


Company SMS - shipboard work process

	Process No. 2	Date: 13.10.2007
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7.2 Voyage Operations

Watch-keeping is arranged according to the watch-keeping plan.

Master	informs Zentrale every day about vessel's position
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7.2.1 The ship in port

Following information is received from the Operation Department: loading/ discharging port, type of cargo and specific information about the cargo, quantities, peculiarities, schedule, additional clauses, agency details	
(Second) Officer	arranges for securing of gangway (with gangway-net!)
Master	arranges harbour watch
	co-ordinates cargo operations with the Chief Officer
	informs the Chief Engineer on the expected duration of stay in port (for maintenance purposes)
	settles the port clearance formalities
	according to Annex V of MARPOL 73/78 arranges the disposal of garbage and updates the Garbage Record Book
	initiates that goods delivered are checked for completeness and correctness, that deficiencies are noted on the delivery note, a copy is sent to the Head of the Purchase Department and that the goods are marked and separated until deficiencies are clarified and goods released
Chief Officer	supervises cargo operations, draft, trim and stability, structure and stresses
Chief Engineer	updates Oil Record Book
SMT	documents in the relevant log-book that all above steps have been carried out according to this process


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7.2.2 Preparing for sea

Master	arranges for pilot, tugs and locks
Chief Officer	checks and records draughts
	checks stability condition
	assesses weather condition
	ensures the securing of cargo, hatches and all openings in the hull
	verifies the pollution prevention equipment and arrangements
	searches for stowaways
	tests steering gear, navigation and communication equipment and emergency lighting
	prepares bridge as per "Bridge Procedures Guide" and completes ship-specific checklist
(2 nd) Officer	verifies that up-to-date nautical charts and publications are carried (SOLAS Chapter V, Regulation 20)
	plans and documents the voyage according to companies requirements
Chief Engineer	prepares and tests the engines according checklist
SMT	documents in the relevant log-book that all above steps have been carried out according to this process

7.2.3 The ship at sea

Master	orders and monitors actions of Pilot
	controls speed as appropriate
	plans for emergency anchoring
	prepares to disembark Pilot
	monitors position and navigation warnings
	advises agent of eta
Officer on watch	stows pilot ladder
	secures anchor
	calls look-out on bridge during hours of darkness
	maintains log book entries
SMT	documents in the relevant log-book that all above steps have been carried out according to this process

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7.2.4 Preparing for arrival in port

Chief Engineer		informs the Master about slope and oily water to be discharged
Master		makes necessary arrangements with the agent
Engineer	on watch	tests engines and generators
Officer	on watch	tests steering gear, navigation and communications equipment and anchoring equipment and documents the results in the vessel's log
		assesses weather conditions
Master		orders for Pilot, if necessary
Master		cross-checks with the Operation Department the bunker-stock
SMT		documents in the relevant log-book that all above steps have been carried out according to this process

7.3 Special/ Critical Operations

7.3.1 Hazardous cargo

IMDG-Code and local rules regarding hazardous cargo to be followed.

Safety Officer		checks that safety precautions are carried out during loading/ discharging: - fire hoses lay out on deck - none of stevedores are smoking, using open lights, - no welding is carried out on deck - safety equipment like breathing apparatus is ready for use
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7.3.2 Ballast operation

Chief Officer		informs Chief Engineer on need for ballasting/ deballasting
Chief Engineer		carries out ballasting/ deballasting
		maintains controlled condition if overflowed
Chief Officer		supervises the process

7.3.3 Navigation in restricted visibility

Officer	on watch	reduces speed
		calls Master on bridge
		switches navigation lights on
Master		calls additional AB as watch assistance
		informs and mans engine room
		anchors ready if water depth allows
		checks vessels position regularly

Antari - Watchkeeping Plan

WATCHKEEPING PLAN

TIME	OFFICER ON DUTY	TIME	CREW ON DUTY *
00.00 - 06.00		00.00 - 04.00	
06.00 - 12.00		04.00 - 08.00	
12.00 - 18.00		08.00 - 16.00	
18.00 - 24.00		16.00 - 20.00	
		20.00 - 24.00	

* - AT SEA ON WATCH IN CASE OF EMERGENCY, BAD VISIBILITY, NIGHT TIME

AND IF NECESSARY

MASTER: _____

Antari - ports of call May and June 2008

MV 'Antari' Voyage Plan May - June 2008

Arrival Port	Arrival	Departure
Bilbao	26. Apr. 08	28. Apr. 08
Bergen	4. Mai. 08	6. Mai. 08
Rotterdam	9. Mai. 08	11. Mai. 08
Rotterdam	11. Mai. 08	11. Mai. 08
Immingham	12. Mai. 08	13. Mai. 08
Inverness	15. Mai. 08	15. Mai. 08
Follafooss	18. Mai. 08	19. Mai. 08
Follafooss	20. Mai. 08	21. Mai. 08
Sunderland	24. Mai. 08	24. Mai. 08
Rekefjord	26. Mai. 08	26. Mai. 08
Emden	28. Mai. 08	28. Mai. 08
Hamburg	29. Mai. 08	29. Mai. 08
Immingham	31. Mai. 08	2. Jun. 08
Tees	3. Jun. 08	4. Jun. 08
Amsterdam	5. Jun. 08	6. Jun. 08
Melsomvik	8. Jun. 08	9. Jun. 08
Vaksdal	11. Jun. 08	12. Jun. 08
Follafooss	14. Jun. 08	14.06.2008
Terneuzen	18. Jun. 08	20. Jun. 08
Antwerpen	20. Jun. 08	22. Jun. 08
Belfast	25. Jun. 08	26. Jun. 08
Corpach	27. Jun. 08	28. Jun. 08
Ghent	3. Jul. 08	5. Jul. 08

Hours of work and rest records for crew of *Antari*



Record of Resttimes

To be completed for all persons according to ILO 180 **MV „ANTARI“**

Name:

Rank: MASTER

Month/Year: MAY-08

Day	Resttimes 0000 - 2400 hrs																								Total Rest
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
01	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
02	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
03	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
04	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	09
05	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
06	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
07	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
08	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
09	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
10	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
11	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	09
12	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	09
13	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
14	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
15	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
16	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
17	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
18	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
19	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
20	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
21	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
22	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
23	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
24	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
25	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
26	W	W	R	R	R	R	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	08
27	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
28	W	W	R	R	R	R	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	02
29	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	06
30	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30
31	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	30

Remarks: Hours of rest please mark with

Date: 31.05.2008

Signature: _____

Signature: _____

(Master/Off.)

(Crewmember)

Extract from STCW 95, chapter VIII/1

All persons who are in charge of watch or a rating forming part of watch shall be provided a minimum of 10 hours of rest in any 24 hour period. The hours of rest may be divided in not more than two periods, be at least 6 hours. The mentioned requirements for rest periods are not true in case of emergency or emergency drills. The minimum period of ten hours may be reduced to not less than 6 hours provided that any such reduction shall not extend beyond two days and not less than 70 hours of rest are provided each seven-day period.



Record of Resttimes

To be completed for all persons according to ILO 180 MV „ANTARI“

Name: _____ Rank: CH. OFFICER Month/Year: MAY-08

Day	Resttimes 0000 – 2400 hrs																												Total Rest
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24					
01.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
02.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
03.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
04.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
05.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
06.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
07.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
08.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
09.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
10.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
11.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
12.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
13.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
14.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
15.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
16.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
17.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
18.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
19.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
20.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
21.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
22.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
23.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
24.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
25.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
26.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
27.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
28.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
29.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
30.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			
31.	W	W	W	W	W	W	R	R	R	R	R	R	W	W	W	W	W	W	R	R	R	R	R	R	R	12			

Remarks: Hours of rest please mark with R

Date: 31.05.2008

Signature: _____
(Master/Off.)

Signature: _____
(Crewmember)

Extract from STCW 95, chapter VIII/1

All persons who are in charge of watch or a rating forming part of watch shall be provided a minimum of 10 hours of rest in any 24 hour period. The hours of rest may be divided in not more than two periods, be at least 6 hours. The mentioned requirements for rest periods are not true in case of emergency or emergency drills. The minimum period of ten hours may be reduced to not less than 6 hours provided that any such reduction shall not extend beyond two days and not less than 70 hours of rest are provided each seven-day period.



Record of Resttimes

To be completed for all persons according to ILO 180 MV „ANTARI“

Name: Rank: CH. ENG. Month/Year: MAY-08

Day	Resttimes 0000 - 2400 hrs																								Total Rest
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
01	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
02	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
03	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
04	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
05	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
06	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
07	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
08	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
09	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
10	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
11	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
12	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
13	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
14	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
15	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
16	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
17	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
18	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
19	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
20	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
21	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
22	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
23	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
24	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
25	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
26	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
27	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
28	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
29	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
30	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16
31	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	16

Remarks: Hours of rest please mark with R

Date: 31.05.2008

Signature: _____
(Master/Off.)

Signature: _____
(Crewmember)

Extract from STCW 95, chapter VIII/ 1

All persons who are in charge of watch or a rating forming part of watch shall be provided a minimum of 10 hours of rest in any 24 hour period. The hours of rest may be divided in not more than two periods, be at least 6 hours. The mentioned requirements for rest periods are not true in case of emergency or emergency drills. The minimum period of ten hours may be reduced to not less than 6 hours provided that any such reduction shall not extend beyond two days and not less than 70 hours of rest are provided each seven-day period.



Record of Resttimes

To be completed for all persons according to ILO 180 MV „ANTARI“

Name: Rank: A/B Month/Year: MAY-08

Day	Resttimes 0000 - 2400 hrs																								Total Rest
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
01	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
02	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
03	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
04	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
05	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
06	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
07	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
08	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
09	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
10	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
11	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
12	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
13	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
14	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
15	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
16	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
17	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
18	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
19	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
20	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
21	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
22	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
23	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
24	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
25	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
26	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
27	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
28	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
29	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
30	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16
31	R	R	R	R	W	W	W	W	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	16

Remarks: Hours of rest please mark with R 496

Date: 31.05.2008 Signature: _____ Signature: _____
(Master/Off.) (Crewmember)

Extract from STCW 95, chapter VIII/1
All persons who are in charge of watch or a rating forming part of watch shall be provided a minimum of 10 hours of rest in any 24 hour period. The hours of rest may be divided in not more than two periods, be at least 6 hours. The mentioned requirements for rest periods are not true in case of emergency or emergency drills. The minimum period of ten hours may be reduced to not less than 6 hours provided that any such reduction shall not extend beyond two days and not less than 70 hours of rest are provided each seven-day period.



Record of Resttimes

To be completed for all persons according to ILO 180 MV „ANTARI“

Name:

Rank: A/B

Month/Year: MAY-08

Day	Resttimes 0000 - 2400 hrs																								Total Rest
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
01.	W	W	W	W	R	R	R	W	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	15
02.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
03.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
04.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	15
05.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	15
06.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	14
07.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
08.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
09.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	15
10.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
11.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	15
12.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
13.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
14.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
15.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	15
16.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
17.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
18.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	14
19.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
20.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	14
21.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	15
22.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
23.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	18
24.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	15
25.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
26.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	15
27.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	14
28.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	15
29.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
30.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	16
31.	W	W	W	W	R	R	R	R	R	R	R	R	W	W	W	W	R	R	R	R	R	R	R	R	14

Remarks: Hours of rest please mark with R

Date: 31.05.2008

Signature: _____
(Master/Off.)

Signature: _____
(Crewmember)

Extract from STCW 95, chapter VIII/ 1

All persons who are in charge of watch or a rating forming part of watch shall be provided a minimum of 10 hours of rest in any 24 hour period. The hours of rest may be divided in not more than two periods, be at least 6 hours. The mentioned requirements for rest periods are not true in case of emergency or emergency drills. The minimum period of ten hours may be reduced to not less than 6 hours provided that any such reduction shall not extend beyond two days and not less than 70 hours of rest are provided each seven-day period.



Record of Resttimes

To be completed for all persons according to ILO 180 MV „ANTARI“

Name:

Rank: A/B-COOK

Month/Year: MAY-08

DAY	Resttimes 0000 - 2400 hrs																								Total Rest
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
25	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
26	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
27	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
28	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
29	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
30	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
31	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
01	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
02	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
03	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
04	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
05	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
06	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
07	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
08	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
09	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
10	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
11	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
12	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
13	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
14	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
15	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
16	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
17	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
18	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
19	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
20	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
21	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
22	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
23	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
24	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
25	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
26	W	W	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
27	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
28	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
29	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
30	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15
31	R	R	R	R	R	R	W	W	W	R	R	W	W	R	R	R	W	W	R	R	R	R	W	W	15

Remarks: Hours of rest please mark with

448

Date: 31.05.2008

Signature: _____

Signature: _____

(Master/Off)

(Crewmember)

Extract from STCW 95, chapter VIII/1

All persons who are in charge of watch or a rating forming part of watch shall be provided a minimum of 10 hours of rest in any 24 hour period. The hours of rest may be divided in not more than two periods, be at least 6 hours. The mentioned requirements for rest periods are not true in case of emergency or emergency drills. The minimum period of ten hours may be reduced to not less than 6 hours provided that any such reduction shall not extend beyond two days and not less than 70 hours of rest are provided each seven-day period.



Record of Resttimes

To be completed for all persons according to ILO 180 MV „ANTARI“

Name:

Rank: CADET

Month/Year: MAY-08

Day	Resttimes 0000 - 2400 hrs																								Total Rest
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
01.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
02.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
03.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
04.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
05.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
06.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
07.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
08.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
09.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
10.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
11.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
12.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
13.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
14.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
15.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
16.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
17.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
18.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
19.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
20.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
21.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
22.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
23.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
24.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
25.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
26.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
27.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
28.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
29.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
30.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76
31.	R	R	R	R	R	R	R	R	W	W	W	W	R	W	W	W	W	R	R	R	R	R	R	R	76

Remarks: Hours of rest please mark with R

Date: 31.05.2008

Signature:

Signature:

(Master/Off.)

(Crewmember) :

Extract from STCW 95, chapter VIII/ 1

All persons who are in charge of watch or a rating forming part of watch shall be provided a minimum of 10 hours of rest in any 24 hour period. The hours of rest may be divided in not more than two periods, be at least 6 hours. The mentioned requirements for rest periods are not true in case of emergency or emergency drills. The minimum period of ten hours may be reduced to not less than 6 hours provided that any such reduction shall not extend beyond two days and not less than 70 hours of rest are provided each seven-day period.

Company's letter, 18 January 2008, re ISM audits in 2007

Briese Schifffahrts GmbH & Co. KG

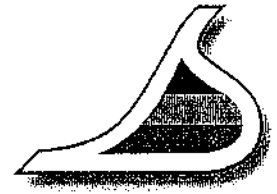
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Fax: +49 - 4 91 - 9 25 20 - 25

Tlx: 2 76 86 ledash d

E-Mail: info@briese.de



Date: 18.01.2008

Pages (including this one): 4

To : All Vessels
Attn. : Captain / Ch.Mate / Mates / Ch. Eng. / Engineers
Cc : guideLine
From :

Ref.: ISM – Office Audit 2007, Handbook Revision and various items

Dear Ladies and Gentlemen,

in October 2007 the Briese office Leer was audited by Germanischer Lloyd and the flagstates of Gibraltar and Germany according to ISM and ISO 9001:2000 .

Again we passed this audit successfully with minor non-conformities or observation under ISM and with no non-conformities under ISO.

Also in 2007 it was noted by the auditors, that our Safety Management System (SMS) is running well. Anyhow we still have to go on with our efforts to improve our SMS in the office organisation and on board of all vessels

Part of these efforts are the ongoing Capt.- and Chief-Engineers seminars. Furthermore the company performed various training courses together with our crewing agencies. This will go on in 2008.

Again we unfortunately had to face several well known non-conformities in the office and on board of our vessels. Most of them were not necessary, as the items have been part of several circulars and information letters of the company with respective standing orders of the company. Following the orders would have avoided these non-conformities.

Some of these **repeated non-conformities** were ending up in additional audits, which **have produced costs up to EUR.**

Subsequent to the above all of us have to work on an improvement of the situation and the knowledge of the ISM-Code and the Briese SMS.

It is utmost important, that all masters are monitoring these items carefully and they have to make sure, that all parties concerned on board, especially nautical and technical officers, but also all ratings are acting according to the SMS, Circulars and all international rules and regulations.

With this information letter you will receive the new handbook revision for your SMS and you are kindly requested to destroy the old manual !!!

You are requested to read the QS-manual completely again, in order to perform ISM as required.

From this moment on please use only forms as shown in the QS-Manual and destroy all old / invalid blanc forms (on the computer and all paper blancs) !!!

With this new version of the QS-Manual you will see, that we changed the frontpage and we had several changes within the manual, which are marked with a black bar on the right side of the respective pages.

With regard to the forms you will receive a CD with the updated forms.

Only these new forms are to be used from now on !!!

Neither old forms to be used from any computer (ship's or private computer), nor any old blanc paper copy.

Following items were coming up during internal and external audit during the past period and you are kindly requested to read the following carefully and to keep it mind in order to avoid non-conformities and observations of this nature again.

Critical Equipment: The Emergency Generator was inserted into the list. This test has to be done monthly and has to be documented in the engine logbook. Furthermore please note, that the entire crew has to be familiar with the use of the emergency generator. Respective instructions have to be posted close to the generator.

Training plan: Repeatedly we received non-conformities, that not all drills have been performed according to the training plan. You are strongly requested to perform the drills as required and to document same with the training records.

We have inserted trainings for enclosed spaces entries, including the use of breathing apparatus. This was done as nearly each check by auditors, port state control or flagstate was negative.

Preparing the engine: When the engine is prepared for going to sea or for entering a port, this has to be documented in the respective logbooks. For this purpose you have received a special checklist from our technical department, which has to be used.

Voyage planning: This item has become much better, but still there are from time to time some problems. For this reason Mr. _____ distributed further detailed instructions to all vessels and you are kindly requested to act according to these instructions. **Don't forget the documentation !**

Compass Error Log Book: All vessels have to keep and maintain a Compass Error Log Book. Compass error should be checked each watch.

Resttimes: Resttimes have to be prepared for all crewmembers on board, not only watchkeepers, according to ILO-convention 180. Resttimes must match with records of working hours, the watch plan, logbook entries and the respective replies of the crew to the auditors / inspectors.

Watchplan: Watchplans should be prepared and up to date for the deck and the engine department.

Lookout: Please keep in mind, that there has to be a lookout during hours of darkness on the bridge. This is also compulsory during bad visibility, difficult navigational areas, high traffic density and during river passages and/or entering/leaving ports.

Familiarisation: Familiarisations have to be done more properly, as we had to realize, that crewmembers were not familiar with the vessel's safety equipment. Especially with the CO₂ release stations for cargo holds, engine room and galley. Even Chief Officers were not able to show how to release and they are mainly the trainers. Also the use of breathing apparatuses, EEBDs, IMDG-equipment (incl. IMDG-Code) and gas detectors seem to be very difficult, i.e. the check before using this equipment. Please read the manuals and make special trainings.

Extracts from MGN 315 (M)

Extracts from MGN 315 (M)

Section 2.6 Masters, owners and operators are reminded that the MCA considers it dangerous and irresponsible for the OOW to act as sole look-out during periods of darkness or restricted visibility.

Section 2.7 The factors to be considered before the dedicated bridge look-out can be dispensed with are detailed in paragraph 8.3. It is implicit in STCW 95 that at all times when a ship is underway a separate dedicated look-out must be kept in addition to the OOW.

Section 8.1 The ColRegs require that every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of risk of collision.

Section 8.3 In certain circumstances of clear daylight conditions the Master may consider that the OOW may be the sole look-out. On each occasion the Master should ensure that:

- *The prevailing situation has been carefully assessed and it has been established without a doubt that it is safe to do so;*
- *Full account has been taken of all the relevant factors including not limited to:*
 - *state of the weather*
 - *visibility*
 - *traffic density*
 - *proximity of dangers to navigation*
 - *the attention necessary when navigating in or near traffic separation schemes*
 - *design and layout of the bridge*
 - *arcs of visibility*
 - *radar equipment fitted and their limitations with respect to navigation*
 - *other duties that the officer may have to engage in and which could be a distraction from the keeping of a proper look-out such as:*
 - *operation of GMDSS and other communications equipment such as cell phones and email systems*
 - *navigational maintenance such as completion of logs and other record keeping and correction of charts and publications*
 - *routine testing and maintenance of bridge equipment*

In any event, an OOW acting as sole look-out should always be able to fully perform both the duties of a look-out and those of keeping a safe navigational watch. Assistance must be immediately available to be summoned to the bridge when any change in the situation so requires.

Section 9.1 The OOW should consider the look-out as an integral part of the Bridge Team and utilise the look-out to the fullest extent.

Company's standing order re use of Dead Man Alarm



Briese Schifffahrts GmbH & Co. KG · Postfach 1307 · 26763 Leer

Circular Letter N 34

to: all Captains

*Ihr Zeichen
Your Ref.*

*Ihr Schreiben vom
Your letter of*

*Unser Zeichen
Our Ref.*

*Datum
Date*

24.11.2000

Ref: Use of Dead Man Alarm

Dear Captains,

Due to a recent incident, grounding of one of our vessels, Captains are reminded that during sea watches the Dead Man Alarm has to be in use. This is a standing order from the company.

A neglect to this order will lead to a direct loss of employment.

A copy of this letter will also go to the Insurance Company.

Best regards

Briese Schifffahrts GmbH & Co. KG

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BLZ 285 900 75
Euro Konto Nr. 3951 900
USD Konto Nr. 3951 909*

*Sitz: Leer
Amtsgericht Leer, HRA 3205
p.h.G.: Briese Schifffahrts Verwaltungs GmbH
Sitz: Leer, Amtsgericht Leer, HRB 938
Geschäftsführer: R. Briese*



Minimum Safe Manning certificate



MINIMUM SAFE MANNING CERTIFICATE

Issued under the provisions of regulation V/14.2 of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA
(SOLAS 1974 as amended)
under the authority of the Government of
ANTIGUA AND BARBUDA

Name of ship	ANTARI	Call sign	V 2 F U	IMO number	9171084
Port of registry	St. John's	Gross tonnage	2446 GT	Main propulsion power [KW]	1500
Type of ship	Cargo Ship	Grade of periodically unattended machinery space	AUT		
Trading area	restricted international voyages	GMDSS sea area	A1+A2+A3		

The ship named in this document is considered to be safely manned if, when she proceeds to sea, she carries not less than the number and grades/capacities of personnel specified in the tables below.

Grade/capacity	Number of persons	Certificate (STCW 95 – regulation)	
Master	1	Reg. II/2	Reg. IV/2
Chief Mate	1	Reg. II/2	Reg. IV/2
Deck Officer	-	Reg. II/1	Reg. IV/2
Chief Engineer Officer	1	Reg. III/3	
Second Engineer Officer	-	Reg. III/3	
Engineer Officer	-	Reg. III/1	
Rating forming part of a navigational watch	2	Reg. II/4	
Rating Deck	1		
Rating forming part of an engineering watch	-	Reg. III/4	
Rating Engine	-		
Cook	-		
Total number	6		

Special requirements or conditions, if any:

1. This certificate is automatically cancelled upon expiration, withdrawal or suspension of the AUT notation.
2. Watchkeeping shall be arranged at the discretion of the master but shall never be of lesser standards than those prescribed by the STCW Convention and IMO Resolution A.890(21).
3. The grades and numbers of personnel listed above reflect the minimum number of persons necessary for the safety of navigation and operation. Additional personnel as may be considered necessary for cargo handling and control, maintenance or watchkeeping and as needed for required rest periods, are the responsibility of the owner and the master.

Issued on 18 January 2008 at Oldenburg

Date of expiry 17 January 2010

(Signature of issuing officer) Seal of the A



signed for and on behalf of
The Government of Antigua and Barbuda

Annex C of MSN 1767 (M)

GUIDANCE ON APPROPRIATE MANNING LEVELS - DECK OFFICERS

Trading Area	Size of Ship (gt)	Number of Officers to be carried - STCW 95 Regulation			
		Reg II/2-Master	Reg II/2-Ch.Mate	Reg II/1-OOW	Reg II/3-OOW
Unlimited	3000 or more	1	1	2	-
Unlimited	500 or more but less than 3000	1	1	1	-
Unlimited	less than 500	1	-	2(a)	-
Near-coastal	3000 or more	1	1	1	-
Near-coastal	500 or more but less than 3000	1	1	1(b)	-
Near-coastal	Less than 500	-	-	-	2(c)

Key:

- (a) may be 1 if the master keeps watch;
- (b) need not be carried if the master keeps watch;
- (c) one of these II/3 certificates must have an endorsement for the capacity of master.