



## NORWEGIAN MARITIME DIRECTORATE SAFE MANNING CERTIFICATE

Issued under the provision of the Administration's regulation of 18 June 2009 No 666 pursuant to regulation V/14.2 of the SOLAS convention 1974 and regulations in the STCW convention 1978 as amended.

Name SAGASUND		Callsign letter: LLMD		IMO No. 8633152		Homeport Halden					
Type Passenger Ship		No. off pass 145		Trading area – within the radio certificate assigned sea area Short international voyage		Worksystem Daysystem- All crewmembers at work at the same time					
Gr. tons 257.00		Loa-Br 35.160- 7.200 m		Prop. power 360 kW		El. plant 220 V - 56 kW		Prop. eng. Diesel		Speed 10	
Minimum Safe Manning is based on the following technical installed equipment: Auto Pilot <input type="checkbox"/> Internal comm <input type="checkbox"/> Personnel alarm <input type="checkbox"/> UMS Alarms <input checked="" type="checkbox"/>											
Safe Manning for operation with periodically unmanned engine room. The period is limited to maximum 2 hours											
Positions		Nos.	Qualifications * (STCW)					Comments			
Master		1	D5 (II/3,5)								
Able seafarer deck		1	-								
Engine attendant- Ord.seaman		1	-								
Ordinary seamen		1	-								
Catering personell		1	-								

Gr.tons means gross tonnage according to the International Convention of 1969 concerning Tonnage Measurement of Ships.

All crew members shall meet the requirements regarding safety training according to the requirements of the regulations concerning qualification requirements, issue of certificates and certificate rights for personnel on Norwegian ships.

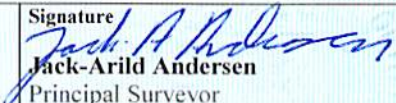
A radio operator holding a Certificate of competency shall be present on every navigational watch. If the ship is provided with equipment for sea area A1, minimum requirements: Restricted Operator's Certificate (ROC). If the ship is provided with equipment for greater sea areas, minimum requirements: a General Operator's Certificate (GOC).

(\*) Certificate requirements refer to national codes with STCW references in brackets. Other certificates may be accepted for the required position. For rights or restrictions, see each individual certificate's section of limitations.

All crew members shall meet the requirements regarding crisis management and human behaviour training, cf. regulations on qualifications § 65 (1).

The continuous and/or total hours of work shall not surpass 14 hours in any 24- hour period. Hours of rest shall not be less than 77 hours in any 168- hour period, cf. The Ship Safety and Security Act § 24 1st subsection.

The covering letter to which this certificate is attached is a part of the Safe Manning Certificate.

Place Haugesund	Date 2015.11.12	Signature  Jack-Arild Andersen Principal Surveyor
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MS SAGASUND AS  
SYKEHUSGATA 12  
1767 HALDEN

### **SAGASUND LLMD- SAFE MANNING CERTIFICATE**

Reference is made to your approach dated 26.10.2015 in which application was made for the Norwegian Maritime Authority (NMA) to determine a basic safety manning for the captioned vessel.

On the basis of the information available about the ship, the NMA has made decisions concerning a specification of crew, and issued a Safe Manning Certificate, cf Regulation of 18 June 2009 No. 666 concerning manning of Norwegian ships § 10.

**According to the Regulations of 18 June 2009 No. 666 concerning manning of Norwegian ships, the minimum safe manning shall carry out duties and functions listed in § 8(3), and is the absolute minimum manning. In order to ensure safe manning, the company and master shall assess whether additional manning is necessary, cf. § 12.**

**With reference to § 19 of the Act of 16 February 2007 No. 09 the master shall participate in ensuring that the ship is safely manned. The company has an over all duty to see that the manning and operation of the ship is safely and in accordance with the Act, cf. § 6. The minimum hours of rest shall be accordant to § 8 of Regulations of 26 June 2007 No. 705 concerning hours- of work and rest on board Norwegian passenger- and cargo ship.**

Manning Certificate shall be submitted to the ship's master as soon as possible. The original Safe Manning Certificate shall be posted on board in such a way that all persons on board easily can become acquainted with its content, cf. Regulations concerning manning, § 10(3).

When the ship is not carrying cargo, passengers or is on a non-commercial voyage, the company may determine the manning level in agreement with the master. The manning shall in such cases be justifiable in terms of safety, cf Regulations concerning manning of Norwegian ships § 13.

If the circumstances should arise resulting in the ship not being manned in accordance with the stipulated minimum safe manning, the ship cannot leave the port, unless for short passages where the areas listed in the third paragraph of § 8 are attended to and provided that the working hours arrangements and provisions relating to hours of rest are not impinged upon. In such cases, an entry shall be made in the deck log concerning the deficiency, cf § 11.

Emergency instructions (Muster List) shall be drawn up in accordance with the prescribed manning, cf. Section 21 in the Regulations concerning Lifesaving Appliances on Cargo Ships.

All crewmembers shall use a registration form to record their daily hours of work- and rest, cf. Regulations concerning hours- of work and rest on board Norwegian passenger- and cargo ship.

**NIS//NOR**

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The NMA further refer to § 6.1 in the Regulations concerning watch-keeping on passenger ships and cargo ships. The NMA will in this connection call attention to the following:

*On ships which have permission to reduce manning due to the Class' or the NMA's approval of operation with periodically unattended machinery spaces, the engine-room shall be continuously manned if the technical conditions on which the permission was based are no longer present, ref. chapter 3 of the Regulations concerning operating arrangements on Norwegian ships.*

*On ships without approved personnel alarm (dead man's alarm), a one-man watch only, is not permitted in the engine room. This is in accordance with § 10, concerning operating arrangements.*

*On ships without approved autopilot and intercom, the bridge personnel must consist of one navigation officer, and two qualified crew members. This is in accordance with § 7, concerning watch-keeping.*

The NMA has made a decision concerning minimum safe manning to apply the above mentioned vessel. The decision contains an academic assessment in relation to the company's application, based on management practices for similar vessels, and the following Act and regulations:

Act of 16 February 2007 No. 09, §§ 15, 24.

*"The Ship Safety and Security Act".*

Regulations of 18 June 2009 No. 666, §§ 1, 4, 6, 8, 9  
*concerning the manning of Norwegian ships.*

Regulation of 17. December 2004 No. 1855, §§ 1, 22  
*concerning life-saving appliances on cargo ships.*

Regulations of 15 September 1992 No. 704 §§ 1, 7, 8, 9, 10, 11, 12  
*concerning operating arrangements on Norwegian ships.*

Regulations of 27 April 1999 No. 537 §§ 1, 5, 6, 7, 8  
*concerning watch-keeping on passenger- and cargo ships.*

Regulations of 26 June 2007 No. 705 §§ 1, 8  
*concerning hours- of work and rest on board Norwegian passenger- and cargo ship.*

Regulations of 22. December 2011 No. 152309 May 2003 No. 687, §§ 3, 4, 5, 7  
*concerning qualifications and certificates for seafarers.*

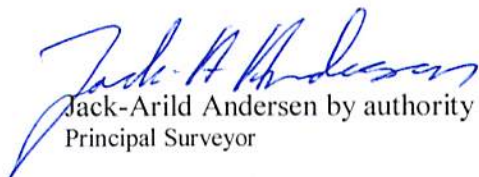
Regulations of 22. June 2004 No. 972

*concerning protective security measures on board ships and mobile offshore drilling units.*

*This individual decision may be appealed to the Ministry of Trade, Industry and Fisheries pursuant to section 28 of the Public Administration Act. The time limit for lodging an appeal is three weeks from the date of receipt of the decision. The appeal shall be lodged with the Norwegian Maritime Authority. It is to be noted that the right to inspect the documents in the case is provided in section 18 of the Public Administration Act, cf. section 19.*

*Enclosed, please find attached original of Safe Manning Certificate for the above-mentioned ship.*

Yours faithfully,

  
Jack-Arild Andersen by authority  
Principal Surveyor

Encl.: 1

Copy of letter and Manning Certificate for:

Norwegian Seamens Union  
Norwegian Maritime Officers Association  
Norwegian Union of Marine Engineers

  
Jon Tokheim  
Senior Surveyor