

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

CUSTOMS & PORTS AFFAIRS

PRESIDENT'S OFFICE



شؤون الجمارك والموانئ
مكتب الرئيس

No.

Date

الرقم

التاريخ

DIRECTIVE NUMBER 1

DIRECTIVE ON SAFE MANNING DOCUMENT

(Issued under the enabling powers of the Ministerial Order No. 6/2001)

Every Bahrain registered ship engaged in international voyages will be required to be in possession of a Safe Manning Document issued by the Director in compliance with SOLAS 74 regulation 13b of chap.V. The ship shall not be allowed to proceed to sea unless it has a Safe Manning Document and it is manned in accordance with such document as the minimum acceptable manning standard.

The company managing a Bahrain registered ship engaged in international voyages shall apply to the Director General for issue of a Safe Manning Document in the form given in the Annex . The company shall provide particulars of the ship (type of ship, dimensions, tonnage, propulsion power in kW, degree of automation etc.), nature of trade, area of operation, and the minimum scale of manning with which the company wants to operate the vessel.

The Administration shall consider each application in the light of the IMO Assembly Resolution A-890 (21) and when it is satisfied that the manning will meet the requirements for safe operation and protection of the marine environment, it shall issue a Safe Manning Document for the relevant ship in form given in Annex B. Except for passenger ships, the SMD will be based on UMS operation and when UMS is not operative the ship shall carry at least one more duly qualified Engineer Officer (in addition to the SMD requirement). However, the Director in some cases may attach such conditions as considered necessary for the safe operation of a particular ship.

It shall be the responsibility of the company to ensure that the ship has at least one officer who has appropriate certificate for the operation of the GMDSS Radio-communication equipment fitted on the ship (as appropriate for the area of operation) and that all Deck Officers have at least a Restricted Operator's Certificate in GMDSS. Seafarers employed on the ship are duly qualified as required and all officers have either appropriate certificates issued by Bahrain endorsements issued by the Director as appropriate for the type, size, power and area of operation of the vessel. Watch schedules shall be posted and the company as well as the master of the ship shall ensure that seafarers are given minimum period of rest as required under these regulations.

A ship which has on board more than 100 person and remains, at any stage of the voyage, more than 24 hours steaming distance from a safe haven with all medical facilities (including hospitalisation) shall be required to carry a duly qualified doctor. A ship with a manning of more than 6 persons engaged on voyages during which she may remain more than 72 hours at sea shall be required to have a dedicated cook and in all other cases one of the crew shall be designated as Seaman-cook.

For the purpose of employment of seafarers in a capacity (such as Electrical Engineer, Air-conditioning and Refrigeration Engineer) for which no specific training and certification requirements are given in the Convention, it shall be duty of the company to ensure that the person has a generally acceptable qualification (degree or diploma) for the trade and has received the Basic Training.

The company shall retain the option to employ additional seafarers (in addition to what is specified in the Safe Manning Document) provided that:

- .1 appropriate accommodation is available;
- .2 sufficient life-saving appliances are available; and
- .3 safety familiarisation training is given.

A copy of this Directive shall be carried on board every Bahrain registered ship so that in foreign ports the Administration of the Port State can get to know the Flag State requirements applicable to the vessel in respect of manning.



President of Customs and Ports

Date: 24th October 2001