



Conscious of the importance of the Sava River for the economic, social and cultural development of the region,

Desirous of development of the inland navigation on the Sava River,

Having regard to the Resolution Nr. 61 of the ECE/UN and Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC,

Believing that public authorities can contribute significantly to the development of the transport on the Sava River through their engagement to the provision and maintenance of the safe navigation system,

In accordance with Article 16 Paragraph 1 (a) and 2 of the Framework Agreement of the Sava River Basin and Article 8 Paragraph 2 of the Protocol on the Navigation Regime to the Framework Agreement of the Sava River Basin, the International Sava River Basin Commission (hereinafter: Sava Commission) on its VIII Special Session held on November 12-13, 2007, has adopted the following

DECISION – 33/07

on adoption of

RULES ON MINIMUM MANNING REQUIREMENTS FOR THE VESSELS ON THE SAVA RIVER BASIN

1. Text of the Rules on Minimum Manning Requirements for the Vessels on the Sava River Basin is attached to this decision as its integral part.
2. This Decision shall apply as of June 01, 2008.
3. Parties shall adopt the measures necessary to implement this Decision and notify the Sava Commission.
4. This Decision shall be binding for the Parties unless any of the Sava Commission members withdraws his vote within 30 days after the decision has been adopted, or informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State.

If any of the Sava Commission members withdraws his vote within 30 days after the decision has been adopted, or informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State, the Sava Commission Secretariat shall, thereof, inform all other Sava Commission members.

5. If no member withdraws his vote nor informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State, the Decision shall enter into force on December 13, 2007, 2007.
6. Upon entry into force, this Decision shall be binding in its entirety and directly applicable in the Parties.
7. The Secretariat of the Sava Commission shall notify the Parties of the entry into force of the Decision.

Ref. No: 1S-8-D-07-9/1-3

Zagreb, November 13, 2007

Mr. Kemal Karkin
Chairman of the Sava Commission



**RULES ON MINIMUM MANNING
REQUIREMENTS FOR THE VESSELS
ON THE SAVA RIVER BASIN**

Chapter 1

GENERAL PROVISIONS

Article 1.0 - Scope

The present Rules shall be applied on the inland waterways on the Sava River from the river kilometer 0.00 to the river kilometer 586.00, on the Kolubara River from the river kilometer 0.00 to the river kilometer 5.00, on the Drina River from the river kilometer 0.00 to the river kilometer 15.00, on the Bosna River from the river kilometer 0.00 to the river kilometer 5.00, on the Vrbas River from the river kilometer 0.00 to the river kilometer 3.00, on the Una River from the river kilometer 0.00 to the river kilometer 15.00 and on the Kupa River from the river kilometer 0.00 to the river kilometer 5.00.

Article 1.1 - Purpose

1. These Rules shall apply to all inland navigation vessels, except pushers and tugs operating exclusively in the port areas and unmanned pushed barges, small craft, floating equipment, assembly of floating material and ferry-boats within the meaning of the Navigation Rules on the Sava River Basin.
2. Crew member is a person on board of the vessel performing works in connection to vessel, which is mandatory listed under the crew list.
3. Minimum crew on board on the inland navigation vessels shall conform to the requirements of these Rules for all operating modes. The Rules do not preclude competent authorities from prescribing any additional personnel which may be needed in special cases such as the transport of dangerous goods.
4. The minimum crew prescribed for the operating modes shall be on board of the vessel at all times when it is underway. No departure shall be permitted without the minimum prescribed crew.
5. Vessels, on which due to certain unpredictable circumstances (such as disease, accident, order of the competent authority) happen the disembarking of at most one member of the prescribed crew during navigation, may continue navigating to the next berthing place, and vessels with passengers to the last daily stop, if there's, besides the boatmaster who has appropriate license, another member of the prescribed crew on board, as well as, if the uninterrupted communication with the required means of communication with the authorities competent for navigation safety is in function.

Article 1.2 –Physical Fitness

1. The crew member must demonstrate his physical fitness by passing a medical examination which, among else, tests the visual and auditory acuity, color vision, motility of the upper and lower limbs and the neuro-psychiatric state and cardiovascular condition. Fulfillment of the prescribed health requirements shall be proven by a valid certificate of medical fitness issued by the health institute recognized by the competent authority, not older than three months.
2. Certification of fitness in accordance with paragraph 1 above shall be renewed periodically in accordance with the requirements of the competent authorities.
3. On reaching the age of 65 years, the holder of a certificate must, in the following three months and subsequently every year, undergo the examination referred to in paragraph 1 above.

4. Where a competent authority has doubts as to the physical fitness of a crew member, it may request a medical examination in accordance with the provisions of paragraph 1 above.
5. Future mothers/mothers in postnatal period may not be member of the crew during the pregnancy or postnatal period in period of at least 14-weeks. Thereof, at least 6 weeks refer to the period prior to labor and at least 7 weeks after the labor.

Article 1.3 – Navigation Service

1. Navigation service is the time spent on board of the vessel in navigation, where 180 days of uninterrupted navigation shall be considered as a one year of navigation service. Within 365 consecutive days only 180 days of navigation can be taken into account.
2. 250 days of sea navigation shall be also considered as a one year of navigation service

Chapter 2

CREW

Article 2.1 – Crew Members

1. The minimum crew of a vessel, ensuring the safety of its operation, may consist of the following crew members:
 - (i) Boatmaster;
 - (ii) Chief Mate
 - (iii) Helmsman;
 - (iv) Boatswain;
 - (v) Ordinary crewman;
 - (vi) Engineer;
 - (vii) Engine-minder.

Article 2.2 – Minimum Requirements for Crew Members

1. Boatmaster:
 - a) means the person referred to in the Article 1.02 of the Navigation Rules on the Sava River Basin who has the necessary aptitude and qualifications to navigate a vessel on the Sava River waterway as well as the general responsibility for the ship and navigation;
 - b) shall hold a boatmaster's license issued in accordance with the Rules on Minimum Requirements for the Issuance of Boatmaster's Licenses on the Sava River Basin.
2. Chief Mate
 - a) means the person in charge for navigational watch who has the necessary aptitude and qualifications to navigate a vessel on the Sava River waterway and who has nautical responsibility on board during the watch.
 - b) shall hold a boatmaster's license issued in accordance with the Rules on Minimum Requirements for the Issuance of Boatmaster's Licenses on the Sava River Basin.
3. Helmsman:

- a) shall have not less than one year of navigation service on board of the motorized vessel in inland navigation as an boatswain or not less than three years of navigation service on board of the motorized vessel as an ordinary crewman including not less than one year in inland navigation and two years either in inland navigation or at sea, or
 - b) shall have successfully completed vocational training and have passed final examination approved by the competent authority, provided that the training includes navigation service in inland navigation as a helmsman-apprentice or as an ordinary crewman for a period determined by the competent authority.
4. Boatswain:
- a) shall have not less than one year of navigation service in inland navigation as an ordinary crewman and
 - have successfully completed the vocational training and have passed the final examination at a professional college of inland navigation or a correspondence course approved by the competent authority to be taken in the preparation of an equivalent diploma, or
 - have passed any other examination for ordinary crewman recognized by the competent authority, or
 - b) shall have successfully completed vocational training referred to in item (a) above of a duration of not less than three years or have passed a final examination following training of not less than three years in a professional college of inland navigation provided the training includes not less than one year of experience in inland navigation, or
 - c) shall have not less than two years of navigation service in inland navigation as an ordinary crewman within the meaning of paragraph 3. item (a).
5. Ordinary crewman:
- a) shall be not less than 17 years of age and
 - have passed an examination on completion of the vocational training referred to in paragraph 4 (a) above, or have passed any other examination for ordinary crewman recognized by the competent authority, or
 - b) shall have not less than three years of navigation service as a member of the vessel's deck department, including not less than one year in inland navigation and two years either in inland navigation or at sea.
6. Engineer:
- a) Shall be at least 18 years of age and have passed an examination on completion of a full vocational training course in the engine or mechanics sectors, or
 - b) Shall have worked for not less than two years as an engine-minder on a motorized inland navigation vessel.
7. Engine-minder:
- Shall be not less than 17 years of age and either:
- a) be an ordinary crewman and have passed an engine-minder's examination recognized by the competent authority, or
 - b) have not less than one year of navigation service on board of a motorized inland navigation vessel as an ordinary crewman and have a basic knowledge of engines.
8. Crew member shall be authorized to perform works on the vessels to the extent of responsibility he/she is trained for and for which he/she acquired the certificate on aptitude, as

well as the all other works originating from his/her vocation requiring lesser extent of responsibility.

Article 2.3 - Proof of Qualifications – Service Record

1. Every member of the minimum crew shall have a personal service record pursuant to the Annex 1. to these Rules. All the essential information required in the service record should be printed as a minimum, in the official language of the country concerned and either in German or English. On enlistment, the service record shall be presented to the boatmaster and kept up to date and carefully preserved by him until discharge. The service record shall be returned to the holder on request at any time and without delay.

The service record shall contain general information such as diplomas obtained, medical certificates and the holder's qualifications under 2.2, as well as the specific information concerning voyages made or positions held during service on board of vessels.

2. The holder of the service record shall have the record certified at least once in the course of the 12-month period following the date of issuance by a competent authority.

3. The authority referred to in paragraph 2 above shall be responsible for entering the general information referred to in paragraph 1 above. The boatmaster shall be responsible for entering the specific information referred to in paragraph 1 above. The particulars concerning the preceding voyage shall be entered before the start of the next voyage. The instructions concerning the keeping of the service record and the definitions (e.g. “voyage”, start and finish) are to be found in the service record.

4. For crew members holding a boatmaster's license in accordance with the Rules on Minimum Requirements for the Issuance of Boatmaster's Licenses on the Sava River Basin, such license shall stand in lieu of the service record.

5. It shall be possible to provide proof of qualification for employment on board at any time:

- a) for the boatmasters, in form of the boatmaster's license;
- b) for the other crew members in form of the service record or the boatmaster's license.

Chapter 3

OPERATING MODES AND VESSELS' EQUIPMENT

Article 3.1 – Operating modes

1. A distinction shall be made between the following operating modes:
- | | | |
|----------------|---|----------------------|
| A ₁ | daytime navigation for a maximum of 14 hours | } per 24-hour period |
| A ₂ | semi-continuous navigation for not more than 18 hours | |
| B | continuous navigation for 24 hours | |

Daytime navigation may be extended to a maximum of 16 hours, not more than once a week, if the vessel is equipped with a tachograph approved by the competent authority and in proper

working order, and if the members of the minimum crew include one holder of the boatmaster's license and a helmsman.

2. A vessel navigating under mode A₁ or mode A₂ shall cease navigation for 8 hours continuously, in the former case, and 6 hours continuously, in the latter case, as follows:

- a vessel navigating under mode A₁ shall cease navigation for the whole of the period between 10 p.m. and 6 a.m.
- a vessel navigating under mode A₂ shall cease navigation for the whole of the period between 11 p.m. and 5 a.m.

If the vessel is equipped with a tachograph of a type approved by the competent authority and in proper working order, vessels can cease navigation in different time of the day.

Article 3.2 - Mandatory rest period

1. In operating mode A₁, all members of the crew shall have eight hours of uninterrupted rest outside the navigating time for each 24-hour period, calculated from the end of each 8-hour rest period.

2. In operating mode A₂, all crew members shall have eight hours of rest including six hours uninterrupted rest time outside the navigating times for each 24-hour period, calculated from the end of each 6-hour rest period. For all crew members under 18, eight hours of uninterrupted rest including six hours outside the navigating times.

3. In operating mode B, all crew members shall have 24 hours rest time per 48-hour period including at least two 6-hour periods of uninterrupted rest.

4. During the mandatory rest time, a crew member may not be called on to perform any duty, including surveillance or standby, unless in case of emergency situation referring to the obvious danger to human life, material goods and environment; the watch and surveillance duties provided for in the Navigation Rules on the Sava River Basin for stationary vessels shall not be considered as an obligation under this paragraph..

5. The provisions of labour regulations and in collective agreements concerning longer rest periods shall remain valid.

Article 3.3 – Change or Repetition of Operating Mode

1. A change or repetition of operating mode may take place only if the requirements from paragraphs 2. to 6. below are complied with:

2. The change-over from operating mode A₁ to mode A₂ may take place only if:

- the crew has been entirely replaced, or
- the crew members required for the operating mode A₂ have, immediately prior to the change, completed the 8-hour rest period, including six hours outside the navigating-time, and the extra crew required for operating mode A₂ are on board.

3. The change-over from operating mode A₂ to mode A₁ may take place only if:

- the crew has been entirely replaced, or
- the crew members required for the operating mode A₁ have, immediately prior to the change, completed the uninterrupted rest period of eight hours outside the navigating-time.

4. The change-over from mode B to mode A₁ or A₂ may take place only if:

- the crew has been entirely replaced, or

- the crew members required for operating modes A₁ and A₂ have, immediately prior to the change, completed the 8-hour and 6-hour uninterrupted rest periods, respectively.
5. The change-over from operating mode A₁ or A₂ to mode B may take place only if:
 - the crew has been entirely replaced, or
 - the crew members required for operating mode B have, immediately prior to the change, completed the 8-hour and 6-hour uninterrupted rest periods, respectively, outside the navigating time and the extra crew required for mode B are on board.
 6. A repetition of the operating mode A₁ or A₂ may take place only if:
 - the crew has been entirely replaced, and
 - the crew members required for the repeated mode A₁ or A₂, have, immediately prior to the change, completed the 8-hour or 6-hour uninterrupted rest periods respectively, outside the navigating time.

Article 3.4 - Ship's Log, Tachograph

1. A ship's log pursuant to the requirements of the Competent Authorities shall be kept on board of each vessel to which the provisions of present Rules apply. The ship's log shall be kept in accordance with the instructions it contains. The responsibility for keeping the ship's log and making the necessary entries in it shall devolve on the boatmaster. The first ship's log, which shall bear the number 1, the name of the vessel and its official number, shall be issued by the authority, which issued the ship's certificate.

Number 2. under the instructions in Ship's Log is valid only for crew members in operating mode B. For the operating modes A₁ and A₂ the beginning and end of rest periods for each crew member shall be entered each day during the voyage.

The particulars related to a change of operating mode shall be entered on a fresh page of the ship's log.

2. Subsequent ship's logs may be issued by a competent local authority which shall affix to them their serial number; however, they may be issued only on production of the preceding log. The preceding log shall be marked indelibly "cancelled" and returned to the boatmaster.

3. The cancelled log shall be kept on board for six months following the last entry.

4. On issue of the first ship's log in accordance with paragraph 1 above, the issuing authority shall certify that it has done so by means of a certificate indicating the name of the vessel, its official number, the number of the ship's log, and the date of issue. This certificate shall be kept on board and produced on request. The issue of subsequent ship's logs in accordance with paragraph 2 above shall be entered by the competent authority on the certificate.

5. Tachograph recordings shall be kept on board for six months following the last entry, if the vessel is equipped with a tachograph.

6. While replacing or supplementing the crew in accordance with the Article 3.3, it shall be necessary to enclose copy of page of the ship's log from the vessel on which he/she was previously embarked with the data on rest period for each new member of the crew, if the new crew member has been on board of the vessels in previous 72 hours.

Article 3.5 – Equipment of Vessels

1. In addition to other regulations, the self-propelled vessels, self-propelled pusher vessels, pushers, pushed convoys and passenger vessels operating with a minimum crew shall meet the following requirements:

- a) The propulsion equipment shall be so arranged as to enable the speed to be changed and the direction of propulsion reversed from the vessel's steering station.

It shall be possible to start and stop the auxiliary machinery required to operate the vessel from the steering station, unless they function automatically or continuously during each voyage.

- b) The critical levels of the temperature of the water for cooling the main engines, the oil pressure of the main engines and transmission gear, the oil and air pressure of the devices for reversing the main engines, the reversible transmission gear or the propellers, and the filling level of the engine room hold shall be indicated by devices which set off sound and visual alarms in the wheelhouse. The sound alarms may be contained in a single sound apparatus and can be stopped once the breakdown has been noted. The visual alarms shall be extinguished only when the relevant problems they indicate have been eliminated.
- c) The fuel feed and the cooling of the main engines shall be automatic.
- d) It shall be possible for one person to man the helm without special effort even at the maximum authorized draught.
- e) It shall be possible to initiate the visual and sound signals prescribed by the regulations for vessels under way from the steering station.
- f) If direct communication between the steering station and the bow of the vessel, the stern of the vessel, the crew accommodation and the engine room is not possible, a sound link shall be provided. For the engine room, the sound link may be replaced by visual and sound signals
- g) It shall be possible for a single crew member on his own to launch the required ship's boat with due dispatch.
- h) A spotlight, which can be manipulated from the steering station, shall be installed on board.
- i) The effort required to manipulate cranks and similar pivoting devices for lifting equipment shall not be more than 16 kg.
- j) The towing winches shall be power-driven.
- k) The bilge pumps and the deck swabbing pumps shall be power-driven.
- l) The main control devices and monitoring instruments shall be arranged ergonomically.
- m) It shall be possible to control the steering gear from the steering station.

2. The conformity or non-conformity of the vessel with the requirements of this article shall be entered into the ship's certificate.

Chapter 4

MINIMUM CREW

Article 4.1 – Self-Propelled Cargo Vessels and Pushers

1. The minimum crew for self-propelled vessels and pushers comprises:

Length of the vessel L in m	Crew members	Number of crew members for the operating mode		
		A ₁	A ₂	B
L ≤ 70	boatmaster	1	1	1
	chief mate	-	1	1
	helmsman	-	-	-
	boatswain	-	-	-
	ordinary crewman	1	-	2
70 < L ≤ 86	boatmaster	1	1	2
	chief mate	-	1	-
	helmsman	-	-	-
	boatswain	1	-	-
	ordinary crewman	-	1	2
L > 86	boatmaster	1	1	1
	chief mate	-	1	1
	helmsman	1	-	1
	boatswain	-	-	-
	ordinary crewman	1	2	2 ^{1/}

^{1/} If the helmsman is replaced by a third person with boatmaster licence, one ordinary crewman shall be enough.

Article 4.2 – Rigid Convoys and other Rigid Formations

1. The minimum crew for rigid convoys and other rigid formations comprises:

Type of convoy	Crew members	Number of crew members for the operating mode		
		A ₁	A ₂	B
pusher + one pushed barge / or formation with the dimensions: L ≤ 116.5 m B ≤ 15 m	boatmaster chief mate Helmsman boatswain ordinary crewman engineer or engine-minder	1 - 1 - 1 -	1 1 - - 2 -	1 1 1 - 2 ^{2/} -
pusher + two pushed barges or self-propelled vessel + one pushed barge	boatmaster chief mate helmsman boatswain ordinary crewman engineer or engine-minder	1 - 1 - 2 -	1 1 - - 3 -	1 1 1 - 2 1 ^{3/}
pusher + three or four pushed barges or self-propelled vessel + two or three pushed barges	boatmaster chief mate helmsman boatswain ordinary crewman engineer or engine-minder	1 - 1 - 2 1	1 1 - - 3 1	1 1 1 - 3 ^{4/} 1
pusher + more than four pushed barges	boatmaster chief mate helmsman boatswain ordinary crewman engineer or engine-minder	1 - 1 - 3 1	1 1 - - 4 1	1 1 1 - 4 ^{5/} 1

^{2/} If the helmsman is replaced by a third person with boatmaster license, one ordinary crewman shall be enough.

^{3/} If the helmsman is replaced by a third person with boatmaster license the crew may not need to include an engineer or an engine-minder.

^{4/} If the helmsman is replaced by a third person with boatmaster license two ordinary crewmen shall be enough.

^{5/} If the helmsman is replaced by a third person with boatmaster license three ordinary crewmen shall be enough.

Article 4.3 – Passenger Vessels

1. The minimum crew for passenger vessels for day excursions comprises:

Maximum permitted number of passengers	Crew members	Number of crew members for the operating mode		
		A ₁	A ₂	B
up to 75 persons	boatmaster	1	1	1
	chief mate	-	1	1
	helmsman	-	-	-
	boatswain	-	-	-
	ordinary crewman	1	1	2
	engineer or engine-minder	-	-	-
between 76 and 250 persons	boatmaster	1	1	1
	chief mate	-	1	1
	helmsman	-	-	-
	boatswain	-	-	-
	ordinary crewman	2 ^{6/}	1	2
	engineer or engine-minder	-	1	1
between 251 and 600 persons	boatmaster	1	1	1
	chief mate	-	1	2
	helmsman	-	-	-
	boatswain	1	-	-
	ordinary crewman	-	1	1
	engineer or engine-minder	1	1	1
between 601 and 1 000 persons	boatmaster	1	1	1
	chief mate	-	1	2
	helmsman	1	-	-
	boatswain	-	-	-
	ordinary crewman	2	2	2
	engineer or engine-minder	1	1	1
more than 1 000 persons	boatmaster	1	1	1
	chief mate	1	1	2
	helmsman	-	-	-
	boatswain	-	-	-
	ordinary crewman	3	4	4
	engineer or engine-minder	1	1	1

The minimum crew for steamboats for day excursions should be increased by one engineer in all operating modes.

^{6/} Both ordinary crewmen may be replaced by one engineer or an engine-minder.

2. The minimum crew for passenger cabin vessels comprises:

Group according to the number of berths	Crew members	Number of crew members for the operating mode		
		A ₁	A ₂	B
up to 50 berths	boatmaster	1	1	1
	chief mate	-	1	2
	helmsman	-	-	-
	boatswain	1	-	-
	ordinary crewman	-	1	1
	engineer or engine-minder	1	1	1
between 51 and 100 berths	boatmaster	1	1	1
	chief mate	-	1	2
	helmsman	1	-	-
	boatswain	-	-	-
	ordinary crewman	1	1	1
	engineer or engine-minder	1	1	1
more than 100 berths	boatmaster	1	1	1
	chief mate	-	1	2
	helmsman	1	-	-
	boatswain	-	-	-
	ordinary crewman	2	3	3
	engineer or engine-minder	1	1	1

Article 4.4 – Minimum crews for other vessels

1. Tugs performing towing operation shall increase minimum crew prescribed in article 4.1 in all operating modes by one boatswain.
2. The minimum crew for non-motorized barge with steering gear comprises of:
 - a) one boatswain in operating modes A₁ and A₂
 - b) one boatswain and one ordinary crewman in operating mode B.
3. Regardless of the paragraph 2 of this Article, the minimum crew for non-motorized barges with steering gear engaged in the process of transport of the dangerous goods should comprise of one boatswain and one ordinary crewman in all operating modes.
4. Some of the towed vessels in a rigid group are not required to have a crew when the crew of the other vessels in the rigid group is sufficiently large and skilled to ensure the safety of those on board and safe navigation, except in case when this is explicitly otherwise regulated by the authority competent for navigation safety (taking into account the nautical-technical characteristics of the vessels, state or type of the cargo).
5. The competent bodies shall determine for vessels not mentioned in these Rules, according to their dimensions, form of construction, equipment and intended use, what crews shall be on board during navigation.

Article 4.5 – Manning of vessels whose minimum equipment is incomplete

1. When the equipment of a self-propelled vessel, pusher, tug, rigid convoy, or other rigid assembly or passenger vessel does not correspond to the standard of equipment required in article 3.5, the minimum crew prescribed in this chapter shall be increased by:
 - a) one ordinary crewman in operating modes A₁ and A₂ and
 - b) two ordinary crewmen in operating mode B. When, however, the requirements of article 3.5, items (i) and (j) only, or of one of these items are not met, the crew shall be increased in operating mode B by one ordinary crewman instead of two.
2. In addition, when one or more of the requirements of article 3.5, items (a) to (c), are not met,
 - a) the ordinary crewman prescribed in paragraph 1. (a) above shall be replaced by an engine-minder in operating modes A₁ and A₂ and
 - b) the two ordinary crewmen prescribed in paragraph 1. (b) above shall be replaced by two engine-minders in operating mode B.

ANNEX 1.

The service record shall contain minimum following data:

SERVICE RECORD

Issued by:

Holder:

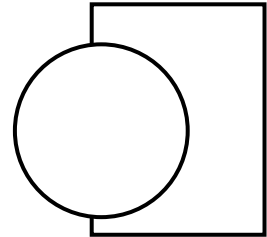
Name:

First name(s):

Born on:

Born at:

Nationality:



Photograph
of holder

The holder of this Service Record has given the following proof of identity:

- passport
- national identity card
- the document referred to below, with its official translation:

Description of the document:

No. of the document:

Document issued by:

Place, date, stamp and signature of the authority
issuing the service record

Previous Service Records and address of holder:

The first Service Record bearing the

Address of the holder of this Service Record
(insert changes of address here):

No.:

.....

was issued by:

.....

.....

.....

on (date):

The previous Service Record bearing the

Remarks by the authority (for example,
details of a replacement record):

No.:

.....

.....

Date:

HOLDER'S QUALIFICATIONS

Qualification:

as from (date)

Stamp, date and signature of the authority:

CERTIFICATE OF FITNESS

The holder of this Service Record qualifies on the basis of the medical certificate

issued by:

issued on:

fit

limited fitness

subject to the following condition(s):

.....
.....
.....

Period of validity:

SAILING TIME ON BOARD, NAME OF VESSEL:

Official number of vessel:

Type of vessel:

Flag:

Length of vessel in m*, number of passengers:

Owner (name, address):

Entry on duty of holder with the position of:

Entry on duty on (date):

Until (date):

Boatmaster (name, address):

.....

Place, date and signature of boatmaster:

.....

.....

* Delete as appropriate

SAILING TIMES AND SECTORS COVERED DURING THE YEAR

Sailing times must correspond to the entries in the log!

Name of vessel or registration number of vessel	Voyage from (k.p.)	via	to (k.p.)	Start of voyage (Date)	Days interrupted	End of voyage (Date)	Number of days of voyage	Signature of boatmaster
A	B			C	D	E	F	G
1								
2								
3								
Entry by the authority: total days of voyage taken into account on this page								

Control stamp
Presented on (date)

Signature and stamp of the authority