

# MLC-2006 (DMLC PART II) DOCUMENTATION

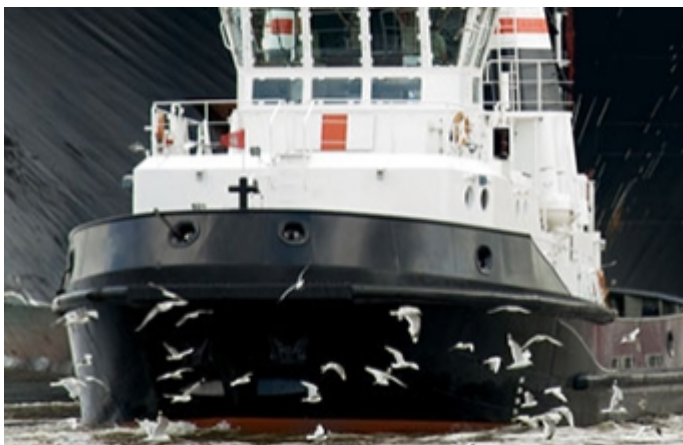
## Company information

**Company:** Rood Boven Groen  
**IMO Company number:** 123121  
**Address:** William Boothstraat 2-2  
**Zipcode:** 8861TL  
**City:** Harlingen  
**Country:** Netherlands (Holland, Europe)  
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## Ship information

**Name:** DMLC Part II Example      **Callsign:** DMLC2  
**IMO nr:** 7896435      **Flag:** Netherlands



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## 1. Minimum age (Reg. 1.1)

**1.1 Under age persons are not allowed to work on a ship. How do you ensure that no under-age persons (16 years of age) work on your ship?**

**Answer:**

It is the standard policy of the company not to employ any crew under the age of 18 onboard the vessels under the company's management. This is implemented in the SMS chapter XXX; "Operator ensures hired crew is according safe manning certificate, STCW, Iltent and European guidelines and has the minimum age of 18 years".

**Relevant documents:**

SMS chapter XXX

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**1.2 Night work is prohibited for seafarers under the age of 18. How do you ensure that no person under the age of 18 does night work?**

**Answer:**

It is the company's policy not to employ any crew under the age of 18 onboard the vessels of the company. This is implemented in the SMS chapter XXX; "Operator ensures hired crew is according safe manning certificate, STCW, Iltent and European guidelines and has the minimum age of 18 years"

**Relevant documents:**

SMS chapter XXX

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**1.3 Seafarers under the age of 18 are not allowed dangerous work likely to jeopardize their health or safety. How do you ensure that?**

**Answer:**

It is the policy of the company not to employ any crew under the age of 18 onboard the vessels. This is implemented in the SMS chapter XXX; "Operator ensures hired crew is according safe manning certificate, STCW, Iltent and European guidelines and has the minimum age of 18 years"

**Relevant documents:**

See SMS chapter XXX

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## 2. Medical certification (Reg. 1.2)

**2.1 All seafarers need a valid certificate (max 2 years) for medical fitness (in the English language for international voyages). How do you ensure that all seafarers on your vessel have a valid certificate for medical fitness?**

**Answer:**

New crew is checked to have a valid medical certification. This is implemented in the SMS chapter XXX; Operator ensures hired crew is according safe manning certificate, Seafarer act Art. 40, 40a, 45, 46 & 47, STCW, ILO and European guidelines, has the minimum age of 18 years and a valid medical certification. Before being sent to the vessel the crew documents are being checked according SMS XXX

**Relevant documents:**

SMS Chapter XXX & SMS XXX Seafarer Act

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**2.2 Medical certificates shall not expire during planned voyage. In urgent cases the competent authority may permit a seafarer to work without a valid medical certificate until the first opportunity for medical examination. How do you arrange permission of the competent authority and medical (re)certification during voyage?**

**Answer:**

Crewing department of the company checks if upon hiring of a crewmember all certificates have a validity for the minimum of six months. In case a contract is extended and the medical seafarer certificate should expire the crewing department arranges medical recertification in the next port.

**Relevant documents:**

SMS xxx

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### 3. Qualification of seafarers (Reg. 1.3)

**3.1 All seafarers need to be trained and qualified to perform the duties they are assigned to. How do you ensure this?**

**Answer:**

Upon hiring new crew, the operator ensures hired crew is according safe manning certificate, STCW, ILO and European guidelines and has the minimum age of 18 years. The qualifications as per assigned duty are stated in the company's SMS Chapter XXX (overview certification and training of personnel)

**Relevant documents:**

See SMS chapter XXX & SMS chapter XXX

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**3.2 All certificates of competency and other certificates shall be valid. How do you monitor the validity of all certificates?**

**Answer:**

On shore this is monitored in the CREW Inspector program, on board this is monitored by the planned maintenance program (Marad).

**Relevant documents:**

SMS chapter XXX

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**3.3 All seafarers should have received familiarisation training before departure. How do you ensure this?**

**Answer:**

This is stated in the SMS chapter XXX Before departure any new or transferred personnel assigned to shipboard operations, duties and/or assignments is being familiarized according Checklist CKL-XXX

**Relevant documents:**

SMS Chapter XXX and CKL XXX

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## **4. Seafarers employment agreements (Reg. 2.1)**

**4.1 MLC requires a clear written and legally enforceable seafarer's employment agreement. Do you have a signed SEA for all your seafarers containing at least all the particulars mentioned in the requirements?**

**Answer:**

The crewing departments ensures that they issue and keep a signed SEA according MLC and flag requirements for all seafarers assigned onboard. The crewing departments monitors the crew planning. The applicable CBA's and the seafarer Bill of rights are available onboard the vessel as stated in the CKL-XXX. The CBA and Bill of rights are also included on the CKL-XXX (publications onboard). On starting work onboard the captain opens the record of employment. The CBA is part of the 'Supporting Documents' folder in the SMS, it is digital and analog available.

**Relevant documents:**

SMS chapter XXX  
SMS chapter XXX  
CKL-XXX  
CKL-xxx  
SMS chapter xxx  
CKL-xxx

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**4.2 The terms and conditions of the SEA must comply with the standards of the code. Are the terms and conditions in compliance with the standards of the code?**

**Answer:**

The crewing departments ensures that they issue and keep a signed SEA according MLC and flag requirements for all seafarers assigned onboard. A monthly pay-slip will be send to the seafareres private e-mail account.

**Relevant documents:**

SMS chapter XXX

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**4.3 Both the ship-owner and the seafarer should be in possession of a signed employment agreement and copies of all employment agreements should be kept on board. Do you issue the original to the seafarer and keep an original in the office and a copy on board, as required by MLC? Dutch flag state differs here, please see requirements**

**Answer:**

When crew embarks the captain checks if the seafarer has his employment agreement (can be copy) with him. If not the captain request a copy at the office.

**Relevant documents:**

CKL-XXX

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**4.4 MLC requires that seafarers have the opportunity to review and seek advice on the terms and conditions in their employment agreement before signing. Do all seafarers have this opportunity before signing their employment agreement?**

**Answer:**

This is stated in the employment agreement as per below: Agreed and signed in twofold Declaration of seafarer: I confirm that I have freely entered this agreement with a sufficient understanding of my rights and responsibilities, and I have been given sufficient time to review and seek advice on the agreement before signing. I have not paid or been asked to pay any fee whatsoever to the employer for being able to sign this agreement. Declaration of employer: I confirm that the seafarer has been informed of his rights and duties under this agreement prior to or in the process of the seafarer's engagement onto the vessel.

**Relevant documents:**

Seafarer employment agreement

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**4.5 MLC requires that the seafarer is given a document containing a record of employment omitting any information on the quality of work or details of wages. The Master must not complete this information in the seaman's book either. Are there measures in place to accommodate these requirements?**

**Answer:**

This is stated in the CKL-XXX On signing off the captain closes the record of employment (seamansbook) without any information on payments or performance.

**Relevant documents:**

SMS CKL-XXX

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## 5. Recruitment and placement (Reg. 1.4)

**5.1 Recruitment and placement is free of charge for the seafarer. How do you guarantee this and how do you organise the travel arrangements to and from your ship?**

**Answer:**

Crewing department only works with MLC approved crewing agents. Crewing agents MLC certificate is available onboard for inspection purposes. It is stated also in the contract that recruitment and placement is free of charge (as per below) Agreed and signed in twofold Declaration of seafarer: I confirm that I have freely entered this agreement with a sufficient understanding of my rights and responsibilities, and I have been given sufficient time to review and seek advice on the agreement before signing. I have not paid or been asked to pay any fee whatsoever to the employer for being able to sign this agreement. Declaration of employer: I confirm that the seafarer has been informed of his rights and duties under this agreement prior to or in the process of the seafarer's engagement onto the vessel.

**Relevant documents:**

SMS chapter XXX  
Seafarer employment agreement

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**5.2 Recruitment and placement services need to be either certified or licensed. If you use a recruitment and placing service, how do you ensure that it complies with the requirements of MLC.**

**Answer:**

Crewing department only works with MLC certified crewing agents, a copy of their MLC certificate is available onboard.

**Relevant documents:**

SMS chapter XXX

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## 6. Hours of work or rest (Reg. 2.3)

**6.1 The minimum hours of rest are applicable to all crew under MLC. How are rest and working hours regulated and recorded on board your vessel?**

**Answer:**

Each head of department is responsible for maintaining work and rest hours. The working and rest hours are being logged in the ISF watchkeeper programm.

**Relevant documents:**

SMS XXX & SMS XXX & SMS XXX

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**6.2 There are specific limits for seafarers younger than 18. How do you comply with MLC 2006 in this respect?**

**Answer:**

No shipboard personell below the age of 18 is being hired.

**Relevant documents:**

SMS chapter XXX

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**6.3 MLC 2006 stipulates that the shipboard working arrangements should be available to all. Have you displayed a table of shipboard working arrangements at an easy accessible place?**

**Answer:**

The IMO/ILO schedule of shipboard working hours are being posted onboard. It is stated in the house rules where this schedule is being posted.

**Relevant documents:**

SMS CKL-XXX

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**6.4 Up-to-date records of work or rest, as required under national standards, for each seafarer serving on the ship must be kept and the seafarers must be provided with a signed copy. How do you meet these MLC requirements?**

**Answer:**

This is stated in the CKL-XXX Working and rest hours are being recorded in the ISF watchkeeper programm. Each seafarer signs his copy at the end of each month.

**Relevant documents:**

CKL-XXX

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## **6.5 The MLC requires that measures shall be taken to minimise disturbance of rest periods or compensate rest. How is this ensured on your ship?**

**6.5.1 Are there measures for drills like musters, fire-fighting and lifeboat to be conducted in such a manner so as to minimise the disturbance of rest periods?**

**Answer:**

This is stated in the CKL-XXX The captain must schedule drills, to comply with the Company's safety policy. This includes unannounced drills. The captain must take into account that scheduled drills minimize the disturbance of rest periods and does not induce fatigue. No-show during safety drills will lead to dismissal.

**Relevant documents:**

CKL-XXX

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**6.5.2 Are there measures to compensate rest provided for call-outs during the normal hours of rest?**

**Answer:**

This is stated in the CKL-XXX Call-outs during rest periods will be compensated by the same amount of time as resthours not interfering with the normal watchkeeping schedule.

**Relevant documents:**

CKL-XXX

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## **7. Manning levels for the ship (Reg. 2.7)**

**7.1 According to MLC the manning level has to be adequate at all times and in all respect to the workload on board. Is your ship manned according to your Minimum Safe Manning Certificate?**

**Answer:**

This is stated in the Company SMS Chapter XXX to be verified with SMS chapter XXX

**Relevant documents:**

SMS chapter XXX and SMS chapter XXX

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**7.2 A safe manning level shall be guaranteed under all circumstances to avoid excessive work hours and fatigue. How do you ensure this?**

**Answer:**

This is stated in the SMS. The company ensures the ship is manned according minimum safe manning at all times. Head of department monitor the working and rest hours of their crew. The captain to report to the company if in the captain's view the crew onboard is not sufficient for the workload onboard.

**Relevant documents:**

SMM chapter XXX  
SMM XXX & SMS XXX & XXX  
SMM chapter XXX

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## **8. Accommodation (Reg. 3.1)**

**8.1 MLC 2006 requires regular documented maintenance and inspection of the crew accommodations and recreational facilities under authority of the Master. Are regular maintenance and inspections carried out and recorded in the log book?**

**Answer:**

This is stated in the CKL-XXX and recorded in the planned maintenance system. "All crew area cabins, as well as crew area, crew recreational spaces, galley, stores and provisions will be inspected at least once a week by the captain, the hotel manager and the Chief officer. This inspection is to assess the upkeep of the crew areas, the personal cleanliness inside the cabins and possible safety and security deficiencies. The outcome of this inspection is to be recorded in the ships logbook; A inspection checklist is available for this purpose"

**Relevant documents:**

CKL-XXX

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**8.2 Ships built before the enforcement of MLC 2006 (20th of August 2013) are considered to be existing ships which shall comply with the existing ILO 'Convention of Accommodation of Crews' for the construction of the accommodation 92 and/or 133 or any other Flag State specific requirements. Have measures been taken to ensure that you comply with those Conventions regarding the accommodation for the crew on your ship?**

**Answer:**

Vessel in possession of a certificate of accommodation issued by the flag state

**Relevant documents:**

Certificate of accommodation

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**8.3 Ships built after the enforcement of MLC 2006 (20th of August 2013) shall comply with minimum standards established by the code and flag state for accommodation and recreational facilities on board. Does your ship comply with the minimum standards established by the code and flag state for accommodation and recreational facilities on board?**

**Answer:**

n/a ship built before MLC enforcement date

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## **9. On-board recreational facilities (Reg. 3.1)**

**9.1 MLC 2006 requires recreational facilities for all seafarers according to the minimum requirements of the flag state. Are the on-board recreational facilities on your vessel constructed according to the minimum requirements of your flag state?**

**Answer:**

Crew is entitled to free email onboard and has possibility to purchase internet access and phone cards at reduced tariffs. The vessel has a crew recreation room, each crew cabin has a TV with DVD and a desk for writing. Vessel has dedicated smoking areas.

**Relevant documents:**

CKL-XXX

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**9.2 Every flag state has established minimum standards for recreational facilities on board. Are recreational facilities maintained and reviewed regularly taking technical and operational developments into account?**

**Answer:**

The onboard recreational facilities are being reviewed each year during the management review.

**Relevant documents:**

CKL-XX & SMM XXX

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## **10. Food and catering (Reg. 3.2)**

**10.1 MLC requires that seafarers have access to good quality food and drinking water free of charge. Do all seafarers on board your vessel have access to good quality food and drinking water free of charge?**

**Answer:**

This is stated in the CKL-XXX Meals are being prepared by the ships cooks at regular times. drinking water is available free of charge 24/7. The Cook ensures food quality (smm XXX)

**Relevant documents:**

CKL-XXX  
SMM XXX

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**10.2 MLC requires that seafarers have access to good quality food and drinking water, provided under regulated hygienic conditions. Do all seafarers on board your vessel have access to food and drinking water of sufficient quantity, quality, nutrition value, variety of food, hygiene, considering different cultural and religious background?**

**Answer:**

This is stated in the CKL-XXX Meals are being prepared by the ships cooks at regular times. drinking water is available free of charge 24/7. The Cook ensures food quality (smm XXX) The Chief Steward monitor special diets / needs of passengers and crew. Before crew boards the vessel special food requirements (diet/vegetarian/vegan) are being recorded on the CKL-XXX

**Relevant documents:**

CKL-XXX  
SMM XXX

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**10.3 MLC 2006 requires a cook of min. 18 years, who has successfully completed a Flag State approved training course. Catering staff shall be trained or instructed. How do you ensure that a qualified trained cook and galley staff is engaged? On ships operating with a prescribed manning of less than ten the person processing food in the galley shall be trained or instructed.**

**Answer:**

No crew below the age of 18 is being hires (smm XXX) Cooks should provide evidence before hiring that they have received training, completed a course or have a valid endorsement on preparing food. (smm XXX)

**Relevant documents:**

SMM XXX  
SMM XXX

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**10.4 The MLC 2006 requires frequent and documented inspections by the Master, with respect to: (a) supplies of food and drinking water; (b) all spaces and equipment used for the storage and handling of food and drinking water; and (c) galley and other equipment for the preparation and service of meals. How are inspections and recordings carried out on your ship?**

**Answer:**

This is stated in the CKL-XXX and recorded in the ships planned maintenance. A special checklist CKL is being used for inspection of crew cabins, crew recreational spaces, galley, stores and provisions. CKL-XXX is being used for cleaning the galley CKL-XXX is being used for cleaning by housekeeping personell

**Relevant documents:**

CKL-XXX  
CKL-XXX  
CKL-XXX  
CKL-XXX

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## **11. Health and safety and accident prevention (Reg. 4.3)**

**11.1 MLC 2006 requires inventory of risks of occupational accidents, injuries and diseases. Do you have a procedure to make an inventory of risks of occupational accidents, injuries and diseases?**

**Answer:**

This is stated in the SMM XXX (company policy) A continuous risk assessment is part of the safety committee once a month. The results of the safety committee meeting are being sent to the company. A summary of risks are being evaluated during the annual management review. The SMM XXX describes how to respond to incidents/accidents to the company and authorities flag state. Guidance for Risk inventory onboard is achieved by severall ILO and flag state publications.

**Relevant documents:**

SMM XXX  
SMM XXX  
CKL-XXX  
CKL-XXX

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**11.2 MLC 2006 requires a safety committee on ships with 5 or more crew members. Is a safety committee established on board your ship and how are meetings recorded?**

**Answer:**

This is stated in the SMM XXX The ship's Safety Committee is a focal point for safety activities on the vessel. It functions as a conduit between the Captain and the Crew on workplace safety. For Netherlands flag vessels, the Safety Committee's monthly report (Reports – CKL-XXX), with the Captain's comments, will be sent to the Designated Person, who will send copies to the IVW (Inspectie van Verkeer en Waterstaat). The reports will be reviewed in the home office and the Designated Person will coordinate a response to the ship on items of interest or requiring home office action. The Safety Committee makes rounds in the ship to look for possible dangerous situations and consists of the Chief Mate, Chief Engineer, Hotel Manager, Doctor and Boatswain. All drills and training needs will be discussed and evaluated within the ship's Safety Committee. Any deficiencies will be reported to the DPA by using a Non Conformity Report (CKL-XXX) to ensure the correct follow up.

**Relevant documents:**

SMM XXX  
CKL-XXX

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**11.3 MLC 2006 requires a procedure for reporting occupational accidents, injuries and diseases. How is this arranged on your ship?**

**Answer:**

this is stated in the SMM chapter XXX reports and analysis of non-conformities, accidents and hazardous occurrences

**Relevant documents:**

SMM XXX

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## **11.4 The MLC requires occupational safety and health policies and programs. Do you have occupational safety and health policies and programs on your ship?**

### **11.4.1 Are occupational safety and health policies and programmes promoted, adopted, implemented and made known to the seafarers on your ship?**

#### **Answer:**

The company policy states safety and environmental awareness. The company policy is posted on-board the vessel. Crew is being made aware of safety and health in the CKL-XXX

#### **Relevant documents:**

SMM XXX  
CKL-XXX

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### **11.4.2 Are there measures for precautions to prevent occupational accidents, injuries and diseases and reducing and preventing the exposure to harmful levels of ambient factors and chemicals?**

#### **Answer:**

There is a continuous risk assessment as part of the safety committee. The ISM contains many safety related work procedures, use of PPE and CKL for dangerous works. The ISM has procedures for the reporting of dangerous situations, near misses and accidents. Safety is being discussed also during the yearly management review. Crew is being familiarized before their duty onboard starts.

#### **Relevant documents:**

See SMS/SMM

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### **11.4.3 Are there instructions to seafarers on the danger of prolonged exposure to high noise levels and vibration and the proper use of PPE for those matters and on occupational safety?**

#### **Answer:**

this is stated in the smm XXX workplace safety - PPE/Job hazard analysis

#### **Relevant documents:**

SMM XXX

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**12.1 MLC requires that medical care, including essential dental care, is free of costs on board and ashore in foreign ports. How do you ensure adequate medical and essential dental care free of costs on board and ashore and that medical care on board is comparable to workers ashore?**

**Answer:**

Medical equipment and adequate measures are available on-board regulated by flag state. In CKL-XXX it is regulated how a seafarer can obtain medical attention while on board. The minimum safe manning certificate states the required number of crew members who can provide medical care when no doctor on board. If in port a medical issue arises, the captain must be consulted before visiting a doctor ashore. It is stated in the SEA of every crew-member, that medical care is provided at no cost. Radio medical service is part of the ships contingency plan. The required medication are stated in CKL XXX

**Relevant documents:**

CKL-XXX  
CKL-XXX appendix X  
SEA  
CKLXXX

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**12.2 The MLC 2006 requires a valid medicine chest, medical equipment and a medical guide. How is the medicine chest and medical equipment maintained on board of your ship and is there a current medical guide on board?**

**Answer:**

The Captain is responsible for all medical issues and hospital when no doctor onboard. An updated medical guide is available onboard and this is monitored by CKL-XXX and the auto supply program of digitrace who send an updated version if this is being issued.

**Relevant documents:**

SMM XXX  
CKL-XXX  
Auto supply certificate on publications and charts

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**12.3 MLC 2006 requires a standard "medical report form" provided by Flag State, which should be kept confidential. What are your procedures for using the standard medical report form and how do you ensure confidentiality of records?**

**Answer:**

This procedure is stated in the CKL-XXX

**Relevant documents:**

CKL-XXX

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**12.4 The MLC 2006 requires that at least 1 seafarer with qualifications following STCW standards is in charge of medical care and medicine administration on board. When 100 or more persons are on board and international voyages of more than 3 days are regularly made a doctor is required. How is medical care ensured on your ship?**

**Answer:**

The company ensures the vessel is manned according to minimum safe manning certificate which states that the master holds the medical training unlimited. On voyages with passengers onboard a physician is on board.

**Relevant documents:**

Minimum safe manning certificate

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**12.5 The MLC requires provision of medical advice via radio or satellite by Members. How are your procedures to provide access to radio medical advice?**

**12.5.1 MLC 2006 requires access to radio medical advice. Are procedures in place to receive radio or satellite calls for medical assistance?**

**Answer:**

this is stated in the CKL-XXX appendix X

**Relevant documents:**

CKL-XXX appendix X

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**12.5.2 Are there measures for a complete and up-to-date list of radio stations and coast earth stations?**

**Answer:**

The publications onboard are being monitored in CKL-XXX and the digitrace autosupply send a new edition whenever this is available.

**Relevant documents:**

CKL-XXX and autosupply digitrace

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**12.5.3 Is the seafarer responsible for medical care or first aid instructed in the use of the ship's medical guide and the radio/satellite communication system?**

**Answer:**

All instructions are being given during hand-over of responsible personnel

**Relevant documents:**

CKL-XXX, CKL-XXX

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**12.6 Is PPE available for all seafarers to prevent or reduce damage through noise, vibration or other ambient factors, are all seafarers familiar with PPE and are they used when required?**

**Answer:**

This is stated in the SMM XXX and during the familiarization onboard. The vessel has been provided with the Code of Safe working Practices

**Relevant documents:**

SMM XXX, CKL-XXX, supporting documents.

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**12.7 MLC requires preventive health promotion and health education programmes. How do you offer health promotion and education on board especially for young seafarers?**

**Answer:**

The company has included in the CKL-XXX references to safety and health information leaflets and publications that are available onboard. The company's medical committee monitors these and updates these regularly.

**Relevant documents:**

CKL-XXX and onboard provided information.

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## **13. On-board complaint procedures (Reg. 5.1.5)**

**13.1 MLC 2006 requires an on-board complaint procedure. Is there an on-board complaint procedure available?**

**Answer:**

Yes, the complaint procedure is part of the CKL-XXX, these house-rules are provided to the seafarer before they sign their SEA and they are thus fully aware of the complaint procedure and this information is also available onboard.

**Relevant documents:**

CKL-XXX

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**13.2 The MLC 2006 requires that all seafarers receive a copy of the on-board complaint procedure. How is ensured that every seafarer receives a copy of the on-board complaint procedure?**

**Answer:**

The onboard complaint procedure is part of the CKL-XXX which is provided to the seafarer before signing his contract. The crewing department ensures that together with the SEA the CKL-XXX is provided.

**Relevant documents:**

SMM XXX  
CKL-XXX

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**13.3 The MLC 2006 requires prohibition and penalization for victimization (adverse action) of seafarers filing a complaint. How do you ensure this?**

**Answer:**

The seafarers rights are being explained in the CKL-XXX in the complaint procedure

**Relevant documents:**

CKL-926

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**13.4 The MLC 2006 requires possibility for impartial advice for all seafarers in case of a complaint. How is this ensured on your ship?**

**Answer:**

these rights are explained in the complaint procedure in CKL-XXX

**Relevant documents:**

CKL-XXX

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**13.5 The MLC 2006 requires the need for the complaint to be resolved at the lowest possible level, however seafarers shall have the right to complain direct to the master or an external authority. Does your on-board complaint procedure include the need for resolving a complaint at the lowest possible level and the possibility for direct complain for all seafarers to the master or an external authority?**

**Answer:**

This is included in the CKL-XXX

**Relevant documents:**

CKL-XXX

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**13.6 The MLC requires that a seafarer who has a complaint may wish to be accompanied or represented. Is this ensured in your on-board complaint procedure?**

**Answer:**

This is included in the complaint procedure in ckl-XXX

**Relevant documents:**

CKL-XXX

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**13.7 Are there provisions for all complaints and their consequences to be recorded and a copy provided to the seafarer concerned?**

**Answer:**

This is included in the complaint procedure in CKL-XXX

**Relevant documents:**

CKL-XXX

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## **14. Payment of wages (Reg. 2.2)**

**14.1 Wages need to be paid in full and on a regular basis, minimally every month. Are wages paid at least monthly?**

**Answer:**

Yes this is stated in SEA

**Relevant documents:**

SEA

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**14.2 MLC requires basic wages to be calculated correctly and that work of equal value receives equal remuneration without discrimination. Do you use appropriate calculation formulas and pay equally without discrimination?**

**Answer:**

Yes according approved CBA guidelines,

**Relevant documents:**

CBA and SEA

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**14.3 The MLC 2006 requires that a wage account or wage slip for each payment is handed over to the seafarer and that the seafarer signs a receipt for all payments on board. How are your procedures on this?**

**Answer:**

This is stated in the SEA and procedure for payments onboard are included in the CKL-XXX

**Relevant documents:**

SEA and CKL-XXX

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**14.4 The MLC 2006 required that seafarers have the right to transmit a part of their wages to family, relations or others. How are procedures to ensure this possibility?**

**Answer:**

This is stated in the SEA

**Relevant documents:**

SEA

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**14.5 The MLC 2006 requires that charges, if any, for remittance shall be reasonable. How is this arranged on your ship?**

**Answer:**

Charges, if any, are being paid shared - costs. This is stated in the SEA

**Relevant documents:**

SEA

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**14.6 The MLC 2006 requires that for payment of wages official rates of exchange shall be used. How is this ensured on your ship?**

**Answer:**

this is stated in the SEA

**Relevant documents:**

SEA

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**14.7 The rate of compensation is not regulated by MLC. However, the rate you apply must be recorded and overtime records shall be maintained at least monthly on board and endorsed by the seafarer. Is this the case on your ship?**

**Answer:**

Overtime, if any, is recorded in the ISF watchkeeper program onboard. The SEA refers to the applicable CBA which holds the rate of compensation for overtime.

**Relevant documents:**

ISF watchkeep & CBA & SEA

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**14.8 No deductions off the seafarers' wages shall be beyond of what is permitted in national law or in the applicable SEA. Is this the case on your ship?**

**Answer:**

The SEA states that only permitted/statutory deductions are being used.

**Relevant documents:**

SEA

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**14.9 Prices for stores and services on board charged to the seafarers shall be fair and reasonable? Are prices for stores and services charged to your seafarers fair and reasonable?**

**Answer:**

This is stated in the CKL-XXX

**Relevant documents:**

CKL-XXX

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**14.10 Monetary fines against any seafarer shall be in accordance with national laws, collective agreements or other measures. Are monetary fines against your seafarers in accordance with national laws, collective agreements or other measures?**

**Answer:**

n/a no Monterey fines other than those issued by national laws and competent authorities.

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# Relevant documents

## 1.1

SMS chapter XXX

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## 1.2

SMS chapter XXX

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## 1.3

See SMS chapter XXX

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## 2.1

SMS Chapter XXX & SMS XXX Seafarer Act

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## 2.2

SMS xxx

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## 3.1

See SMS chapter XXX & SMS chapter XXX

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## 3.2

SMS chapter XXX

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## 3.3

SMS Chapter XXX and CKL XXX

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## 4.1

SMS chapter XXX

SMS chapter XXX

CKL-XXX

CKL-xxx

SMS chapter xxx

CKL-xxx

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## 4.2

SMS chapter XXX

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## 4.3

CKL-XXX

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#### 4.4

Seafarer employment agreement

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#### 4.5

SMS CKL-XXX

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#### 5.1

SMS chapter XXX

Seafarer employment agreement

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#### 5.2

SMS chapter XXX

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#### 6.1

SMS XXX & SMS XXX & SMS XXX

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#### 6.2

SMS chapter XXX

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#### 6.3

SMS CKL-XXX

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#### 6.4

CKL-XXX

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#### 6.5.1

CKL-XXX

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#### 6.5.2

CKL-XXX

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#### 7.1

SMS chapter XXX and SMS chapter XXX

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#### 7.2

SMM chapter XXX

**8.1**

CKL-XXX

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**8.2**

Certificate of accomodation

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**9.1**

CKL-XXX

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**9.2**

CKL-XX & SMM XXX

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**10.1**

CKL-XXX

SMM XXX

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**10.2**

CKL-XXX

SMM XXX

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**10.3**

SMM XXX

SMM XXX

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**10.4**

CKL-XXX

CKL-XXX

CKL-XXX

CKL-XXX

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**11.1**

SMM XXX

SMM XXX

CKL-XXX



CKL-XXX

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## **11.2**

SMM XXX

CKL-XXX

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## **11.3**

SMM XXX

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### **11.4.1**

SMM XXX

CKL-XXX

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### **11.4.2**

See SMS/SMM

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### **11.4.3**

SMM XXX

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## **12.1**

CKL-XXX

CKL-XXX appendix X

SEA

CKLXXX

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## **12.2**

SMM XXX

CKL-XXX

Auto supply certificate on publications and charts

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## **12.3**

CKL-XXX

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## **12.4**

Minimum safe manning certificate

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### **12.5.1**

## **12.5.2**

CKL-XXX and autosupply digitrace

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## **12.5.3**

CKL-XXX, CKL-XXX

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## **12.6**

SMM XXX, CKL-XXX, supporting documents.

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## **12.7**

CKL-XXX and onboard provided information.

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## **13.1**

CKL-XXX

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## **13.2**

SMM XXX

CKL-XXX

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## **13.3**

CKL-926

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## **13.4**

CKL-XXX

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## **13.5**

CKL-XXX

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## **13.6**

CKL-XXX

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## **13.7**

CKL-XXX

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## **14.1**

SEA

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**14.2**

CBA and SEA

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**14.3**

SEA and CKL-XXX

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**14.4**

SEA

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**14.5**

SEA

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**14.6**

SEA

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**14.7**

ISF watchkeep & CBA & SEA

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**14.8**

SEA

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**14.9**

CKL-XXX

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I hereby certify that the above measures have been drawn up to ensure ongoing compliance, between inspections, with the requirements listed in Part I.

Name of shipowner:<sup>1</sup>

Company address:

Name of the authorized signatory:

Title:

Signature of the authorized signatory:

Date:

(Stamp or seal of the shipowner<sup>1</sup>)

The above measures have been reviewed by ..... and, following inspection of the ship, have been determined as meeting the purposes set out under Standard A5.1.3, paragraph 10(b), regarding measures to ensure initial and ongoing compliance with the requirements set out in Part I of this Declaration.

Name

Name:

Title:

Address:

Signature:

Place:

Date:

(Seal or stamp of the authority, as appropriate)

<sup>1</sup>**Shipowner** means the owner of the ship or another organization or person, such as the manager, agent or bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on shipowners in accordance with this Convention, regardless of whether any other organizations or persons fulfil certain of the duties or responsibilities on behalf of the shipowner. See Article II(1)(j) of the Convention.