

Distr.: Restricted

19 June 2015

English

English and Russian only

Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Forty-seventh session

Geneva, 24–26 June 2015

Item 5 of the provisional agenda

Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised)

Annex to Resolution No. 61: proposal for amending Chapter 23 and Appendix 2

Transmitted by the Chairman of the Group of Volunteers on Resolution No. 61

This document presents the proposal for amendment of Chapter 23 “Crews” and subsequent amendment of Appendix 2 “Model ship’s certificate” of Annex to Resolution No. 61 as discussed at the 9th meeting of the Group of Volunteers on Resolution No. 61, held in Geneva from 11 to 13 May 2015.

The Group of Volunteers proposed to amend Chapter 23 and to bring it in line with Chapter 23 of Directive 2006/87/EU. The Group recommended to the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) to consider this proposal in conjunction with possible elaboration of a new document containing requirements for manning which are deleted in this proposal. As a consequence of the proposed new text of Chapter 23, the Group proposed the relevant amendments to boxes 46–48 of the ship’s certificate.

I. Draft proposal for amending Chapter 23, “CREWS”

“CHAPTER 23 CREWS

~~23-1 GENERAL-(LEFT VOID)~~

~~23 1.1 These Recommendations apply to all inland navigation vessels engaged in international shipping, except unmanned pushed barges and small craft within the meaning of the European Code for Inland Waterways (CEVNI).~~

~~23 1.2 Minimum crews on board inland navigation vessels shall conform to the requirements of these recommendations for all operating modes. The recommendations do not preclude competent authorities from prescribing any additional personnel which may be needed in special cases such as the transport of dangerous goods.~~

~~23 1.3 The minimum crew prescribed for the operating modes shall be on board the vessel at all times when it is under way. No departure shall be permitted without the prescribed minimum crew.~~

~~23-2 CREW MEMBERS-(LEFT VOID)~~

~~23 2.1 The minimum crew of a vessel, ensuring the safety of its operation, may consist of the following crew members:~~

- ~~(i) — Boatmasters;~~
- ~~(ii) — Helmsmen;~~
- ~~(iii) — Able crewmen;~~
- ~~(iv) — Ordinary crewmen;~~
- ~~(v) — Engineers;~~
- ~~(vi) — Electrician engineers;~~
- ~~(vii) — Engine minders;~~
- ~~(viii) — Radio operators.[†]~~

~~23 2.2 On inland waterways, where national or international legislation so allows, the minimum crew of vessels, ensuring the safety of its operation may also include apprentices and deck hands.~~

~~23 2.3 The qualifications for crew members shall be as follows:~~

~~23 2.3.1 — Boatmaster:~~

~~Shall hold a boatmaster's certificate issued in accordance with the Recommendations on Minimum Requirements for the Issuance of Boatmaster's Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (Resolution No. 31 of 12 November 1992, revised).~~

[†]~~In accordance with the national rules of the Russian Federation and Ukraine only.~~

~~23 2.3.2 — Helmsman:~~

~~Shall be not less than 17 years of age and~~

- ~~(i) — Shall have had not less than one year's experience in inland navigation as an able crewman or not less than three years' experience as an ordinary crewman within the meaning of 23 2.3.4 (ii), or~~
- ~~(ii) — Shall have successfully completed training provided the training includes experience in inland navigation as a helmsman apprentice or as an ordinary crewman for a period determined by the competent authority.~~

~~23 2.3.3 — Able crewman:~~

- ~~(i) — Shall have had not less than one year's experience in inland navigation as an ordinary crewman and
 - ~~• Have successfully completed the training referred to in 23 2.3.5 below, or~~
 - ~~• Have passed the final examination of a professional college of inland navigation, or~~
 - ~~• Have passed any other examination for ordinary crewman recognized by the competent authority, or~~~~
- ~~(ii) — Shall have successfully completed training referred to in 23 2.3.5 below 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's experience in inland navigation, or~~
- ~~(iii) — Shall have had not less than two years' experience in inland navigation as an ordinary crewman within the meaning of 23 2.3.4 (ii).~~

~~23 2.3.4 — Ordinary crewman:~~

- ~~(i) — Shall be not less than 17 years of age and
 - ~~• Have passed an examination on completion of the training referred to in 23 2.3.5 below, or~~
 - ~~• Have passed an examination on completion of training in a professional college of inland navigation, or~~
 - ~~• Have passed any other examination for ordinary crewman recognized by the competent authority, or~~~~
- ~~(ii) — Shall have had not less than three years' experience as a member of the ship's deck department, including not less than one year in inland navigation and two years either in inland navigation or at sea, in coastal navigation or fishing.~~

~~23 2.3.5 — Apprentice:~~

~~— Shall be not less than 15 years² of age and have an apprentice's contract which provides for attendance at a professional college of inland navigation or for a correspondence course approved by the competent authority to be taken in the preparation of an equivalent diploma.~~

~~23 2.3.6 — Deck hand:~~

~~Shall be not less than 16 years of age.~~

~~23 2.3.7 — Engineer:~~

- ~~(i) — Shall be at least 18 years of age and have passed an examination on completion of a full training course in the engine and mechanics sectors, or~~

²The age limitation of an apprentice may be higher depending on national legislation.

- (ii) ~~Shall have worked for not less than two years as an engine minder on a motorized inland navigation vessel.~~

~~23 2.3.8 — Electrician engineer:~~

- (i) ~~Shall be at least 18 years of age and have passed an examination on completion of a full training course in on board electrical systems; or~~
- (ii) ~~Shall be at least 18 years of age and have experience of working in a ship's crew for a period determined by the competent authority.~~

~~23 2.3.9 — Engine minder:~~

~~Shall be not less than 17 years of age and either~~

- (i) ~~Be an ordinary crewman and have passed an engine minder's examination recognized by the competent authority, or~~
- (ii) ~~Have had not less than one year's experience on board a motorized inland navigation vessel as an ordinary crewman and have a basic knowledge of engines.~~

~~23 2.3.10 — Radio operator:~~

~~Shall be at least 18 years of age, have passed an examination on completion of a full training course in on board radio systems and have navigational experience as part of a vessel crew for a period determined by the competent authority, or have completed an appropriate probationary period of at least two months' duration aboard inland navigation vessels.~~

23-3 CREW MEMBERS — PHYSICAL FITNESS (*LEFT VOID*)

~~23 3.1 Physical fitness for the job shall be certified by a medical certificate issued on first enlistment as a crew member by a doctor designated by the competent authority.~~

~~23 3.2 Physical fitness involves in particular:~~

- (i) ~~Adequate eyesight and hearing;~~
- (ii) ~~The capacity to lift a weight of 20 kg unaided.³~~

~~23 3.3 Certification of fitness in accordance with 23 3.1 and 23 3.2 above shall be renewed periodically in accordance with the requirements of the Administration.~~

~~23 3.4 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 23 3.1 and 23 3.2.~~

23-4 PROOF OF QUALIFICATIONS — SERVICE RECORD (*LEFT VOID*)

~~23 4.1 Every member of the minimum crew shall have a personal service record conforming to the model reproduced in the appendix 5 to these Recommendations. 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 French, German or Russian. On enlistment, the service record shall be presented to the boatmaster and kept up to date and carefully preserved by him/her until discharge. The service record shall be returned to the holder on request at any time and without delay.~~

³ ~~The competent authority may waive this requirement or prescribe additional requirements with regard to physical fitness.~~

~~The service record contains general information such as diplomas obtained, medical certificates and the holder's qualifications under section 23 2, as well as specific information concerning voyages made or positions held during service on board vessels.~~

~~23 4.2 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 issue by a competent local authority.~~

~~23 4.3 The authority referred to in 23 4.2 above shall be responsible for entering the general information referred to in 23 4.1 above. The boatmaster shall be responsible for entering the specific information referred to in 23 4.1 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.~~

~~23 4.4 For crew members holding a boatmaster's certificate in accordance with the Recommendations on Minimum Requirements for the Issuance of Boatmaster's Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (Resolution No. 31 of 12 November 1992, revised), such certificate shall stand in lieu of the service record.~~

~~23 4.5 It shall be possible to provide proof of qualification for employment on board at any time:~~

~~23 4.5.1 — for the boatmaster, in the form of the boatmaster's certificate;~~

~~23 4.5.2 — for the helmsman, able crewman, ordinary crewman, engineer or engine-minder in the form of the service record or the boatmaster's certificate.~~

~~23 4.6 For crew members who hold a certificate or proof of qualifications and appear on the crew list in accordance with national regulations of the country the waterways of which they navigate, such certificates and proof of qualifications shall stand in lieu of the service record provided that the service record is not prescribed by national or international law concerning the navigation on inland waterways they navigate.~~

23-5 OPERATING MODES ⁴-(LEFT VOID)

A distinction shall be made between the following operating modes:

- A₁ daytime navigation for a maximum of 14 hours ⁵
 - A₂ semi-continuous navigation for not more than 18 hours
 - B continuous navigation for 24 hours and more
- } per 24 hour period

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, if the vessel is equipped with a tachograph of a type approved by the Administration and in proper working order. In the other cases, a vessel sailing under mode A₁ shall cease navigation for the whole of the period between 10 p.m. and 6 a.m., and a vessel under mode A₂ between 11 p.m. and 5 a.m.

⁴ On certain river basins competent authorities may prescribe operating modes which differ from those indicated in section 23 5.

⁵ 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 Administration and in proper working order, and if the members of the minimum crew include one holder of the boatmaster's certificate and a helmsman.

23-6 MANDATORY REST PERIOD-(LEFT VOID)

~~23-6.1 In operating mode A₁, all members of the crew shall have eight hours of uninterrupted rest outside sailing time for each 24 hour period, calculated from the end of each 8 hour rest period.~~

~~In operating mode A₂, all crew members shall have eight hours' rest including six hours uninterrupted rest time outside sailing times⁶ for each 24 hour period, calculated from the end of each 6 hour rest period.~~

~~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.~~

~~During the mandatory rest time, a crew member may not be called on to perform any duty, including surveillance or standby; the watch and surveillance duties provided for in the European Code for Inland Waterways (CEVNI) for stationary vessels shall not be considered as an obligation under this paragraph.~~

~~23-6.2 The provisions of labour regulations and in collective agreements concerning longer rest periods shall remain valid.~~

23-7 CHANGE OR REPETITION OF OPERATING MODE-(LEFT VOID)

~~23-7.1 A change or repetition of operating mode may take place only if the following requirements are complied with:~~

- ~~(i) 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 operating mode A₂ have completed, immediately prior to the change, an 8 hour rest period, including six hours outside sailing time, and the extra crew required for operating mode A₂ are on board.~~~~
- ~~(ii) 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 operating mode A₁ have completed, immediately prior to the change, an uninterrupted rest period of eight hours outside sailing time.~~~~
- ~~(iii) 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 completed, immediately prior to the change, 8 hour and 6 hour uninterrupted rest periods, respectively.~~~~
- ~~(iv) 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 completed, immediately prior to the change, 8 hour and 6 hour uninterrupted rest periods, respectively, outside sailing time and the extra crew required for mode B are on board.~~~~

~~23-7.2 A repetition from 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 completed, immediately prior to the change, 8 hour or 6 hour uninterrupted rest periods respectively, outside sailing time.~~

⁶ For all crew members under 18, eight hours of uninterrupted rest including six hours outside sailing times.

~~23-7.3 In all cases of change of operating mode, the shipowner shall amend the crew manning table in line with the minimum requirements governing crew composition and bring the crew up to strength in accordance with the new manning table prior to changing the operating mode.~~

23-8 **SHIP'S LOG, TACHOGRAPH (LEFT VOID)**

~~23-8.1 A ship's log conforming to the requirements of the Administration shall be kept on board each vessel to which the provisions of present Recommendations apply in accordance with section 23-1 above. 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.~~

~~The beginning and end of rest periods shall be entered each day during the voyage.~~

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

~~23-8.2 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.~~

~~23-8.3 The cancelled log shall be kept on board for six months following the last entry.~~

~~23-8.4 On issue of the first ship's log in accordance with 23-8.1, the authority issuing it 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 be produced on request. The issue of subsequent ship's logs in accordance with 23-8.2 shall be entered by the competent authority on the certificate.~~

~~23-8.5 Tachograph recordings shall be kept on board for six months following the last entry if the vessel is equipped with a tachograph.~~

23-9 **EQUIPMENT OF VESSELS**

~~23-9.1 Notwithstanding the other provisions of these Recommendations, self-propelled vessels, self-propelled pusher vessels, pushers, pushed convoys and passenger vessels operated with a minimum crew shall meet the following requirements: *For motor vessels, pushers, pushed convoys and passenger vessels, compliance with, or failure to comply with, the provisions of subparagraphs 1.1 or 1.2 paragraphs 23-9.1.1 or 23-9.1.2 shall be entered in item 47 of the EU Ship certificate by the inspection body Administration.*~~

~~23-9.1.1~~ *Standard SI*

(i) 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.

(ii) 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.

- (iii) The fuel feed and the cooling of the main engines shall be automatic.
- (iv) It shall be possible for one person to man the helm without special effort even at the maximum authorized draught.
- (v) It shall be possible to initiate the visual and sound signals prescribed by the European Code for Inland Waterways (CEVNI) for vessels under way from the steering station.
- (vi) 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.
- ~~(vii) It shall be possible for a single crew member on his/her own to launch the required ship's boat with due dispatch in an appropriate amount of time.~~
- ~~(viii) A spotlight searchlight, which can be manipulated from the steering station, shall be installed on board.~~
- (ix) The effort required to manipulate cranks and similar pivoting devices for lifting equipment shall not be more than ~~16 kg~~ 160 N.
- (x) The towing winches entered in the *EU Ship certificate* shall be power-driven.
- (xi) The bilge pumps and the deck swabbing pumps shall be power-driven.
- (xii) The main control devices and monitoring instruments shall be arranged ergonomically.
- (xiii) It shall be possible to control the equipment referred to in paragraph 6-1.1 from the steering station.
- ~~(xiv) The vessel shall be equipped with a VHF radiotelephone for the ship to ship and shipping information networks.~~

~~1.2~~ **23-9.1.2** Standard S2

~~(a)~~(i) For motor vessels operating separately:

standard S1 and additionally equipped with a bow thruster which can be operated from the steering position;

~~(b)~~(ii) For motor vessels propelling in side-by-side formation:

standard S1 and additionally equipped with a bow thruster which can be operated from the steering position;

~~(c)~~(iii) For motor vessels propelling pushed convoys made up of the motor vessel itself and a craft in front:

standard S1 and additionally equipped with hydraulic or electrically operated coupling winches. This equipment is, however, not required if the foremost vehicle in the pushed convoy is equipped with a bow thruster which can be operated from the steering position of the pushing motor vessel;

~~(d)~~(iv) For pushers propelling a pushed convoy:

standard S1 and additionally equipped with hydraulic or electric coupling winches. This equipment is, however, not required if the foremost craft in the pushed convoy is equipped with a bow thruster which can be operated from the steering position of the pusher;

~~(e)~~(v) For passenger vessels:

standard S1 and additionally equipped with a bow thruster which can be operated from the steering position. This equipment is, however, not required if the propulsion system and steering system of the passenger vessel guarantee equal manoeuvrability.

~~23-9.2 The conformity or non-conformity of the vessel with the requirements of 23-9.1 above, shall be certified by a certificate issued by the Administration.~~

~~This certificate shall be kept on board the vessel.~~

23-10 MINIMUM CREW FOR SELF-PROPELLED CARGO VESSELS AND PUSHERS⁷-(LEFT VOID)

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

Length of the vessel L in m	Crew members	Number of crew members for operating mode		
		A ₁	A ₂	B
L ≤ 70	boatmaster helmsman able crewman ordinary crewman	1 - - 1	2 - - -	2 - - 2
70 < L ≤ 86	boatmaster helmsman able crewman ordinary crewman	1 - 1 -	2 - - 1	2 - - 2
L > 86	boatmaster helmsman able crewman ordinary crewman	1 1 - 1	2 - - 2	2 1 - 2 ⁸

23-11 MINIMUM CREW FOR PUSHED CONVOYS, SIDE-BY-SIDE FORMATIONS AND OTHER RIGID FORMATIONS-(LEFT VOID)⁹

~~23-11.1 The minimum crew for pushed convoys, side-by-side formations and other rigid formations comprises:~~

Type of convoy	Crew members	Number of crew members for operating mode
----------------	--------------	---

⁷ The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this section. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this section. Notwithstanding the above, on inland waterways, where national or international legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.

⁸ If the helmsman is replaced by a third boatmaster, one ordinary crewman shall be enough.

⁹ The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this section. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this section. Notwithstanding the above, on inland waterways, where national [or international] legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.

		A ₁	A ₂	B
pusher + one pushed barge ¹⁰ or formation with the dimensions: L ≤ 116.5 m B ≤ 15 m	Boatmaster helmsman able crewman ordinary crewman engineer or engine- minder	1 1 - 1 -	2 - - 2 -	2 1 - 2 ⁺¹¹ -
pusher + two pushed barges or self propelled vessel + one pushed barge	Boatmaster helmsman able crewman ordinary crewman engineer or engine- minder	1 1 - 2 -	2 - - 3 -	2 1 - 2 1 ⁺¹²
pusher + three or four pushed barges or self propelled vessel + two or three pushed barges	Boatmaster helmsman able crewman ordinary crewman engineer or engine- minder	1 1 - 2 1	2 - - 3 1	2 1 - 3 ⁺¹³ 1
pusher + more than four pushed barges	Boatmaster helmsman able crewman ordinary crewman engineer or engine- minder	1 1 - 3 1	2 - - 4 1	2 1 - 4 ⁺¹⁴ 1

23-11.2 — The competent authority may prescribe different manning requirements for convoys with a length of up to 82 m and a width of 11.45 m.

23-11.3 — In the case of pushed barges or towed barges, one ordinary crewman is included for every two pushed barges or towed barges.

¹⁰ The term “pushed barge(s)” refers to a standard Europe II pushed barge or its equivalent in terms of length (76.5m):

— 1 pushed barge = 2 pushed barges with a length > 25.50m and ≤ 38.25 m each (e.g. Likes barges);

— 1 pushed barge = 3 pushed barges with a length > 19.12m and ≤ 25.50 m each (e.g. Barko Liner barges);

— 1 pushed barge = 4 pushed barges with a length ≤ 19.12m each (e.g. Lash barges).

¹¹ If the helmsman is replaced by a third boatmaster, one ordinary crewman shall be enough.

¹² If the helmsman is replaced by a third boatmaster the crew may not need to include an engineer or an engine minder.

¹³ If the helmsman is replaced by a third boatmaster two ordinary crewmen shall be enough.

¹⁴ If the helmsman is replaced by a third boatmaster three ordinary crewmen shall be enough.

23-12 **MINIMUM CREW FOR PASSENGER VESSELS**¹⁵-(LEFT VOID)

23-12.1 — The minimum crew for passenger vessels for day excursions comprises:

Maximum permitted number of passengers	Crew members	Number of crew members for operating mode		
		A ₁	A ₂	B
up to 75 persons	Boatmaster	1	2	2
	helmsman	-	-	-
	able crewman	-	-	-
	ordinary crewman	1	1	2
	engineer or engine minder	-	-	-
between 76 and 250 persons	Boatmaster	1	2	2
	helmsman	-	-	-
	able crewman	-	-	-
	ordinary crewman	2 ¹⁶	1	2
	engineer or engine minder	-	1	1
between 251 and 600 persons	Boatmaster	1	2	3
	helmsman	-	-	-
	able crewman	1	-	-
	ordinary crewman	-	1	1
	engineer or engine minder	1	1	1
between 601 and 1 000 persons	Boatmaster	1	2	3
	helmsman	1	-	-
	able crewman	-	-	-
	ordinary crewman	2	2	2
	engineer or engine minder	1	1	1
more than 1 000 persons	Boatmaster	2	2	3
	helmsman	-	-	-
	able crewman	-	-	-
	ordinary crewman	3	4	4
	engineer or engine minder	1	1	1

23-12.2 — The minimum crew for steamboats for day excursions should be increased by one engineer in all operating modes.

¹⁵—The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this section. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this section. Notwithstanding the above, on inland waterways, where national or international legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.

¹⁶—Both ordinary crewmen may be replaced by one engineer or an engine minder.

23 12.3 — The minimum crew for passenger cabin vessels comprises:¹⁷

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

23-13 MANNING OF VESSELS WHOSE MINIMUM EQUIPMENT REFERRED TO IN SECTION 23-9 IS INCOMPLETE (LEFT VOID)

23 13.1 — When the equipment of a self propelled vessel, pusher, rigid convoy, or other rigid assembly or passenger vessel does not correspond to the standard of equipment required in paragraph 23-9.1, the minimum crew prescribed in sections 23-10, 23-11 or 23-12 shall be increased by:

- (i) — One ordinary crewman in operating modes A₁ and A₂ and
- (ii) — Two ordinary crewmen in operating mode B. When, however, the requirements of paragraph 23-9.1, letters (ix) and (x) only, or of one of these letters are not met, the crew shall be increased in operating mode B by one ordinary crewman instead of two.

23 13.2 — In addition, when one or more of the requirements of paragraph 23-9.1, letters (i) to (iii), are not met,

- (i) — The ordinary crewman prescribed in 23-13.1 (i) above shall be replaced by an engine minder in operating modes A₁ and A₂ and
- (ii) — The two ordinary crewmen prescribed in 23-13.1 (ii) above shall be replaced by two engine-minders in operating mode B.

¹⁷ — The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this section. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this section. Notwithstanding the above, on inland waterways, where national or international legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.

23-14 ~~MINIMUM CREWS FOR OTHER VESSELS (LEFT VOID)~~

~~The Administration shall determine for vessels not mentioned in sections 23-10 to 23-12 but covered by the present Recommendations in accordance with section 23-1 above (e.g. tugs, towed barges, floating equipment, high speed vessels), according to their dimensions, form of construction, equipment and intended use, what crews shall be on board during navigation.”~~

II. Draft proposal for amending Appendix 2, “Model ship’s certificate”

46. *Operating modes meeting the requirements of national or international law concerning the crew (**)*
~~The vessel is authorized for operating modes A₁^{*)}, A₂^{*)}, B^{*)}.~~

47. Vessel equipment in accordance with 23-9.2
 The vessel (complies)(*) / (doesn't comply)(*) with 23-9.1.1 (*)/23-9.1.2(*)
~~In accordance with 23-13, the minimum crew should be increased as follows^{*)} / should not be increased^{*)}:~~

Space for entering the minimum crew meeting the requirements of national or international law (**)	Operating mode		
	Space for entering the operating modes according to item 46.		
	A ₁	A ₂	B
Ordinary crewman			
Replacement of the ordinary crewman by an engine-minder			

Observations and special conditions:

48. ~~Minimum crew in accordance with Article 23-14~~ Space for entering the minimum crew for vessels that are not covered by general minimum crew prescriptions in national or international requirements (**)

	Operating mode		
	Space for entering the operating modes according to item 46.		
	A ₁	A ₂	B
Boatmaster			
Helmsman			
Able crewman			
Ordinary crewman			
Engineer			
Engine-minder			