

MINIMUM SAFE MANNING CERTIFICATE

Issued under the provisions of regulation V/14.2 of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, As Amended

Under the authority of the Government of the
Republic of the Marshall Islands
By the Maritime Administrator

SCHEDULE 1
8,000 OR MORE GT AND 3,000 OR MORE KW

Particulars of ship

Name of ship	M. STAR
Distinctive number or letters	3436
IMO number	9515436
Port of registry	Majuro
Gross tonnage: National / Int'l Tonnage Convention, 1969	/ 160292
Main propulsion (kW)	27160
Type of ship	OIL TANKER
Periodically unattended machinery space	Yes **
Trading area/restrictions: INTERNATIONAL/ UNRESTRICTED	

The ship named in this document 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.

Grade/capacity	Certificate (STCW regulations)	Number of persons
Master	95 II/2	1
Chief Mate	95 II/2	1
Second Mate	95 II/1	1
Third Mate	95 II/1	1
Able Seaman *	95 II/4	3
Ordinary Seaman	95 II/4	2
1 GMDSS 1st / 2nd Class Radio Electronic Operator/Maintainer or 2 Deck Officers holding GMDSS General Operator Certificate.		
Chief Engineer	95 III/2	1
1st Assistant Engineer	95 III/2	1
2nd Assistant Engineer **	95 III/1	1
3rd Assistant Engineer **	95 III/1	1
Oiler/Motorman * **	95 III/4	3

Special requirements or conditions, if any.

Watchkeeping arrangements shall be at the discretion of the Master but shall never be of lesser standards than those prescribed by the STCW Convention and IMO Resolution A.890(21).

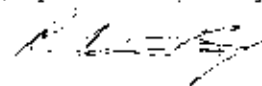
The grades and numbers of personnel listed above reflect the minimum levels of manning necessary for the safety of navigation and operation. Additional personnel as may be considered necessary for maintenance, or cargo handling and control, or watch keeping, and as needed for required rest periods, are the responsibility of the owners, Master, and Chief Engineer.


* If all ratings on a vessel maintaining a fully manned machinery space are qualified as General Purpose (GP-1), the total number of Able Seamen or Oiler/Motormen carried may be reduced by one (1).

** If classed for periodically unattended machinery operation and provided a record of satisfactory Automation Notation survey is completed in accordance with Classification Society requirements, the 2nd and 3rd Assistant Engineers and one (1) Oiler/Motorman are no longer required.

Note: This document is applicable only to masters and to officers and ratings in the deck and engine departments.

Issued at Tokyo, Japan on the 4th day of December, 2008


Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands


Special Agent

