



MINIMUM SAFE MANNING GUIDELINES

Guidance for Applicants Shipowners – Managers of Guinea-Bissau Flagged Ships

The below tables are the indicative guidelines employed by the International Ships Registry of Guinea-Bissau (ISR G-B) for determining Minimum Safe Manning for Guinea -Bissau flagged vessels.

The current guidelines are provided for reference purposes only. Final acceptance of the minimum safe manning level proposed by the Owner/Company is provided by the General Ships Registrar of the ISR G-B or the appropriate official who is authorized to act for and on behalf of the General Ships Registrar, based on the ship specific type, vessel's trading area, and other considerations, and may differ from the details outlined below.

In any case, it is the responsibility of the Owners and Master to ensure compliance with the provisions of the STCW Convention, in particular, Regulations VIII/1 and VIII/2 and Sections A-VIII/1 and A-VIII/2 regarding Fitness for Duty and Watchkeeping and Rest Periods arrangement and principles to be observed, as prescribed by relevant International Conventions.

1. MINIMUM SAFE MANNING SCALE (DECK DEPARTMENT)

Table 1: Deck Department - International Voyages

GROSS TONNAGE	< 299	300-499	500-999	1000-1599	1600-2999	3000-4999	5000-14999	>15000	STWC REG.
MASTER	1	1	1	1	1	1	1	1	II/2-II/3
CHIEF MATE			1	1	1	1	1	1	II/2
DECK OFFICER (OOW)	1	1				1	1	2	II/1-II/3
ABLE SEAFARER DECK	1	1	1	2	3	2	3	3	II/5
DECK RATING WATCH			1	1	1	1	2	3	II/4
TOTAL	3	3	4	5	6	6	8	10	



Table 2: Deck Department - Restricted Voyages

GROSS TONNAGE	< 299	300-499	500-999	1000-1599	1600-2999	3000-4999	5000-14999	>15000	STCW REG.
MASTER	1	1	1	1	1	1	1	1	II/2-II/3
CHIEF MATE				1	1	1	1	1	II/2
DECK OFFICER (OOW)			1				1	2	II/1-II/3
ABLE SEAFARER DECK	1	1	1	1	2**	3	2	2	II/5
DECK RATING WATCH	1	1	1*	1	1	1	1	2	II/4
TOTAL	3	3	3	4	5	6	6	8	

*N/A if voyages do not exceed the 50 n.m. from the nearest coast

** alternatively, 1 if voyages do not exceed the 50 n.m. from the nearest coast

Remarks: Minimum Manning Scale for Deck Department

In respect to the Minimum Safe Manning the following type of voyages are considered as appropriate by the International Ships Registry of Guinea-Bissau:

INTERNATIONAL VOYAGES (UNRESTRICTED): International voyages without any sea voyage limitation.

RESTRICTED VOYAGES: which are prescribed among others by the below parameters:

- 1) Short international voyages:
 - a. in the course of which a ship is not more than two hundred nautical miles (200 n.m.) from a port or place in which the passengers and crew could be placed in safety; and
 - b. which does not exceed six hundred nautical miles (600 n.m.) in distance between the last port of call in the country in which the voyage begins and the first port of destination. However, no account shall be taken of any deviation by a ship from her intended voyage due solely to stress of weather or any other circumstance that neither the master nor the owner nor the charterer (if any) of the ship could have prevented or forestalled.



- 2) Special areas: Voyages within the Mediterranean Sea area, the Baltic Sea area, the Red Sea area, "the Gulfs area", the Gulf of Aden area, and the Antarctic area, as referred to within the applicable IMO Instruments
- 3) Coastal services (not exceeding the 20 n.m. from the nearest coast)
- 4) Voyages not exceeding the 50 n.m. from the nearest coast
- 5) Voyages in Black Sea, Persian Gulf, Sea of Japan
- 6) Single voyage provided that the distance will not exceed the 300 n.m.

At the owner's request the requirements may be adjusted with the discretion of the General Ships Registrar or the appropriate official who is authorized to act for and on behalf of the General Ships Registrar, subject to consideration of a written proposal by the Ship Operator for the watchkeeping personnel, respective sea journeys and vessel's trading area.

2. MINIMUM SAFE MANNING SCALE (ENGINE)

Table 1: Engine Department - International Voyages

KW	<749	750-1499	1500-2999	>3000	STCW REG.
CHIEF ENGINEER	1	1	1	1	III/2-III/3
SECOND ENGINEER		1	1	1	III/2-III/3
ENGINEER OFFICER (OOW)			1	1	III/1
ELECTRO TECHNICAL OFFICER				1	III/6
ENGINE RATING WATCH	2	1	1	2*	III/4
ABLE SEAFARER ENGINE			1	1	III/5
ELECTRO TECHNICAL RATING			1	1	III/7
TOTAL	3	3	6	8	



Table 2: Engine Department - Restricted Voyages

KW	<749	750-1499	1500-2999	>3000	STCW REG.
CHIEF ENGINEER	1	1	1	1	III/2 - III/3
SECOND ENGINEER		1	1	1	III/2 - III/3
ENGINEER OFFICER (OOW)			1	1	III/1
ENGINE RATING WATCH	2	1	1	2*	III/4
ABLE SEAFARER ENGINE			1	1	III/5
TOTAL	3	3	5	6	

Table 3: Engine Department - Voyages with Unmanned Machinery Space (UMS)

KW	<749	750-1499	1500-2999	>3000	STCW REG.
CHIEF ENGINEER		1	1	1	III/2 - III/3
SECOND ENGINEER					III/2 - III/3
ENGINEER OFFICER (OOW)	1		1	1	III/1
ENGINE RATING WATCH		1		1*	III/4
ABLE SEAFARER ENGINE			1	1	III/5
TOTAL	1	2	3	4	

*for vessels with more than 6000 kW an additional engine rating is required



Remarks: Minimum Manning Scale for Engine Department

In respect to the Minimum Safe Manning the following type of voyages are considered as appropriate by the International Ships Registry of Guinea-Bissau:

INTERNATIONAL VOYAGES (UNRESTRICTED): International voyages without any sea voyage limitation.

RESTRICTED VOYAGES: which are prescribed among others by the below parameters:

- 1) Short international voyages:
 - a. in the course of which a ship is not more than two hundred nautical miles (200 n.m.) from a port or place in which the passengers and crew could be placed in safety; and
 - b. which does not exceed six hundred nautical miles (600 n.m.) in distance between the last port of call in the country in which the voyage begins and the first port of destination. However, no account shall be taken of any deviation by a ship from her intended voyage due solely to stress of weather or any other circumstance that neither the master nor the owner nor the charterer (if any) of the ship could have prevented or forestalled.
- 2) Special areas: Voyages within the Mediterranean Sea area, the Baltic Sea area, the Red Sea area, "the Gulfs area", the Gulf of Aden area, and the Antarctic area, as referred to within the applicable IMO Instruments
- 3) Coastal services (not exceeding the 20 n.m. from the nearest coast)
- 4) Voyages not exceeding the 50 n.m. from the nearest coast
- 5) Voyages in Black Sea, Persian Gulf, Sea of Japan
- 6) Single voyage provided that the distance will not exceed the 300 n.m.

At the owner's request the requirements may be adjusted with the discretion of the General Ships Registrar or the appropriate official who is authorized to act for and on behalf of the General Ships Registrar, subject to consideration of a written proposal by the Ship Operator for the watchkeeping personnel, respective sea journeys and vessel's trading area.



3. Global Maritime Distress and Safety System (GMDSS): ships over 300GT

Vessels equipped with **Radio Installations** for the following GMDSS sea areas shall carry the following number of certified Radio Personnel:

- Area A1 – at least one officer with Restricted Operator Certificate (ROC)*
- Area A2 – at least two officers with General Operator Certificate (GOC)* or one dedicated radio officer with GOC
- Areas A3 or A4 – at least two officers with GOC* or one dedicated radio officer with GOC

* may be the Master or other deck officer.

Passenger ships carrying up to 250 passengers shall follow the tables for cargo ships of the same size.

4. INTERNATIONAL SHIP & PORT SECURITY (ISPS) CODE – SHIP SECURITY OFFICERS

All ship security officers and deputy security officers on board Guinea-Bissau flagged vessels to which the ISPS Code applies shall have a certificate issued by an administration whose certificates are recognized by the Republic of Guinea-Bissau, in accordance with regulation VI/5 of STCW 78 as amended. Recognized administrations are those on the IMO “STCW Convention Whitelist”.

5. ELECTRO-TECHNICAL DEPARTMENT

Guinea-Bissau ships should carry as applicable sufficient Electro-Technical Officers (STCW Regulation III/6) and Electro-Technical ratings (STCW Regulation III/7) to:

- 1) operate the ship's electrical and electronic equipment; and
- 2) maintain the safety of the ship's electrical and electronic systems;