



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING
नौवहन महानिदेशालय / DIRECTORATE GENERAL OF SHIPPING
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No: MSL-1(2)/95-III

Date: 10th April, 2012

To

The Principal Officer, Mercantile Marine Department,
Mumbai / Kolkata / Chennai / Kandla / Kochi

The Surveyor-In-Charge, Mercantile Marine Department,
Port Blair / Visakhapatnam / Tuticorin / Jamnagar / Goa/
Mangalore / Haldia / Paradip / Noida.

**Subject: Issuance of Safe Manning Documents on the Engineering side:
Modifications reg.**

Sir,

I am directed to invite a reference to this office letter of even number dated 27.12.2007 circulating the guidelines on Minimum Safe Manning Scale for different categories of ships.

The completion of the Structured Shipboard Training Programme (SSTP) mandatory sea time is crucial for any trainee seafarer for obtaining his/her Certificate of Competency (CoC) and subsequent employment as a seafarer.

After opening up the merchant navy training programmes to the private sector, all the Training Institute were expected to ensure that the trainees passing out from their Institutes are provided mandatory sea time for becoming eligible to appear for the entry level CoC examination.

It has hitherto been noticed that there is a considerable backlog of trainees who have been unable to appear for the entry level of the CoC examination and pursue a career in the Merchant Navy principally for non-availability of adequate shipboard training-slots, as required for acquiring the sea-time for the SSTP. The situation has remained critical, notwithstanding the clear stipulations in the DG Circular on 1 of 2007 dated 01.03.2007 and 1/2008 dated 24.03.2008.

It is, therefore, necessary to reassess new approvals for any fresh intake, or increase in existing intake in respect of the concerned pre-sea courses. Such measures should facilitate the calibration of the future intake with the cyclic nature of the Industry and the consequent fluctuation in the seafaring manpower absorption capacity of the Industry.

In order to facilitate the Graduate Marine Engineers to undergo their mandatory sea service, after completing their pre-sea training, necessary changes have been made in the Safe Manning Document as endorsed, which shall be reviewed periodically.

Notwithstanding the changes in the mandatory requirement of the minimum safe manning, companies are to ensure that safe watch keeping is not compromised with.

This supersedes the earlier safe manning guidelines issued by this office letter of even number dated 27.12.2007. However letter of even number dated 10.02.2012 prescribing safe manning on the engineering side for Harbour Operation (India and Abroad) remains in force.

This issues with the approval of Director General of Shipping and ex officio Addl. Secretary to the Govt. of India.

Yours faithfully,

sd/-

(Ash Mohomad)

Asstt. Director General of Shipping

Encl: As above

Copy alongwith a copy of enclosure forwarded to:-

- | | | | | |
|---|-----------|----------------------|---------------|--------------|
| (1) NA | (2) CS | (3) CSS | (4) Dy.NA (S) | (5) DDG-Crew |
| (6) Indian National Shipping Association (INSA) | (7) ICCSA | (8) SCI Ltd., Mumbai | | |
| (9) Computer Cell for necessary action | | | | |

Copy for information to: - 1) Sr. PS to DG 2) Sr. PS to Jt DG

Copy to DY.CS (M) (refer noting dated 10-4-2012 on file No.ENG/SMS-65(1)/2006-Pt)

(Ash Mohomad)

Asstt. Director General of Shipping

Harbour* Operations (India and Abroad)

Type of Ship / Propulsion Power of Vessel (In Kw.)	Type of Manning Required.	No. of Manning
E – 20 Propulsion Power Between 3000 Kw to 6000 Kw	1) MEO CL II/ MEO CL III (NCV – CEO) having OSV endorsement 2) MEO CL III (NCV – SEO) / MEO CL IV) NCV with Two years experience 3) Rating Forming Part of E/R Watch 4) Rating	1 1 1 1
E – 21 Vessels having Propulsion Power of 1500 Kilowatts and above up to 3000 Kilowatts.	1) MEO CL III (NCV – Second Engineer Officer) with One year experience 2) MEO CL IV (NCV)/S.G.E.D. with One year experience / 1 st Class Engine Driver (IV) with Two Years experience 3) Rating Forming Part of E/R Watch 4) Rating	1 1 1 1
E – 22 Vessels having Propulsion Power of 750 Kilowatts and above up to 1500 Kilowatts	1) MEO Class IV (NCV) 2) S.G.E.D./1 st Class Engine Driver (IV) / 2 nd Class Engine Driver (IV) with Two years experience 3) Rating	1 1 1
E – 23 Vessels having Propulsion Power of 350 Kilowatts and above up to 750 Kilowatts	1) MEO Class IV (NCV) / S.G.E.D. / 1 st Class Engine Driver (IV) with One year experience 2) Rating	1 2
E – 24 Vessels having propulsion Power of below 350 Kilowatts.	1) 1 st Class Engine Driver (IV)/2 nd Class Engine Driver (IV) with Two years experience 2) Rating	1 2

* Harbour operations in India would mean plying within harbour limits & partially smooth water (including River Hooghly) with occasional operation within six nautical miles of port jurisdiction (including of Kolkata Port Jurisdiction in Sand heads area in fair weather). For harbour operation in ports abroad, all local regulations/guidelines need be adhered to, in addition to NCV stipulations as per STCW 78, as amended. Further the ship shall have additional manning if any prescribed by the local marine administration.

Minimum Safe Manning On Engineering Side

International Voyages

Type of Ship /Propulsion Power of Vessel (In Kw)	Type of Manning Required	No. of Manning
E - 1 Vessels having Propulsion Power of 3000 Kilowatts and above on International Voyages	1) Marine Engineer Officer Class I 2) Marine Engineer Officer Class II 3) Marine Engineer Officer Class IV* or Marine Engineer Officer Class IV and Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course 4) Rating Forming Part of Engineering Watch (* When the vessels is assigned UMS Notation and plying so, then only one Marine Engineer Officer Class IV and Junior Engineer Officer after having completed GME pre-sea course and two Ratings Forming part of engineering watch will be required)	1 1 2 3 *
E - 2 Vessels having Propulsion Power of 350 Kilowatts and above up to 3000 Kilowatts on International Voyages Only for Tankers	1) Marine Engineer Officer Class I 2) Marine Engineer Officer Class II 3) Marine Engineer Officer Class IV* or Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course 3) Rating Forming Part of Engineering Watch + Rating (* When the vessel is assigned UMS Notation and plying so, then Marine Engineer Officer Class IV will not be required however Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course is required and one Rating Forming part of engineering watch will be required)	1 1 1 1 + 2 *
E - 3 * Vessels having propulsion power of 350 KW and above up to 3000 KW on International Voyages *For vessels other than tankers	1) Marine Engineer Officer Class I 2) Marine Engineer Officer Class II 3) Marine Engineer Officer Class IV* or Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course 4) Rating forming part of Engineering Watch + Rating (* Excluding tankers) (* When the vessel is assigned UMS Notation and plying so, then Marine Engineer Officer Class IV will not be required however Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course is required and one Rating Forming part of engineering watch will be required)	1 1 1 * 1 + 2 *

NCV Area

Type of Ship / Propulsion Power of Vessel (In Kw.)	Type of Manning Required	No. of Manning
E – 4 Vessels having Propulsion Power of 80006000 Kilowatts and above on NCV Area	1) Marine Engineer Officer Class I 2) Marine Engineer Officer Class II 3) Marine Engineer Officer Class IV* or Marine Engineer Officer Class IV and Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course 4) Rating Forming Part of Engineering Watch + Rating (* When the vessel is assigned UMS Notation and plying so, then only one Marine Engineer Officer Class IV and Junior Engineer Officer after having completed GME pre-sea course and two Rating Forming part of engineering watch will be required)	1 1 2 1 + 2 *
E – 5 Vessels having Propulsion Power of 3000 Kilowatts and up to 80006000 Kilowatts on NCV Area	1) Marine Engineer Officer Class I / MEO Class II with Two years experience. 2) Marine Engineer Officer Class II 3) Marine Engineer Officer Class IV* or Marine Engineer Officer Class IV and Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course 4) Rating Forming Part of Engineering Watch + Rating (* When the vessel is assigned UMS Notation and plying so, then only one Marine Engineer Officer Class IV and Junior Engineer Officer having completed GME pre-sea course and two Rating Forming part of engineering watch will be required)	1 1 2 1 + 2 *
E – 6 Vessels having Propulsion Power of 1500 Kilowatts and above up to 3000 Kilowatts on NCV Area	1) Marine Engineer Officer Class II/ Marine Engineer Officer Class III (NCV – Chief Engineer)/ Marine Engineer Officer Class III (NCV – 2nd Engineer) with Two years experience 2) Marine Engineer Officer Class III (NCV – Second Engineer) 3) Marine Engineer Officer Class IV (NCV) or Junior Engineer Officer after having completed GME pre-sea course 4) Rating Forming Part of Engineering Watch + Rating	1 1 1 1 + 1

Type of Ship / Propulsion Power of Vessel (In Kw.)	Type of Manning Required	No. of Manning
E - 7 Vessels having Propulsion Power of 750 Kilowatts and above up to 1500 Kilowatts on NCV Area	1) Marine Engineer Officer Class II/ Marine Engineer Officer Class III (NCV – Chief Engineer)/ Marine Engineer Officer Class III (NCV – 2nd Engineer) with One Year experience.	1
	2) Marine Engineer Officer Class III (NCV – Second Engineer)/	1
	3) Marine Engineer Officer Class IV (NCV) or <i>Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course</i>	1
	4) Rating	1
E - 8 Vessels having Propulsion Power of 350 Kilowatts and above up to 750 Kilowatts on NCV Area	1) Marine Engineer Officer Class III (NCV – Chief Engineer)/ Marine Engineer Officer Class III (NCV – 2 nd Engineer) with six months experience.	1
	2) Marine Engineer Officer Class IV (NCV)	1
	3) Rating	2
E-9 Vessels having Propulsion Power of below 350 Kilowatts on NCV Area	1) Marine Engineer Officer Class III NCV - 2 nd Engineer	1
	2) Marine Engineer Officer Class IV NCV	1
	3) Rating	1

Indian Coast and A&N

Type of Ship / Propulsion Power of Vessel (In Kw.)	Type of Manning Required	No. of Manning
E- 10 Vessels having Propulsion Power of 80006000 Kilowatts and above on Indian Coast	1) Marine Engineer Officer Class I 2) Marine Engineer Officer Class II 3) Marine Engineer Officer Class IV or <i>Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course</i> 4) Rating Forming Part of Engineering Watch	1 1 1 1 + 1
E - 11 Vessels having Propulsion Power of 3000 Kilowatts and above up to 80006000 Kilowatts on Indian Coast (for Voyage <24 hours)	1) Marine Engineer Officer Class I 2) Marine Engineer Officer Class IV and Junior Engineer Officer after having completed GME pre-sea course 2) Rating Forming Part of Engineering Watch + Rating (* Additional One Class IV to be provided for Voyage >24 hours)	1 1 * 1 + 1
E - 12 Vessels having Propulsion Power of 1500 Kilowatts and above up to 3000 Kilowatts on Indian Coast or A & N waters	1) Marine Engineer Officer Class II/ Marine Engineer Officer Class III (NCV - Chief Engineer) / Marine Engineer Officer Class III (NCV - 2nd Engineer) with One year experience (Candidates are required to appear for oral examination if required to sail on passenger ships. Examiners to take orals for dispensation at ports not declared as examination centre such as Port Blair and fax results to DGS for issue of dispensation. Company is required to pay the fee as per DGS Circular) 2) Marine Engineer Officer Class III (NCV - Second Engineer)/ Marine Engineer Officer Class IV (NCV) with One year experience 3) Marine Engineer Officer Class IV Part A (NCV) or <i>Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course</i> 4) Rating (* Where 10 degree channel is crossed, manning would require additional Engineer to be Class IV (NCV) and one more rating forming part of engine room)	1 1 1* 1*

OSV / Support Vessel / Multipurpose Vessel : On Offshore Oil Field

Type of Ship / Propulsion Power of Vessel (In Kw.)	Type of Manning Required	No. of Manning
E – 16 Multi Purpose Support Vessels / OSV Operating on Indian Off Shore Oil Fields with Propulsion Power greater than 80006000-KW	1) Marine Engineer Officer Class I 2) Marine Engineer Officer Class II / Class IV with Two years Experience and Junior Engineer Officer after having completed GME pre-sea course 3) Rating Forming Part of Engineering Watch + Rating <i>(* Additional one Marine Engineer Officer Class IV and one rating to be provided when steaming more than twenty four consecutive hours or when operating in foreign offshore oil fields except during critical operations such as towing / diving etc.)</i>	1 1 * 1 + 1 *
E – 17 Multi Purpose Support Vessels / OSV Operating on Indian Off Shore Oil Fields with Propulsion Power above 3000 KW and up to 80006000 KW	1) Marine Engineer Officer Class I 2) Marine Engineer Officer Class II / Class IV with Two years Experience and Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course 3) Rating Forming Part of Engineering Watch + Rating <i>(* Additional one Marine Engineer Officer Class IV and one rating to be provided when steaming more than twenty four consecutive hours or when operating in foreign offshore oil fields except during critical operations such as towing / diving etc.)</i>	1 1 * 1 + 1 *
E – 18 Off Shore Supply Vessels Operating on Indian Oil Fields with propulsion power greater than 750 KW but less than 3000 KW	1) Marine Engineer Officer Class II/ Marine Engineer Officer Class III (NCV - Chief Engineer Officer)/ Marine Engineer Officer Class III (NCV - Second Engineer Officer) with One year experience 2) Marine Engineer Officer Class IV / Marine Engineer Officer Class III or (NCV- Second Engineer Officer) or Marine Engineer Officer Class IV (NCV) with Two years experience and Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course. 3) Rating <i>(* Additional one Marine Engineer Officer Class IV and one rating to be provided when steaming more than twenty four consecutive hours or when operating in foreign offshore oil fields except during critical operations such as towing / diving etc.)</i>	1 1* 2*

Type of Ship / Propulsion Power of Vessel (In Kw.)	Type of Manning Required	No. of Manning
E -19 Offshore supply vessels operating on Offshore Oil Fields with Propulsion Power greater than 750 KW but less than 3000 KW and Tugs employed in harbour and coastal waters in foreign ports	1) Marine Engineer Officer Class I (M)/ Marine Engineer Officer Class II (M) with Two years experience	1
	2) Marine Engineer Officer Class IV (M) or <i>Junior Engineer Officer having 3 months sea service after having completed GME pre-sea course</i>	1
	3) Rating Forming Part of Engineering Watch + Rating	1
	<i>(Additional one Marine Engineer Officer Class II or MEO Class IV with two years experience and one rating to be provided when steaming more than twenty four consecutive hours)</i>	

Fishing Vessels and Dredgers

Type of Ship / Propulsion Power of Vessel (In Kw.)	Type of Manning Required	No. of Manning
EF – 1 Fishing Vessels having a Propulsion Power of 750 KW and above	1) Engineer of Fishing Vessel 2) Engine Driver of Fishing Vessel 3) Rating / Engine Hands	1 1 3
EF – 2 Fishing Vessels having a Propulsion Power of 350 KW to 750 KW	1) Engineer of Fishing Vessel 2) Rating / Engine Hands	1 3
EF – 3 Fishing Vessels having a Propulsion Power of less than 350 KW	1) Fishing Vessels Engine Driver 2) Rating / Engine Hands	1 1
ED – 4 Dredger having Propulsion Power of 3000 Kilowatt and above (During sailing and dredging)	1) Dredge Engineer Grade I / MEO Class I 2) Dredge Engineer Grade II / MEO Class II 3) MEO Class IV or MEO Class III (NCV- Second Engineer Officer) and Junior Engineer Officer after having completed GME pre-sea course 4) Rating Forming Part of Engineering Watch + Rating	1 1 2 1 + 1
ED – 5 Dredgers having propulsion power less than 3000 KW (During sailing and dredging)	1) Dredge Engineer Grade II / MEO Class II / MEO Class III (NCV- Chief Engineer Officer) 2) MEO Class IV or MEO Class III (NCV- Second Engineer Officer) and Junior Engineer Officer after having completed GME pre-sea course 3) MEO Class IV (NCV) 4) Rating Forming Part of Engineering Watch + Rating	1 2 1 1+1