



**Bundesrepublik Deutschland**  
*Federal Republic of Germany*

**See-Berufsgenossenschaft**

**Schiffssicherheitsabteilung/Ship Safety Division**

Reimerstwiete 2, D-20457 Hamburg

Phone: +49 40/361 37-0, Fax: +49 40/361 37-204

**INFORMATION ABOUT SAFE MANNING  
OF LAID-UP-MERCHANT SHIPS  
UNDER GERMAN FLAG**

The following mandatory information apply to merchant ships under German flag. Laid-up-ships are ships, which are temporary phased out of cargo and/or passenger operations.

A ship does not lay up, if it's leaving a port, a berth or an anchor place. In this case the ship must be manned according to the valid Minimum Safe Manning Certificate.

**Requirements for safe manning of laid-up merchant ships:**

1. The shipowner is responsible for safe manning of his laid-up merchant ship.
2. The laid-up ship shall be safely manned, so that
  - a safe watchkeeping is guaranteed,
  - in case of emergency it can respond effective,
  - the watertight integrity according to fire protection and buoyancy is maintained,
  - the ISM- and ISPS-Code is complied with,
  - at anchor a safe anchor watch according to STCW.7/Circ. 14 from 24<sup>th</sup> of May, 2004 („Guidance for Masters on keeping a safe anchor watch“) is guaranteed (see appendix).
3. The German Flag Administration (See-Berufsgenossenschaft) does not issue a Minimum Safe Manning Certificate especially for time of laying up a ship. Relating to German Safe Manning regulations there are no specified numbers of on board personnel for laid-up merchant ships under German flag.
4. Local requirements (e. g. of port authority) shall be observed.

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*Hamburg, 17<sup>th</sup> of February, 2009*



Ref. T2/4.1.5

STCW.7/Circ.14  
24 May 2004

## **GUIDANCE FOR MASTERS ON KEEPING A SAFE ANCHOR WATCH**

- 1 The Sub-Committee on Standards of Training and Watchkeeping, at its thirty-fifth session (26 to 30 January 2004), considered the requirements in section A-VIII of the STCW Code relating to watchkeeping requirements at anchor after seeking the advice of the NAV Sub-Committee as this was an operational matter.
- 2 The Sub-Committee, noting the advice issued by the NAV Sub-Committee, developed additional guidance for masters on keeping a safe anchor watch, set out at annex.
- 3 The Maritime Safety Committee, at its seventy-eighth session (12 to 21 May 2004), approved the circulation of this guidance for masters on keeping a safe anchor watch.
- 4 Member Governments are invited to bring the guidance to the attention of those concerned.

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**ANNEX****GUIDANCE FOR MASTERS ON KEEPING A SAFE ANCHOR WATCH**

1 The master of every ship at an unsheltered anchorage, at an open roadstead or any other virtually "at sea" conditions in accordance with chapter VIII, section A-VIII/2, part 3-1, paragraph 51 of the STCW Code, is bound to ensure that watchkeeping arrangements are adequate for maintaining a safe watch at all times. A deck officer shall at all times maintain responsibility for a safe anchor watch.

2 In determining the watchkeeping arrangements, and commensurate with maintaining the ship's safety and security and the protection of the marine environment, the master shall take into account all pertinent circumstances and conditions such as:

- .1 maintaining a continuous state of vigilance by sight and hearing as well as by all other available means;
- .2 ship-to-ship and ship-to-shore communication requirements;
- .3 the prevailing weather, sea, ice and current conditions;
- .4 the need to continuously monitor the ship's position;
- .5 the nature, size and characteristics of anchorage;
- .6 traffic conditions;
- .7 situations which might affect the security of the ship;
- .8 loading and discharging operations;
- .9 the designation of stand-by crew members; and
- .10 the procedure to alert the master and maintain engine readiness.