



# MINIMUM SAFE MANNING CERTIFICATE

Issued under the provisions of regulation V/14.2 of the  
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended  
under the authority of the Maritime Administrator of the

Certificate Number

13813



## Republic of the Marshall Islands

### SCHEDULE 1

8,000 OR MORE GT AND 3,000 OR MORE KW

#### Particulars of Vessel

Name of vessel	WADI BANI KHALID
Distinctive number or letters	3252
IMO number	9352391
Port of registry	Majuro
GT: International Tonnage Convention, 1969	39906
Main propulsion (in kW)	36560
Type of vessel	CONTAINER
Periodically unattended machinery space	Yes **
Trading area/restrictions: INTERNATIONAL/UNRESTRICTED	

The vessel named in this document is considered to be safely manned, if when it proceeds to sea, it carries not less than the number and grades/capacities of personnel specified in the table(s) below.

Grade/Capacity	Certificate (STCW regulations)	Number of persons
Master	II/2	1
Chief Mate	II/2	1
OICNW	II/1	2
Able Seafarer Deck*	II/5	3
Ordinary Seafarer	II/4	2
One (1) GMDSS First-Class / Second-Class Radio Electronic Operator/Maintainer or Two (2) Deck Officers holding GMDSS General Operator Certificate.		
Chief Engineer	III/2	1
First Assistant Engineer	III/2	1
OICEW **	III/1	2
Oiler/Motor or Able Seafarer Engine *, **	III/4 or III/5	3
Cook ***	VI/1	-

*Special requirements or conditions, if any:*

*Watchkeeping arrangements shall be at the discretion of the Master but shall never be of lesser standards than those prescribed by the STCW Convention and IMO Resolution A.1047(27).*

*The grades and numbers of personnel listed above reflect the minimum levels of manning necessary for the safety of navigation and operation. Additional personnel as may be considered necessary for maintenance, or cargo handling and control, or watch keeping, and as needed for required rest periods, are the responsibility of the owners, Master, and Chief Engineer.*

*\* If all ratings on a vessel maintaining a fully manned machinery space are qualified as General Purpose (GP-1), the total number of Able Seafarers Deck or Oiler/Motor or Able Seafarer Engine carried may be reduced by one (1).*

*\*\* If classed for periodically unattended machinery operation and provided a record of satisfactory Automation Notation survey is completed in accordance with Classification Society requirements, the OICEWs and one (1) Oiler/Motor or Able Seafarer Engine are no longer required.*

*\*\*\* Cooks must also be trained and qualified in accordance with Regulation 3.2 of the Maritime Labour Convention, 2006.*

*Note: This document is applicable only to Masters, officers and ratings in the deck and engine departments.*

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*A. Agney*

Deputy Commissioner of Maritime Affairs