



MSN 030

REVISED April 2011

DEPARTMENT OF ECONOMIC DEVELOPMENT

SAFE MANNING DOCUMENT AND CERTIFICATION & TRAINING REQUIREMENTS FOR SEAFARERS ON ISLE OF MAN REGISTERED VESSELS

To advise operators of Isle of Man registered vessels of the Ship Registry's policy on certification and training required for seafarers on Isle of Man registered vessels, and introducing the Safe Manning Document and revised Endorsement Certificates.

Documents referred to in this notice:

Merchant Shipping (Manning and Training) Regulations 1996 (SD 723/96);
International Maritime Organisation Resolution A.890(21) & A.955(23);
International Convention on Standards of Training, Certification & Watch-keeping for Seafarers 1978 as amended in 1995 (STCW Convention);
Seafarers' Training, Certification and Watchkeeping Code (STCW Code).

Most regulations and notices are available on the Isle of Man Government web site: www.iomshipregistry.com or by contacting marine.survey@gov.im

1 INTRODUCTION

This shipping notice states the Ship Registry's policy on certification & training of seafarers on Isle of Man registered vessels introduces the new version of the Safe Manning Document and outlines the procedures for obtaining officers' Isle of Man endorsements. Watch rating certificates for crew members are also explained.

2 SAFE MANNING DOCUMENT

2.1 The Safe Manning Document is a statement of the minimum manning requirement for the vessel and places a duty on both the Company and the Master to ensure that a Safe Manning Document is on board when the vessel sails and to ensure that the manning on board is in accordance with this document. The manning levels specified in the Safe Manning Document will be those which are considered to meet the requirements of the International Maritime Organisation guidelines on the Principles of Safe Manning set out in Resolution A.890(21) and A.955(23).

The format of the new Safe Manning Document is based on the model form Safe Manning Document issued in the Appendix of IMO Resolution A.890(21). This new document will be issued to all newly registered vessels, and will be re-issued to replace the Safe Manning Certificate on existing vessels at the next International Safety Management renewal audit. There are several changes to this document, namely:-

- A statement that the vessel will operate with a Periodically Unattended Machinery Spaces, commonly referred to as UMS;
- Changes to the description of Trading Areas;

- The STCW defined certification for Officers and Crew members is now stated on the document;
- Category 1 & 2 Deck Ratings are now referred to as Ratings forming part of a Navigation Watch or Other Deck Rating;
- Category 1 & 2 Engine Ratings are now referred to as Ratings forming part of an Engineering Watch or Other Engine room Rating; and
- The document is valid for 5 years and will be harmonised with the vessel's Safety Management Certificate.

Vessels which presently have a Safe Manning Certificate Form C-6(12) will also be issued with a Safe Manning Document and the C-6(12) will be withdrawn.

The C-6(12) certificate allowed a reduction of one person in specific departments under exceptional circumstances. The new Safe Manning Document does not have this statement and guidance contained in section 2.1.2 should be referred to if the vessel requests permission to sail with less personnel than stated on the Safe Manning Document.

2.1.2 Exceptional Circumstances

In the event where a member of the crew who is required to be carried by the Safe Manning Document is incapacitated through accident or illness or is unable to sail on the ship due to disciplinary action or any other unforeseen circumstance, there is the provision that the vessel may sail without that crew member for a maximum period of 21 days. Whenever this circumstance arises, the Ship Registry should be contacted and an assessment will be made of the vessels manning levels, permission may be given at the department's discretion for the vessel to sail for up to 21 days.

2.2 Unattended Machinery Spaces (UMS)

The new Safe Manning Document states if the vessel is operating in UMS mode or with a manned engine room. To operate in UMS mode, the vessel will have to be classed for periodically unmanned engine room operation in accordance with the vessel's Classification Society requirements. A vessel operating in UMS mode will require less engine room personnel than a permanently manned engine room. Therefore in the event of a failure of the UMS system, the Ship Registry has to be advised in order for the engine room manning levels to be re-assessed. Following the assessment, there may be a requirement for additional engine room personnel and a short term Safe Manning Document will be issued reflecting this increase in personnel. This will state the vessel is operating with a manned engine room.

2.3 Trading Areas

Most Safe Manning Documents will be issued with only one trading area "Unlimited". However there is the possibility of defining a "Limited Operational Area", to cater for vessels which may be confined in their operations to a limited geographical area. The vessel's voyages will be limited in distance from a safe port, within which back up services are available. The Ship Registry may consider a different safe manning level taking into account the nature of the vessel's voyages in that area.

A vessel which operates part of the time within a Limited Operational Area and part of the time on more extensive voyages may elect to have two Safe Manning Documents, one applicable to the limited area and one applicable to unlimited trading. Similarly passenger ships which have the capability to operate in more than one mode will generally have a separate Safe Manning Document for each mode.

2.4 GMDSS

Every person in charge of or performing radio duties on a ship which operates with a GMDSS radio system shall hold an appropriate certificate related to GMDSS.

- a) On ships with a Cargo Ship Safety Radio Certificate or a Passenger Ship Safety Certificate valid for operations in the A1 region only, at least a valid GMDSS restricted operator's certificate is required to be provided.
- b) On ships with a Cargo Ship Safety Radio certificate or a Passenger Ship Safety Certificate valid for operations in areas A1+A2, A1+A2+A3, and A1+A2+A3+A4 a valid GMDSS general operator's certificate is required to be provided.

2.4.1 Radio personnel – minimum number to be carried.

Vessels 300 gt and over which operate with a GMDSS radio system shall carry at least one person qualified as stated in section 2.4. If only one person on the vessel is qualified this shall not be the Master.

2.5 New Isle of Man Vessels – Application for a Safe Manning Document

The Ship Registry can be contacted at marine.survey@gov.im for any enquires regarding registering a vessel. An application for a Safe Manning Document will be issued which should be returned with a table of shipboard working arrangements so that the hours of rest for the officers and crew can be assessed.

The safe manning application form can be found on the IOM Ship Registry's website.

3 GRADE / CAPACITY (MASTERS AND OFFICERS)

3.1 Masters and Officers

The Ship Registry accepts UK certificates of competency for service on Isle of Man registered vessels as long as they have a clearly stated STCW endorsement that is within the endorsement's expiry date. The holder may sail in the capacity stated on the STCW endorsement.

Masters, Chief Engineers and Watchkeeping Officers not holding a UK certificate of competency but issued with a certificate of competency by a country recognised by the Ship Registry are required to apply for an Isle of Man Endorsement. This is required by Regulation I/10 of the STCW 95 Convention and the original endorsement must be present on board the vessel to accompany the original version of the national certificate of competency.

To provide some flexibility and allow for endorsement applications to be forwarded to this Administration, provision has been made for an officer to be accepted on board for a maximum period of 30 days without an endorsement. This is provided that the initial application has been made to the Ship Registry and the Ship Registry is aware of the applicant's name and certificate details. The Ship Registry will issue a letter confirming request for application (CRA) has been made. The CRA must be available on board as proof to any third party that the endorsement application is being processed. An example of a CRA issued by the Ship Registry is attached at Annex A.

3.2 Recognised Countries

As required by regulation I/10 of the STCW Convention, the Isle of Man has undertakings in place with a number of countries, recognising that Certificates of Competency from any of these countries can be accepted for the issue of an Isle of Man Endorsement.

The list of Recognised Countries can be found on the IOM Ship Registry's website.

3.3 Application for an Isle of Man Endorsement

Applications are accepted from the owners or managers of the ship and should normally be forwarded through their Isle of Man representative person. Applications from owners, managers, manning agents and individual seafarers may be accepted directly to this office with prior agreement and each application must be accompanied by full payment otherwise they will not be processed.

An application should be made on the application form available on the IOM Ship Registry's website, either hard copy or electronic applications will be accepted.

All application forms must be accompanied by:-

- A **clear** and **legible** photocopy of the officer's **valid** Certificate of Competency;
- A **clear** and **legible** photocopy of a **valid** STCW endorsement to the Certificate of Competency;
- A **valid** medical certificate;
- A **clear** and **legible** photocopy of the officer's **valid** GMDSS certificate where appropriate and where the competence in the GMDSS is not included in the Certificate of Competency;
- **Clear, legible** and **valid** copies of the officer's certificates relating to dangerous goods – Oil, Gas, Chemicals as appropriate, where the dangerous goods endorsement is not included in the Certificate of Competency;
- Two **passport sized** and **quality** colour photographs, one must be attached to the application form in the box provided, the other attached to a blank sheet of paper not bounded by a box or any other enclosure; and
- Two **clear signatures** from the applying officer that can be incorporated into the final endorsement document, one to be signed within the boundaries of the box on the application form. The second clear example is to be submitted on a separate white piece of paper not bounded by a box or any other enclosure.

Electronic applications will be accepted by prior agreement, these must be submitted by e-mail and contain the same information as required for a normal application. These pages must be scanned at high resolution (400 dpi or greater) and must be in the same format as a hard copy application.

The Ship Registry checks both the quality and the validity of documents submitted, each application, if acceptable, will be acknowledged by return with a document confirming a request for an application has been made. (See above) However, if an application is of poor quality or incomplete no documentation will be issued until an acceptable application is received.

If the officer is deemed suitable an endorsement certificate is issued as soon as possible (often within a few days of receipt of the application).

It should be noted that the Ship Registry does not issue GMDSS Endorsements.

3.4 Form of Endorsement

The Ship Registry has for a number of years issued Endorsements as a laminated A4 style document, similar to that attached at Annex B.

With the introduction of a new system for the recording and processing of applications, the Ship Registry has taken the opportunity to introduce a revision to the document issued to seafarers.

It has become apparent that the A4 format is not conducive to being carried around the world, therefore after looking at various options the Ship Registry has taken the decision to introduce a smaller version.

The new document will be in A5 format and will comply fully with the model certificate as outlined under the convention. An example of both sides of the Endorsement is given at Annex C for information.

The revised endorsement will be contained within a plastic wallet and should be kept in this wallet for protection. Upon receipt of the endorsement the holder must ensure that he signs the front of the Endorsement before placing the endorsement in the wallet.

The Endorsement should, when completed, contain three signatures, two original and one printed version of the holder's signature and one of the issuing Officer. An embossed logo will be stamped over the printed signature in all cases.

All existing A4 style Endorsement documents will remain valid until their expiry date.

3.5 Engineers on Vessels of less than 750kW propulsion power

The Ship Registry may stipulate on a case by case basis, that a Chief Engineer qualified to STCW III/I is carried on board vessels with propulsion power of less than 750kW.

If the vessel's propulsion power is less than 350kW an Engineer may not be required, however one of the senior officers will be required to be fully familiar with the operation of the main engine and auxiliary systems.

4 GRADE / CAPACITY (CREW)

4.1 Watch Keeping Ratings

The Safe Manning Document states the minimum number of ratings forming part of a Navigation Watch or part of an Engineering Watch required on the ship. Ratings should be certificated to the applicable STCW Regulation II/4 or III/4. The applicant will also have to fulfil the requirements of either Category 1 or Category 2 Deck / Engine room rating as defined in Merchant Shipping (Manning & Training) Regulations 1996 (SD 723/96).

- 1 *Category 1 Deck Rating / Engine Room Rating*
 - Reached the age of 20 years;
 - Acquired at least 24 months sea service in either the deck department or the engine department as appropriate; and
 - Undertaken the training as specified in Section 6.10 of this Shipping Notice
- 2 *Category 2 Deck Rating / Engine Room Rating*
 - Reached the age of 18 years;
 - Acquired at least 12 months sea service in either the deck department or the engine department as appropriate; and
 - Undertaken the training as specified in Section 6.10 of this Shipping Notice

4.2 Provisional Watch Rating Certificates

In the case of ratings who do not hold a valid STCW Deck or Engine Room Watch Rating Certificate, but can demonstrate the required competence in line with the competencies set out in the Convention in regulations II/4 & III/4. It is possible for the ship's Master or Chief Engineer to make the assessment of competence and issue a Provisional Isle of Man Watch Rating Certificate. This document will be valid for not more than 3 months from the date of issue. The application form for this document is available on the IOM Ship Registry's website.

Once a provisional certificate has been issued a copy of it can be sent to the Isle of Man Ship Registry along with the following supporting documentation:-

- **Clear** copies of the certification relating to the training specified in Section 6.10 of this Shipping Notice;
- Proof of the ratings sea service (minimum of 6 months); and
- Proof of the rating's identity and age.
- A **clear** signature of the rating

If the applicant is deemed suitable the Ship Registry will issue a full term Watch Rating Certificate for service on an Isle of Man registered vessels. The Watch Rating certificate will be similar to the STCW endorsement, but will only be printed on one side.

4.3 Other Deck / Engine Rating

The safe manning document also states the minimum requirement for Other Deck / Engine ratings. These rating could be qualified to Category 1, Category 2 or Trainee Deck / Engine Room Rating standards but are not required to hold a watch rating certificate.

4.4 General Purpose Ratings

General Purpose ratings should comply with the following:-

- Reached the age of 18;
- Acquired at least 18 months of sea service of which not less than 6 months shall have been in the deck department and not less than 6 months shall have been in the engine department;
- Undertaken the training as specified in Section 6.10 of this Shipping Notice; and
- Been issued with both a Navigation Watch Rating certificate and an Engine Room Watch rating certificate.

4.5 Trainee ratings

A trainee rating can be employed in either the deck department or the engine room department and will have received the basic training specified in Section 6.10 but does not qualify as a Category 1, Category 2, or General Purpose Rating.

5 OTHER PERSONNEL

5.1 Doctors

There is a requirement for a doctor to be carried whenever there are 100 or more persons on board a vessel which is on voyages of more than 3 days duration or on voyages where the ship is more than 36 hours at operational speed from a safe port.

5.2 Cook

A qualified cook is required on every ship which carries more than 6 persons on voyages of more than 3 days, during which time the ship is more than 36 hours at operation speed from a safe port. A cook is considered qualified if he holds a certificate of competency as ship's cook issued by the UK, or if he has been trained at a training course for cooks elsewhere and holds an appropriate certificate or if he has had suitable experience amounting to at least two years on board ship, or in a commercial catering environment.

6 ADDITIONAL QUALIFICATIONS AND TRAINING

6.1 Familiarisation Training

Every person sailing on an Isle of Man ship except passengers must receive "Familiarisation Training" on first joining the ship and before taking up their duties. This training applies to all persons including wives, supernumerary personnel and contractors. However it will be in order for the master to exercise discretion in the topics which may be excluded in the case of wives, supernumeraries and contractors based on the extent to which they are involved in work areas in the ship. This training will be conducted generally by the ship's Safety Officer although it will be for each operator to determine the system to be used in each ship. The extent of familiarisation training is to ensure that each person is competent to:-

- 1 Communicate with other persons on board on elementary safety matters;
- 2 Understand safety information symbols, signs and alarm signals;
- 3 Understand the action to take in the event of a person falling overboard, fire or smoke being detected, a person being overcome in an enclosed space, or a fire or abandon ship alarm being sounded;
- 4 Identify muster and embarkation stations and emergency escape routes;
- 5 Locate and don lifejackets;
- 6 Initiate alarms and use portable fire extinguishers;
- 7 Understand the ship's arrangements for permits to work and other working systems designed to ensure safe working practices;
- 8 Understand the rules applicable in that ship with regard to the entry into enclosed spaces;
- 9 Take appropriate immediate action on encountering an accident or other medical emergency before seeking further medical assistance on board; and
- 10 Operate any fire or watertight doors (other than hull openings) fitted in the particular ship.

6.2 Familiarisation Training on Ro-Ro Passenger ships.

Personnel on Ro-Ro Passenger ships are required to undergo additional items of familiarisation training. This applies to the master, officers and other crew members with the following duties:-

- Specific duties related to the operation of closing appliances for hull openings;
- The maintenance of stability;
- The maintenance of special equipment including but not limited to hull doors, ramps and scupper arrangements;
- The control of loading and cargo security; and
- The control of areas designated for the stowage of dangerous cargoes and the control of emergency parties with responsibilities for the control and removal of water from the ship in an emergency.

The additional training required is specified in section A-V/2 paragraph 2 of the STCW Code and includes:-

- 1 Design and operational limitations;
- 2 Procedures for opening, closing and securing hull openings;
- 3 Legislation, codes and agreements affecting ro-ro passenger ships;
- 4 Stability and stress requirements and limitations;
- 5 Procedures for the maintenance of special equipment on ro-ro passenger ships;
- 6 Loading and cargo securing manuals and calculators;
- 7 Dangerous cargo areas; and
- 8 Emergency procedures

6.3 Familiarisation Training on Passenger Ships other than Ro-Ro passenger ships.

The Master, Officers, Ratings and other personnel assigned specific duties and responsibilities on Passenger Ships other than Ro-Ro Passenger ships are required to undergo the following additional item of familiarisation training as specified in section A-V/3 paragraph 2.

- 1 Design and operational limitations

6.4 Approval of Familiarisation Training.

All familiarisation training systems have to be approved by the Ship Registry. All existing vessels should have approved systems on board. For ships new to the Registry the company should forward a brief description of the system for approval, and, once approved, a letter to that effect will be issued to the company for forwarding to their vessels. This will fulfil the Convention requirement that "approved" familiarisation training is provided.

6.5 Tankers

Masters, Officers and Ratings on tankers are to comply with the requirements and qualifications stated in Regulation V/1 of the STCW Convention.

The Master, Chief Mate, Chief Engineer and 2nd Engineer and any person with immediate responsibility for loading, discharging and care in transit or handling of cargo shall be additionally qualified to Regulation V/1 paragraph 2 of the STCW Convention.

6.6 Survival Craft & Rescue Boats (other than fast rescue boats)

Every member of the ship's crew who is designated in the ship's muster list for the following duties:-

- To command or be second in command of a survival craft;
- Who is designated to be in charge of launching a survival craft; or
- Who is designated to be a member of the operating crew of a Marine Escape System

Shall hold a certificate of proficiency in survival craft and rescue boats (other than fast rescue boats) issued after training in accordance with section A-VI/2 of the STCW Code which is approved by a party to the STCW Convention.

6.7 Advanced Fire fighting

All seafarers designated to control fire-fighting operations shall have successfully completed advanced training in techniques for fighting fire with particular emphasis

on organization, tactics and command. The training conducted shall be approved by a party to the STCW Convention in accordance with the provisions of section A-VI/3 of the STCW Code.

6.8 Medical Training

Every member of the crew who is designated to provide medical first aid on board shall hold a certificate in medical first aid issued after training in accordance with the standards specified in section A-VI/4 of the STCW Code and which is approved by a party to the STCW Convention.

6.9 Persons in charge of medical care

One person shall be nominated to take charge of medical care on board the vessel and that person shall have received medical training and have been issued with a certificate after training which is approved by a party to the STCW Convention who can attest to the level of competence specified in section A-VI/4(4) of the STCW Code.

6.10 Basic training required for all crew members

The STCW Convention requires that all Seafarers engaged in any capacity on board the ship on the business of the ship as part of the ship's complement with designated safety or pollution prevention duties in the operation of the ship shall, before being assigned to any shipboard duties, received appropriate approved basic training or instruction in:-

- 1 Personal survival techniques (STCW A-VI/1 2.1.1);
- 2 Fire prevention and fire fighting (STCW A-VI/1 2.1.2);
- 3 Elementary first aid (STCW A-VI/1 2.1.3); and
- 4 Personal safety and social responsibilities (STCW A-VI/1 2.1.4)

The Ship Registry considers this as applying to all persons stated on the safe manning document and includes catering staff, cadets and trainees. Supernumerary personnel, wives and contractors however are not required to have undertaken this training.

For Passenger Ships all crew including catering personnel with designated duties and who are listed as "additional personnel" on the Safe Manning Document, must receive this training, but other personnel such as entertainers and guest lecturers will not require it. However it is recommended that if these personnel are staying long term on the ship that they receive this basic training.

6.11 Additional training for Ro-Ro Passenger Ships & Passenger Ships other than Ro-Ro Passenger Ships

Additional training is required for personnel serving on Ro-Ro passenger ships. The additional training can be arranged on board by the ship's operator as long as the training has been approved by the Ship Registry. All approved systems shall be issued with a letter from the Ship Registry confirming that the training system has been approved and this letter can be retained on board as evidence of approval.

The additional Ro-Ro passenger ship training is in four elements;

- 1 Training in Crowd Management. (STCW A-V/2 para.1) This is required for the Master, Officers, and every other person specified in the muster list as being required to assist passengers in an emergency.

Note: STCW A/V2 para.2 is referred to in section 6.2 of this shipping notice.

- 2 Safety Training. (STCW A-V/2 para.3) This training is for personnel providing direct service to passengers in passenger spaces, and includes training in communication and demonstrating life saving appliances. (No revalidation is required).
- 3 Passenger Safety, Cargo Safety and Hull Integrity Training (STCW A-V/2 para.4) It is required by the Master, Chief Mate, Chief Engineer, Second Engineer, and any other crew members with immediate responsibility for, embarking and disembarking passengers, loading, discharging or securing cargo, or closing hull openings.
- 4 Training in Crisis Management and Human Behaviour (STCW A-V/2 para. 5) This training is required by the Master, Chief Mate, Chief Engineer, Second Engineer and any person having responsibility for the safety of passengers in emergency situations.

For all training in 1, 3, & 4 above the training is required to be accompanied by documentary evidence and is subject to a five yearly revalidation.

The additional training for Passenger Ships other than Ro-Ro Passenger Ships is in four elements;

- 1 Training in Crowd Management. (STCW A-V/3 para.1) This is required for the Master, Officers, Ratings and other personnel specified in the muster list as being required to assist passengers in an emergency.

Note: STCW A/V3 para.2 is referred to in section 6.3 of this shipping notice.

- 2 Safety Training. (STCW A-V/3 para.3) This training is for personnel providing direct service to passengers in passenger spaces, and includes training in communication and demonstrating life saving appliances. (No revalidation is required).
- 3 Passenger Safety, Cargo Safety and Hull Integrity Training (STCW A-V/3 para.4) Masters, Chief Mates, and every person assigned immediate responsibility for embarking and disembarking passengers shall have completed approved training in passenger safety.
- 4 Training in Crisis Management and Human Behaviour (STCW A-V/3 para 5). This training is required by the Master, Chief Mate, Chief Engineer, Second Engineer and any person having responsibility for the safety of passengers in emergency situations.

For all training in 1, 3, & 4 above the training is required to be accompanied by documentary evidence and is subject to a five yearly revalidation.

6.12 Medical Fitness Certificates

All Seafarers must hold a medical fitness certificate issued by a doctor approved by the UK Government or one issued by a doctor approved by another state which is a signatory to the appropriate ILO Conventions. There is provision in the regulations that if the medical certificate expires while the seafarer is employed in a ship and

while a medical examination and the issue of a new certificate is impracticable, they may continue to be employed for a period not exceeding 3 months from the date of expiry of the certificate.

6.13 Ship Security Officer 'Certificate of Proficiency'

All vessels 500gt and over must have an appropriately trained person designated as the Ship Security Officer. From 01 July 2009 all Ship Security Officers (SSO) must be issued with a Certificate of Proficiency in accordance with regulation VI/5 and A-VI/5 of the STCW Code. Further information can be found in Isle of Man Shipping notice MSN 027.

7 PORT STATE CONTROL & IOM INSPECTIONS

It is considered essential that Companies, Operators and Masters ensure that correct documentation is on board. All applications for endorsements should be complete, legible and acceptable so that the applications can be processed quickly and documents issued. Port state control examinations of crew certification can result in deficiencies or even detentions in the event of incorrect or missing documents. Original versions of Officers and Crews certification should be available on board as per Regulation I/2 of the STCW Convention.

Isle of Man Ship Registry
April 2011

Please note - The Isle of Man Ship Registry cannot give Legal Advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel. You should consider seeking independent legal advice if you are unsure of your own legal position.



ENDORSEMENT APPLICATION

Recognition of application for an endorsement under STCW95 (Regulation I/10), recognising a non-UK Certificate of Competency for Service in Isle of Man Registered Ships.

To whom it may concern:

As required under paragraph 5 of Regulation I/10 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1995 (as amended) this document is issued as documentary proof that an application for recognition of a National Certificate of Competency has been received by the Isle of Man Ship Registry for:

Joe Bloggs

Chief Engineer

A copy of this document is to be placed onboard any ship on which the above named officer(s) serve. Should you require further information relating to this document please contact the Isle of Man Ship Registry using the contact details below:

Signed

Dated


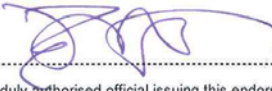



21/04/2010



Isle of Man Government

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marine.survey@gov.im

ANNEX B – Front Page

<p>Government of the Isle of Man</p> 	<p>Form C-17 Version February 2007 Endorsement No: 27354</p>						
<p>Endorsement Attesting the Recognition of a Certificate Under the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978 as amended in 1995. In accordance with the provisions of Regulation I/10 of the Convention</p>							
<p>The Government of the Isle of Man certifies that Certificate of Competency No. ABCD-123-04-2010</p>							
<p>Issued to Barry SMITH</p>							
<p>by or on behalf of the Government of The Republic of Estonia</p>							
<p>is recognised in accordance with the provisions of regulation I/10 of the above convention, as amended and the lawful holder is authorised to serve in the capacity or capacities specified in the applicable safe manning requirements of the Isle of Man Ship Registry, subject to any limitations indicated.</p>							
<p>This endorsement is valid until 06/02/2015</p>							
<p>for the capacity of Chief Engineer</p>							
<p>With the following limitations</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Valid for motorships only</td> </tr> <tr> <td>Not valid on ships of more than 3,000KW</td> </tr> <tr> <td>Valid on oil tankers as Watchkeeper only</td> </tr> <tr> <td>-</td> </tr> <tr> <td>-</td> </tr> <tr> <td>-</td> </tr> </table>		Valid for motorships only	Not valid on ships of more than 3,000KW	Valid on oil tankers as Watchkeeper only	-	-	-
Valid for motorships only							
Not valid on ships of more than 3,000KW							
Valid on oil tankers as Watchkeeper only							
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<p>Date of Issue 09/02/2010</p> <p>Date of Birth of the Holder 07/01/1927</p> <p> Signature of the duly authorised official issuing this endorsement</p> <p>Reg Mavis Name of the duly authorised official issuing the endorsement</p> <p style="text-align: center;">Official Stamp </p>	 Photograph and signature of the Holder 						
<p>This certificate is issued by or on behalf of the Isle of Man under the responsibility of the United Kingdom as flag-state under the relevant Convention</p>							

ANNEX B – Rear Page

Part 2

The lawful holder is authorised to perform the following functions at the levels specified subject to the limitations indicated


Function	Level	Limitations
Navigation	N/A	-
Cargo handling and Stowage	N/A	-
Controlling the operation of the ship and care for persons on board	Management	-
Marine Engineering	Management	-
Maintenance and Repair	Management	-
Electrical, Electronic and Control Engineering	Management	-
Radiocommunications	N/A	-

This endorsement must accompany the holders national Certificate of Competency at all times when the holder is serving in an Isle of Man registered ship.

This endorsement remains the property of the Isle of Man Government and must be surrendered on demand.

ANNEX C

Revised endorsement, front:-





Endorsement No: 30000

Endorsement Attesting the Recognition of a Certificate
Under the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978 as amended.



The Government of the Isle of Man certifies that certificate of Competency
No: GUM-1234-2345-9876/2011
Issued to: Test SEAFARER
By or on behalf of the Government of The Republic of Poland
Is duly recognised in accordance with the provisions of regulation 1/10 of the above Convention, as amended, and the lawful holder is authorised to perform the following functions at the levels specified, subject to any limitations indicated until: 7 April 2015

DOB of Holder: 15/03/1962 Date of Issue: 01/02/2011



Signature of duty authorised official

David Morter
Name of duty authorised official



Signature of Holder of the Certificate

This certificate is issued by or on behalf of the Isle of Man under the responsibility of the United Kingdom as Flag State under the Relevant Convention and remains the property of the Isle of Man Government and must be surrendered on demand.

Revised endorsement, rear:-

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration.

Function	Limitations applying (if any)
Chief Engineer	
Second Engineer	
Officer in charge of Engineering watch	

Function	Level	Limitations applying (if any)
Controlling the operations of the ship and care for persons on board	Management	Not valid on chemical tankers Not valid on gas tankers
Marine Engineering	Management	
Maintenance and Repair	Management	
Electrical, Electronic and Control Engineering	Management	

The original of this endorsement must be kept available in accordance with regulation 1/2, paragraph 9 of the Convention whilst serving in an Isle of Man registered ship.