|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Minimum Safe Manning Document Application - Yacht[[1]](#footnote-1)**  ***For Yachts over 24m. length in Commercial Operation*** | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | |
| Yacht **Details** | | | | | | | | | | | | | | | | | | | | |
| Name of Yacht: | | | |  | | | | | | | | | | | | | | | | |
| IMO Number: | | | |  | | | | | | | | | | | | | | | | |
| Net tonnage | | | |  | | | | | | | | | | | | | | | | |
| Gross tonnage *:* | | | |  | | | | | | | | | | | | | | | | |
| Main Propulsion Power (kW): | | | |  | | | | | | | | | | | | | | | | |
| Type of yacht:  *Manning of Machinery space* | | | | Periodically unattended | | | | | | | | | | | | | | | | |
| Continuously unattended | | | | | | | | | | | | | | | | |
| Has a Certificate of Compliance been issued under a recognised yacht Code? | | | | Yes | | | | | | | No | | | | | | | | | |
| Area of operation (miles from a Safe Haven) | | | | Up to 60 miles | | | | Up to 150 miles | | | | | | | | | Over 150 miles | | | |
|  | | | | | | | | | | | | | | | | | | | | |
| **Owner’s Details** | | | | | | | | | | | | | | | | | | | | |
| Name: | | | |  | | | | | | | | | | | | | | | | |
| Name of Applicant *(if not owner):* | | | |  | | | | | | | | | | | | | | | | |
| Address: | | | |  | | | | | | | | | | | | | | | | |
| Telephone: | | | |  | | | | | | | | | | | | | | | | |
| Email: | | | |  | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | |
| **Navigation Equipment** | | | | | | | | | | | | | | | | | | | | | |
| Magnetic Compass | | Gyro Compass | | | | Automatic steering | | | | | | | | | Bridge control | | | | | | |
| GPS/DGPS | | Radar | | | | ARPA | | | | | | | | | ECDIS | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
| **Radio Communications** | | | | | | | | | | | | | | | | | | | | | |
| Internal: | | | | Telephone | | | | | Pager | | | | | | | Intercom | | | | | |
| Other: | | | |  | | | | | | | | | | | | | | | | | |
| Bridge/Machinery Space: | | | | Telephone | | | | | Pager | | | | | | | Intercom | | | | | |
| Other: | | | |  | | | | | | | | | | | | | | | | | |
| External: GMDSS | | | | A1 | A1+A2 | | | | | A1+A2+A3 | | | | | | | A1+A2+A3+A4 | | | | |
| External: | | | | Radio telephone | | | | | | | | | Other: | |  | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
| **Machinery Details** | | | | | | | | | | | | | | | | | | | | | |
| Engine Type: | | | | Diesel | | | | | Diesel-electric | | | | | | | Gas turbine | | | | | |
| No. of main engines | | | |  | | | | | | | | | | | | | | | | | |
| No. of auxiliary engines | | | |  | | | | | | | | | | | | | | | | | |
| Engine control room fitted? | | | | Yes | | | | | | | | | | No | | | | | | | |
| UMS certified? | | | | Yes | | | | | | | | | | No | | | | | | | |
| Survey and Inspection system (CSM, CSH, etc.) | | | | Yes | | | | | | | | | | No | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
| **LSA details** | | | | | | | | | | | | | | | | | | | | | |
| Life boats | | | | Fitted | | | | | | | | | Not fitted | | | | | | | | |
| Rescue boat | | | | | | | | | Fast rescue boat | | | | | | | | |
| No. of life boats | | | |  | | | | | | | | |  | | | | | | | | |
| Life Rafts | | | | With launching appliances | | | | | | | | | Without | | | | | Other | |  | |
| No. of liferafts | | | |  | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
| **Fire Fighting Appliances** | | | | | | | | | | | | | | | | | | | | | |
| Accommodation: | | | | Central control station fitted? | | | | | | | | | | | | | | | | | |
| Fixed fire-detection and fire alarm system fitted | | | | | | | | | | | | | | | | | |
| Fixed fire-detection and fire alarm system and sprinkler system | | | | | | | | | | | | | | | | | |
| Fire door indicator panel and closures | | | | | | | | | | | | | | | | | |
| General/fire alarms | | | | | | | | | | | | | | | | | |
| Manual call points | | | | | | | | | | | | | | | | | |
| Protected means of escape provided | | | | | | | | | | | | | | | | | |
| Machinery spaces: | | | | Automatic fire detection fitted | | | | | | | | | | | | | | | | | |
|  | | | | Type of fixed smothering system | | | | | | | | | Gas | | | | | | | | |
| Foam | | | | | | | | |
| Hi fog | | | | | | | | |
| Other | |  | | | | | | |
| Fuel pumps shut down: | | | | Manually | | | Remotely | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
| **Pilot Boarding Arrangements** | | | | | | | | | | | | | | | | | | | | | |
| Mechanical pilot host fitted? | | | |  | | | | | | | | | | | | | | | | | |
| Pilot ladder | | | |  | | | | | | | | | | | | | | | | | |
| Pilot ladder/gangway combination | | | |  | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
| **Mooring Operations** | | | | | | | | | | | | | | | | | | | | | |
| No. of docking stations | | | |  | | | | | | | | | | | | | | | | | |
| Mooring ropes on winch drums | | | |  | | | | | | | | | | | | | | | | | |
| Self-tensioning winches fitted | | | |  | | | | | | | | | | | | | | | | | |
| Anchor control from bridge possible? | | | |  | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
| **Pollution Prevention** | | | | | | | | | | | | | | | | | | | | | |
| Oil pollution control equipment and chemicals provided? | | | |  | | | | | | | | | | | | | | | | | |
| Garbage compacter fitted? | | | |  | | | | | | | | | | | | | | | | | |
| Pumps/piping for pumping oily water residue ashore? | | | |  | | | | | | | | | | | | | | | | | |
| Incinerator fitted? | | | |  | | | | | | | | | | | | | | | | | |
| Garbage tank fitted? | | | |  | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
| **Brief description below of the intended operation of the yacht** | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |
| *In the following table, applicants are invited to enter the proposed numbers for the ship’s manning based on their assessment of the minimum manning requirements for the intended service of the yacht.[[2]](#footnote-2)* | | | | | | | | | | | | | | | | | | | | | |
| **CAPACITY** | **GRADE OF CERT.** | | **No.** | | | **CAPACITY** | | | | | | **GRADE OF CERT.** | | | | | | | **No.** | | |
| Master |  | |  | | | Chief Engineer | | | | | |  | | | | | | |  | | |
| Chief Mate |  | |  | | | Second Engineer | | | | | |  | | | | | | |  | | |
| Officer of the Watch (Nav.) |  | |  | | | Officer of the Watch (Eng.) | | | | | |  | | | | | | |  | | |
| Deck Rating  (Nav. Watch) |  | |  | | | Assistant Eng. Officer | | | | | |  | | | | | | |  | | |
| Deck Rating for Safe Operation of vessel |  | |  | | | Engine Rating (Eng. Watch) | | | | | |  | | | | | | |  | | |
| Deck Rating (Trainee) |  | |  | | | Engine Rating (Trainee) | | | | | |  | | | | | | |  | | |
| Cook |  | |  | | | Electrician | | | | | |  | | | | | | |  | | |
| Total crew on board: | | |  | | | | | | | | | | | | | | | | | | |

|  |  |
| --- | --- |
| **Declaration[[3]](#footnote-3)** | |
| *I DECLARE THAT TO THE BEST OF MY KNOWLEDGE THE PARTICULARS GIVEN BY ME IN THIS FORM ARE CORRECT.* | |
| Full Name: |  |
| Position in the Company: |  |
| Date: |  |
|  | |
| *Signature and company seal (e-signature is accepted)* | |

1. **NOTES**

   This form should be completed by any owner or manager on applying for a Minimum Safe Manning Document Yachts as required by Regulation 14 of Chapter V of SOLAS.

   In completing the application owners and managers should take account of the Principles in IMO Resolution A.1047 (20th December 2011) “Principles of Safe Manning”, as applicable, and also the requirements on hours of rest contained in ILO Convention 180, the STCW Convention and the Maritime Labour Convention, as applicable.

   Applicants are asked to provide as much detail as necessary in order to help expedite the approval process by Barbados Maritime Ship’s Registry.

   The following plans should be included with this application form: General Arrangement; Safety (LSA and Fire control); Mooring arrangements. [↑](#footnote-ref-1)
2. *GRADE OF CERTIFICATE MEANING OF GRADE (full STCW 78, as amended Certificates)*

   *R.II/1 Reg.II/1, Officer in charge of a navigational watch on ships of 500gt or more*

   *R.II/2 Reg.II/2, Master and Chief Mate on ships between 500 & 3000 gt and over 3000 gt*

   *R.II/3 Reg.II/3, Masters and Officers on ships of less than 500 gt.*

   *R.II/4 Ratings forming part of a navigational watch*

   *R.III/1 Officer in charge of an engineering watch of ships over 750kW*

   *R.III/2 Chief Engineer and Second Engineer of ships over 3,000 kW*

   *R.III/3 Reg.III/3, Chief Engineer and Second Engineer of ships less than 3,000 kW*

   *R.III/4 Ratings forming part of an engineering watch* [↑](#footnote-ref-2)
3. When completed please email this form and the ship’s table of Shipboard Working Arrangements along with any supporting documentation to ops@barbadosmaritime.com and registry@barbadosmaritime.com. [↑](#footnote-ref-3)