

## Article 3 Attachment 1

### Minimum Safe Manning for Seafarers on International Voyages

Crew Configuration  Total Tonnage of the Vessel	Deck Department				Engineering Department			
	Master	Chief Mate	Deck Officer	Ratings forming part	Chief Engineer	Second Engineer	Engineer Officer	Ratings forming part
Less than 3,000	1	1	2	4	1	1	2	3
Between 3,000 and 5,000	1	1	2	5	1	1	2	4
More than 5,000	1	1	2	6	1	1	2	4
Remarks	<p>1 The non-automatic control vessels sail in the offshore area at ninety degrees east longitude, east longitude 150 degrees west, ten degrees north latitude and north latitude forty-five degrees south, the ratings forming parts of deck department and engine department should be deducted one person each. If the voyage does not exceed sixteen hours, the crew of the deck department and the engine department shall be assigned one less person each.</p> <p>2. During the voyage, the deck department and the crew of the engine department should adopt the three-shift system for duty. During the voyage of the vessel and the date of arrival at sea, the principle of not exceeding eight hours on duty per person per day shall be adopted. The on-duty ratings forming parts of deck department and engine department should not be less than three people each, and minimum one person each with deck assistants, engineer assistant certificate. <u>While traveling along the coastal area where off-shore wind power operations are ongoing, seafarers may serve their duties alternately on two shifts. For the duration of the voyage over the sea and on the date of departure and that of arrival, the number of hours served per day per person may not exceed 12.</u></p> <p>3. <u>For primary and secondary engine seafarers at the Engine Department, the applicable propulsive power of the vessel's main engine is as follows:</u></p> <p>(3) <u>A primary seafarer is a Class A crew member that belongs to the Engine Department of a vessel with a main engine propulsive power of 3 MW. A primary seafarer can be a primary chief engineer, a primary second engineer, or a primary engineer.</u></p> <p>(4) <u>A secondary seafarer is a Class A crew member that belongs to the Engine Department of a vessel with a main engine propulsive power of 750 watts and less than 3 MW. A secondary seafarer can be a secondary chief engineer, a secondary second engineer, or a secondary engineer.</u></p> <p>4. An automatic control vessel is divided into A, B categories by machine equipment, the quotas are as follows:</p> <p>(1) Category A: Cabins equipped with automatic or remote control and monitoring systems. The symbol of the country's surveyor is CMS (CAS). At least two ratings forming parts of the engine department are required to possess the on-time status of the engine, and at least one of them is required to possess the certificate of engineer assistant.</p> <p>(2) Category B: The vessel is equipped with a nacelle that does not need to be on duty regularly, and the symbol of its country's surveyor is CMS (CAU or CAB). At least one person from the engine department and one from the ratings forming part and have the certificate of engineer assistant.</p> <p>5. The on-duty ratings from the Engineering Department of an automatic control vessel shall be exempt from comment No. 1, but such ratings shall still be required to possess an on-watch qualification.</p> <p>6. According to the provisions of the International Maritime Labor Convention (MLC), the number of crew members over 10, should be equipped with at least one qualified cook. In accordance with the vessel's handbook and the deployment plans of the vessel, the quotas for passenger ships are to be verified in accordance with the charter of the vessel and the deployment plans. In principle, every 100 passengers need to be provided with one staff member in the affairs department, and it is same for the passengers less than 100 persons; those who have a voyage less than 80 nautical miles, ratings forming parts can serve instead of staff member in the affairs department.</p>							