

# THE COMMONWEALTH OF THE BAHAMAS

## MINIMUM SAFE MANNING DOCUMENT

Issued by the BAHAMAS MARITIME AUTHORITY

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

Pursuant to section 21 of the Bahamas Merchant Shipping  
(Training, Certification, Manning and Watchkeeping) Regulations 1998



Particulars of the ship:

Name of Ship	Port of Registry	IMO Number	Official Number
<b>KITION</b>	<b>NASSAU</b>	<b>9074561</b>	<b>8000683</b>
Gross Tonnage	Main Propulsion Power - (BHP)	Type of Ship	Call Sign
<b>53829</b>	<b>14160</b>	<b>Oil Tanker</b>	<b>C6TB9</b>

Trading Area: **World Wide**

The ship named in this document is to be 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 below, subject to any attached conditions

GRADE / CAPACITY	Certificate (STCW Reg.)	Number of persons	GRADE / CAPACITY	Certificate (STCW Reg.)	Number of persons
Master	II/2 & IV/2	1	Chief Engineer	III/2	1
Chief Mate	II/2 & IV/2	1	Second Engineer	III/2	1
Officer in Charge of a Navigation watch	II/1 & IV/2	2	Officer in Charge of an Engineering watch	III/1	1
Category 1 Seaman	II/4	1	E.R. Rating	See Reverse	3
Category 2 Seaman	II/4	2			
Category 3 Seaman	-	1	Cook	See Reverse	1
-	-	-	-	-	-
Radio Officer (not included above)	-	-	Doctor	-	-

All seafarers, except holders of II/1, II/2, II/3, III/1, III/2 or III/3 certificates, are required to hold certification under the provisions of STCW VI/1  
The Master, Chief Mate(s) and all Officers in Charge of a Navigation Watch are required to hold a GMDSS GOC (or ROC - see reverse.)

Periodically unattended machinery space  Yes  No

The above manning levels are appropriate to the machinery space being periodically unattended. If the automated engine management systems and bridge control of the propulsion machinery are not operational for a period of more than 7 days an additional Officer in Charge of an Engineering Watch must be carried from the next available port.

Special requirements or conditions if any:

**28 DAY EXEMPTION:**

The ship is permitted to sail for a period of up to 28 days without one of the above personnel, except the Master or Chief Engineer, providing the detailed instructions, noted overleaf, are strictly followed.

Issued at **LONDON** on **7 August 2003**

Seal or stamp of the Administration



For and on behalf of the Bahamas Maritime Authority  
**D. Hutchinson**