logo-vvrp-minister-pap-paths

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| **MANNING PROPOSAL FORM** | | | | | | | | | | | |
| **Information on owner** | | | | | | | | | | | |
| **1.** | Date of application | **:** |  | | | | | | | | |
| **2.** | Name of owner | **:** |  | | | | | | | | |
| **3.** | Address of owner | **:** |  | | | | | | | | |
| **4.** | Contact person | **:** |  | | | | | | | | |
| **5.** | Email | **:** |  | | | | Telephone | | | **:** |  |
| **Information on vessel** | | | | | | | | | | | |
| **6.** | Name of vessel | | | **:** |  | | | | | | |
| **7.** | IMO identification No. | | | **:** |  | | | | | | |
| **8.** | Official Registration No. | | | **:** |  | | | | | | |
| **9.** | Type of vessel | | | **:** |  | | | | | | |
| **10.** | Construction year | | | **:** |  | | | | | | |
| **11.** | Gross tonnage (GT): | | | **:** |  | | | | | | |
| **12.** | Propulsion output (kW): | | | **:** |  | | | | | | |
| **13.** | Total installed output (kW): | | | **:** |  | | | | | | |
| **14.** | Make and type of main propulsion | | | **:** |  | | | | | | |
| **15.** | Is the vessel equipped unmanned engine room | | | **:** |  | | | | | | |
| **16.** | Make and type auxiliary engines | | | **:** |  | | | | | | |
| **17.** | Does the vessel have own cargo gear | | | **:** |  | if yes, type of gear | | **:** |  | | |
| **Operational information** | | | | | | | | | | | |
| **18.** | Type of cargo carried | | | **:** |  | | | | | | |
| **19.** | Is vessel operational on a scheduled service or a fixed route | | | **:** |  | | | | | | |
| **20.** | Are crossings of longer than 6 days common | | | **:** |  | | | | | | |
| **21.** | What is the average time in port | | | **:** | day(s) | | | | | | |
| **22.** | What is the average time between ports of call | | | **:** | day(s) | | | | | | |
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| **23.** | What is the composition of the crew as proposed? State rank or function first and in parentheses the qualifications of the crew-member. Use one line for each crew-member. | |
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|  | 3 |  |
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| **24.** | (Allocation of tasks and responsibilities to each crew-member to be filled in on accompanying list in the same sequence as question no. 23) | |



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| **Ship’s Management** | | | | |
| **25.** | Which watch keeping system is in use at sea | | **:** |  |
| **26.** | Which watch keeping system is in use in port | | **:** |  |
| **27.** | Which persons mentioned in question no. 24 are involved in watch keeping | | **:** |  |
| **28.** | Will additional crew be used at sea, on a temporary base, such as maintenance squads | | **:** |  |
|  |  | If yes, in which way | **:** |  |
| **29.** | How are tasks divided during mooring / unmooring, on bridge, fore and aft and engine room | | **:** |  |
| **30.** | How are tasks allotted, if for a period of 24 hours bad weather conditions, such as fog are encountered | | **:** |  |
|  | How are minimal resting /sleeping times for those involved guaranteed | | **:** |  |
| **31.** | How is the division of tasks when a serious engine problem is encountered while at sea, which will take about 24 hours to solve, such as removal of pistons | | **:** |  |
| **32.** | How are tasks divided in case of fire on board | | **:** |  |
| **33.** | For passenger ships only. What is the required minimum number of certified lifeboat / raft men | | **:** |  |
|  | How many crewmembers have been appointed to direct the passengers in case the vessel has to be  abandoned | | **:** |  |
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| **OPTIONAL PART OF THE MANNING PROPOSAL FORM** | |
| **1.** | Which important work-saving methods or means have been introduced regarding cargo handling |
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| **2.** | Which important work-saving methods or means have been introduced regarding navigating and manoeuvring |
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|  |  |
| **3.** | Which important work-saving methods or means have been introduced regarding propulsion machinery |
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| **4.** | Which important work-saving methods or means have been introduced regarding auxiliary machinery |
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|  |  |
| **5.** | Which important work-saving methods or means have been introduced regarding maintenance |
|  |  |
|  |  |
| **6.** | Which work saving methods have been introduced with regard to ship’s management |
|  |  |