of 1969 concerning Tonnage Measurement of Ships.

All crew members shall meet the requirements regarding safety training according to the requirements of the regulations concerning qualification requirements, issue of certificates and certificate rights for personnel on Norwegian ships.

A radio operator holding a Certificate of competency shall be present on every navigational watch. If the ship is provided with equipment for sea area A1, minimum requirements: Restricted Operator's Certificate (ROC). If the ship is provided with equipment for greater sea areas, minimum requirements: a General Operator's Certificate (GOC).

(*) Certificate requirements refer to national codes with STCW references in brackets. Other certificates may be accepted for the required position. For rights or restrictions, see each individual certificate's section of limitations.

¹⁾ May be omitted when day system is used.

The continuous and/or total hours of work shall not surpass 14 hours in any 24- hour period. Hours of rest shall not be less than 77 hours in any 168- hour period, cf. The Ship Safety and Security Act § 24 1st subsection.

The covering letter to which this certificate is attached is a part of the Safe Manning Certificate.

Place Haugesund	Date 2017.07.12	Signature Yngve Folven Bergesen Head of Section
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Our date
12.07.2017

Our reference
201758178-2

Case handler
Jon Tokheim

Your Reference

Archive Code
57/024893

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STONE LAUT- SAFE MANNING CERTIFICATE

Reference is made to your approach dated 03.07.2017 in which application was made for The Norwegian Maritime Authority to determine a basic safety manning for the captioned vessel.

On the basis of the information available about the ship, the Norwegian Maritime Authority (NMA) has made decisions concerning a specification of crew, and issued a Safe Manning Certificate, cf Regulation of 18 June 2009 No. 666 concerning manning of Norwegian ships § 10.

According to the Regulations of 18 June 2009 No. 666 concerning manning of Norwegian ships, the minimum safe manning shall carry out duties and functions listed in § 8(3), and is the absolute minimum manning. In order to ensure safe manning, the company and master shall assess whether additional manning is necessary, cf. § 12.

With reference to § 19 of the Act of 16 February 2007 No. 09 the master shall participate in ensuring that the ship is safely manned. The company has an over all duty to see that the manning and operation of the ship is safely and in accordance with the Act, cf. § 6. The minimum hours of rest shall be accordant to § 8 of Regulations of 26 June 2007 No. 705 concerning hours- of work and rest on board Norwegian passenger- and cargo ship.

Manning Certificate shall be submitted to the ship's master as soon as possible. The original Safe Manning Certificate shall be posted on board in such a way that all persons on board easily can become acquainted with its content, cf. Regulations concerning manning, § 10(3).

When the ship is not carrying cargo, passengers or is on a non-commercial voyage, the company may determine the manning level in agreement with the master. The manning shall in such cases be justifiable in terms of safety, cf. Regulations concerning manning of Norwegian ships § 13.

If the circumstances should arise resulting in the ship not being manned in accordance with the stipulated minimum safe manning, the ship cannot leave the port, unless for short passages where the areas listed in the third paragraph of § 8 are attended to and provided that the working hours arrangements and provisions relating to hours of rest are not impinged upon. In such cases, an entry shall be made in the deck log concerning the deficiency, cf. § 11.

Emergency instructions (Muster List) shall be drawn up in accordance with the prescribed manning, cf. Section 21 in the Regulations concerning Lifesaving Appliances on Cargo Ships.

NIS//NOR

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All crewmembers shall use a registration form to record their daily hours of work- and rest, cf. Regulations concerning hours- of work and rest on board Norwegian passenger- and cargo ship.

The NMA further refer to § 6.1 in the Regulations concerning watch-keeping on passenger ships and cargo ships. The NMA will in this connection call attention to the following:

On ships which have permission to reduce manning due to the Class' or the NMA's approval of operation with periodically unattended machinery spaces, the engine-room shall be continuously manned if the technical conditions on which the permission was based are no longer present, ref. chapter 3 of the Regulations concerning operating arrangements on Norwegian ships.

On ships without approved personnel alarm (dead man's alarm), a one-man watch only, is not permitted in the engine room. This is in accordance with § 10, concerning operating arrangements.

On ships without approved autopilot and intercom, the bridge personnel must consist of one navigation officer, and two qualified crew members. This is in accordance with § 7, concerning watch-keeping.

The NMA has made a decision concerning minimum safe manning to apply the above mentioned vessel. The decision contains an academic assessment in relation to the company's application, based on management practices for similar vessels, and the following Act and regulations:

Regulations of 18 June 2009 No. 666, §§ 1, 4, 6, 8, 9
concerning the manning of Norwegian ships.

Act of 16 February 2007 No. 09, §§ 15, 24.

"The Ship Safety and Security Act".

Regulations of 26 June 2007 No. 705 §§ 1, 8

concerning hours- of work and rest on board Norwegian passenger- and cargo ship.

Regulations of 15 September 1992 No. 704 §§ 1, 7, 8, 9, 10, 11, 12

concerning operating arrangements on Norwegian ships.

Regulations of 27 April 1999 No. 537 §§ 1, 5, 6, 7, 8

concerning watch-keeping on passenger- and cargo ships.

Regulations of 22 December 2011 No. 1523

concerning qualifications and certificates for seafarers.

Regulations of 22 June 2004 No. 972

concerning protective security measures on board ships and mobile offshore drilling units.

Regulations of 01. July 2014 No. 1019

concerning life-saving appliances on ships.

Right to appeal

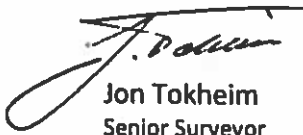
Please note that individual decisions made by the Norwegian Maritime Authority may be appealed to the Ministry of Trade, Industry and Fisheries pursuant to § 28 of the Public Administration Act.

Appeals must be lodged within three weeks with the Norwegian Maritime Authority. Also note that parties are entitled to acquaint themselves with the document in the case pursuant to § 18 of the Public Administration Act, cf. § 19.

Enclosed, please find attached original of Safe Manning Certificate for the above-mentioned ship.

Yours faithfully,


Yngve Kolven Bergesen by authority
Head of Section


Jon Tokheim
Senior Surveyor

Encl.: 1

Copy of letter and Manning Certificate for:
Association of Cargo Freighters
Norwegian Seafarers' Union
Norwegian Maritime Officers Association
Norwegian Union of Marine Engineers