



सत्यमेव जयते

भारत सरकार / GOVERNMENT OF INDIA

पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय / DIRECTORATE GENERAL OF SHIPPING

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Ref No: ENG/DIS-18(3)/2012

Date: 07.07.2014

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

The Surveyor-in-Charge,  
Mercantile Marine Department,  
Port Blair/Vishakhapatnam/Tuticorin/Jamnagar/  
Goa/Mangalore/Haldia/Paradip/Noida

**Subject: Safe Manning for Off-shore Supply vessels operating on coast of India**

Sir,

I am directed to invite a reference to this office letter No MSL-1(2)/95-III dated 10.04.2012 circulating the guidelines on Minimum Safe Manning Scale for different categories of ships.

2. Considerable changes have taken place in the shipping industry since the issuance of above guidelines, such as the issuance of Coastal Vessel Rules Notification 2014, proposed M.S STCW Rules 2014( ie STCW 78 Manila amendments 2010), etc. Since the issuance of Coastal Vessel Notification 2014, the industry stake-holders have requested that the Minimum Safe Manning requirements for Off-shore Support Vessels (OSV) operating in the Indian Offshore Oil Fields should be aligned with the Minimum Safe Manning prescribed for Coastal vessels.
3. As per the proposed MS STCW Rules 2014 (i.e. STCW Manila amendments 2010) a new category of certification has been introduced for Chief Engineers and Second Engineers on ships other than tankers powered by main propulsion machinery between 3000kw and 8000kw propulsion power on the Near Coastal Voyages. However, since such Chief and Second Engineers will have to undergo prior training, assessment and certification, such grades of certified engineers will not be available readily.
4. Hence, in order to address the current shortage of Chief Engineers and Second Engineers for OSVs, as reported by industry, the Competent Authority prescribes, in partial modification of Para E-17 of the above mentioned guidelines, the following manning :-

**E 17** :- For Multi purpose Support vessels operating in Indian Offshore Fields with propulsion power above 3000Kw and up to 8000KW

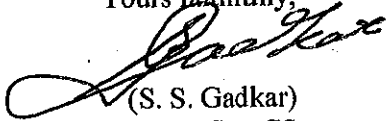
**E 17A**:- For Offshore Support Vessels operating in Indian Offshore Oil Fields with propulsion power above 3000Kw and upto 6000Kw.

Type of Ship/Propulsion Power (Kw)	Type of Minimum Safe Manning Required	No
E 17 Multi Purpose Support Vessels operating in Indian Oil Fields with propulsion power above 3000Kw and upto 8000 Kw	1. MEO Cl. I	1
	2. MEO Cl. II OR MEO Cl IV with two years of rank experience,	1
	3. Junior Engineer officer having completed GME pre-sea course	1
	4. Rating forming part of Engineering Watch	2
<b>Note :</b> Additionally one MEO Cl IV and one rating to be provided when steaming for more than twenty four consecutive hours.		
E-17A Offshore Support Vessels operating on Indian Offshore Oil Fields with propulsion power above 3000Kw and up to 6000Kw	1. MEO Cl I, OR MEO CL II with 12 months of rank experience, OR MEO Cl III(NCV-CEO) with OSV endorsement, OR MEO Cl III(NCV-CEO) with 12 months of rank experience	1
	2. MEO Cl II, OR MEO Cl III(NCV-CEO), OR MEO Cl III(NCV-SEO) with 12 months of rank experience, OR MEO Cl IV with 24 months of rank experience	1
	3. Junior Engineer Officer having completed GME pre-sea course	1
	4. Rating forming part of Engineering Watch	2
<b>Note :</b> Additionally one MEO Cl IV(NCV) and one rating to be provided when steaming for more than twenty four consecutive hours.		

**Note:** It shall be the onus of the Company (as per the ISM Code) to ensure that any management level Engineer as placed on board shall be duly trained to effectively handle all shipboard machinery for which he is responsible, such that the vessel is never rendered unsafe.

5. This Safe Manning guideline shall be reviewed on 31<sup>st</sup> December 2016 unless for compelling reason such review is necessary earlier.
6. This issues with the approval of the Director General of Shipping and ex-officio Additional Secretary to the Government of India.

Yours faithfully,



(S. S. Gadkar)  
Dy. CS

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