

# MANNINGARSKJAL

## Minimum Safe Manning Document



**SJÓVINNUSTÝRIÐ**  
FAROESE MARITIME AUTHORITY

Føroyar  
Faroe Islands

Givið út sambært løgtingslóg nr. 63 frá 3. juli 1998 um manning av skipum við seinni broytingum og eftir tí meginreglu og stevnumiði, sum er skipað í samtykt A.890(21) sum broytt við fundarsamtykt A.1047(27) viðtikin av altjóða sjóferðslu felagsskapinum (IMO) 30. november 2011, og undir áseting V/14 í altjóða sáttmála um trygd á sjónum (SOLAS) frá 1974 við seinni broytingum og STCW sáttmálanum frá 1978 við seinni broytingum / *Issued in accordance with Parliamentary Act No. 63 dated July 3<sup>rd</sup> 1998 on Manning of Ships, as amended and in accordance with the principles and guidelines set out in Resolution A.1047(27) by the International Maritime Organisation (IMO) on November 30<sup>th</sup> 2011, and under the provisions of regulation V/14 of the International Convention For The Safety Of Life At Sea (SOLAS), 1974, as amended and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended.*

## Faroe Islands

Kingdom of Denmark

Issued by

Faroese Maritime Authority

### Skipaupplýsingar / Particulars of ship:

|   |                                    |   |               |
|---|------------------------------------|---|---------------|
| Navn á skipinum:<br><i>Name of ship:</i>                                | Baltic Crystal                     | Kallimerki:<br><i>Call sign:</i>  | OZ2211        |
| Heimstaður:<br><i>Port of Registry:</i>                                 | Tórshavn                           | IMO – Nummar:<br><i>IMO – Number:</i>   | 9963487       |
| BT:<br><i>GT:</i>   | 3442                               | Framtøkumegi (KW):<br><i>Main Propulsion power (KW):</i>                                | 1950          |
| Skipaslag:<br><i>Type of ship:</i>                                      | Handilsskip / <i>Merchant ship</i> | Lækkað framtøkumegi (KW):<br><i>Propulsion power (KW) Derated:</i>                      | -             |
| Tíðum ómannað maskinrúm:<br><i>Periodically unattended engine room:</i> |                                    | <i>Ja/Yes</i>   | <i>Nei/No</i> |
| Rakstrarfelag:<br><i>Ship Management Company:</i>                       |                                    | Thun Ship Management AB<br>Östra Hamngatan 7, Box 900, SE-531 19, Lidköping,<br>SWEDEN. |               |

### Siglingarøki: / Trading area: \*

\* Er siglingarøkið annað enn óavmarkað, skal ein frágreiðing ella kort yvir økið fylgja við manningarskjalinum. / *If the trading area is other than unlimited, a clear description or map of the trading area must be included in the Minimum Safe Manning Document.*

Skipið verður mettt trygt mannað tá ið tað, tá farið verður úr havn, er mannað í minsta lagi í samsvari við niðanfyrirstandandi. / *The ship 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.*

| Stig/ Starv   | Sjóvinnubræv                      | Manningartal      |
|---|-----------------------------------|-------------------|
| Grade/Capacity  | Certificate (STCW regulation)     | Number of persons |
| Skipari/Master  | Reg. II/2 as master               | 1                 |
| Yvirstýrimaður/Chief Mate   | Reg. II/2 as Chief Mate           | 1                 |
| Stýrimaður/Mate   | Reg. II/1 as Watchkeeping Officer | 1                 |
| Maskinstjóri/Chief Engineer   | Reg. III/3 as Chief Engineer      | 1                 |
| 1. meistari/2 <sup>nd</sup> Engineer                                  |                                   |                   |
| Vakthavandi maskinyvirmaður/Officer in charge of an engineering watch |                                   |                   |
| Fulltikin dekkari/Able Seafarer Deck                                  | Reg. II/5                         | 2                 |
| Ófulltikin dekkari/Ordinary Seafarer Deck                             |                                   |                   |
| Fulltikin motormaður/Able Seafarer Engine                             |                                   |                   |
| Ófulltikin motormaður/ Ratings forming part of an engine-room watch   |                                   |                   |
| Skipselektirikari/Electro-Technical Officer                           |                                   |                   |
| Kokkur/Cook   |                                   |                   |
| Annað/Other   |                                   |                   |

Tey, ið hava ábyrgd av radiosamskiptinum, skulu hava GMDSS prógv svarandi til kravdu radioútgerðina umborð.  
*Persons in charge of the radio duties must hold a GMDSS certificate according to the required radio equipment onboard.*

Serlig krøv ella serligar umstøður, um nakrar: / *Special requirements or conditions, if any:*

Tá manningin er størri enn 8 skal kokkur vera við sbrt. § 7 í Løgtingslóg nr. 63 frá 3. juli 1998 um manning av skipum við seinni broytingum. / *When the total number of crew and officers is more than 8 a cook shall be engaged acc. to section 7 in Parliamentary Act No. 63 of July 3<sup>rd</sup> 1998 on Manning of Ships, as amended.*

Staður/  
Place: Sandavágur

tann/  
day: 15 month: March year: 2024

Lokadagur (um nakar er)/  
Date of expiry (if any):

day: month: year:

Innsiglið hjá Sjóvinnustýrinum/  
Seal of the Faroese Maritime Authority

  
Herluf Debes  
SJÓVINNUSTÝRIÐ  
Faroese Maritime Authority

Undirritað vegna Sjóvinnustýrið /  
Signed on behalf of the Faroese Maritime Authority  
Navn / Name: Herluf Birgir Debes