

**[MIA MEMORANDUM CIRCULAR NO. 137,
September 17, 1998]**

**AMENDMENTS TO CHAPTER XVIII OF THE PHILIPPINE
MERCHANT MARINE RULES AND REGULATIONS (PMMRR) 1997
ON MINIMUM SAFE MANNING FOR SEAGOING SHIPS IN
INTERNATIONAL TRADE**

Pursuant to the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended: IMO Resolution A. 481 (XII) — Principles of Safe Manning; Regulation 13 (b), Chapter V of the International Convention for the Safety of Life at Sea 1974 (SOLAS), as amended; and Section 12 (e) of Executive Order No. 125, as amended, the following revised guidelines on the provision of Minimum Safe Manning are hereby prescribed.

**I
Objective**

To ensure that all Philippine-registered ships are properly manned by qualified and licensed officers and crew that can safely operate the ships at all times in accordance with the following provisions.

**II
Coverage**

This Circular shall apply to all Philippine-registered seagoing ships engaged in international trade.

**III
Definition of Terms**

1. *Master* is a person having command of a ship.
2. *Deck Officer* means an officer qualified in accordance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978, as amended, Chapter II.
3. *Chief Engineer* is a senior licensed marine engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship.
4. *Engineer Officer* means an officer qualified in accordance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978, as amended, Chapter III.
5. *Radio Officer* is a person holding an appropriate certificate issued and

recognized by the Administration under the provisions of the Radio Regulations.

6. *Ratings* means a member of the ship's crew other than the master or an officer.

7. *Seagoing ship* refers to Philippine-registered ships engaged in international trade. HTCISE

8. *STCW Code* means the Seafarer's Training, Certification and Watchkeeping (STCW) Code as adopted by the STCW Convention 1978, as amended.

IV

General Provisions

1. Seagoing ships shall be completely manned by Filipino seafarers. No foreign officers shall be allowed onboard unless approved by the Administration.

2. Masters, officers and ratings onboard seagoing ships shall be duly qualified, competent, certificated and medically fit in accordance with the existing rules on the issuance of certificates and endorsements for seafarers.

3. Seagoing ships shall have onboard an approved minimum safe manning certificate indicating the minimum number of officers and crew and their corresponding licenses and qualification requirements.

4. Masters, officers and ratings performing watchkeeping shall meet the training requirements of STCW 1978, as amended, and those not performing watchkeeping duties shall undergo the basic safety training. For high speed craft, the crew shall undergo additional training in accordance with IMO Resolution MSC 36 (63)[1] adopted on 20 May 1994.

5. By 01 February 1999, at least two (2) deck officers of seagoing ship must be holders of Radio General Operator's Certificate (GOC).

V

Minimum Safe Manning

1. In adopting the Table of Minimum Safe Manning, herein prescribed, the Administration took cognizance of the Principles of Safe Manning under IMO Resolution No. A. 481 (XII). Safe Manning under these Rules shall, therefore, mean that the crew shall include sufficient officers and ratings with appropriate skills and experience to ensure that the following principles can be complied with:

a. The capability to maintain a safe bridge watch at sea in accordance with the STCW Convention 1978, as amended;

b. The capability to moor and unmoor a vessel effectively;

c. The capability to operate and maintain effectively all the watertight closing arrangements including ability to mount an effective damage control party;

d. The capability to operate and when practicable, maintain efficient, all fire

equipment and life saving appliances provided including the ability to muster and disembark passengers and non-essential personnel;

e. The capability to manage the safety functions of the ship when employed in a stationary or near-stationary mode at sea;

f. The capability to maintain a safe engineering watch at sea in accordance with the STCW Convention 1978, as amended and also to maintain general surveillance of spaces containing main propulsion and auxiliary machinery;

g. The capability to operate the main propulsion and auxiliary machinery and maintain it in a safe condition to enable the ship to overcome the foreseeable perils of the voyage; and

h. The capability to maintain the safety arrangements and the cleanliness of machinery spaces to minimize the risk of fire.

2. In the application of the basic principles of safe manning to ensure the safe operations of ships, the following guidelines are hereby adopted:

a. There should be sufficient number of qualified personnel to meet the peak work-load situations and conditions with due regard to the number of hours of shipboard duties and rest period that may be assigned to a seafarer;

b. The bridge watch shall consist of at least one (1) officer and one (1) deck rating qualified to take navigational watch, provided that they comply with the requirements of Parts 3 and 3-1 Section A-VIII/2 of the STCW 1978, as amended;

c. Except in ships of limited size, a three (3) watch system shall be adopted;

d. At each end of the ship, there should be sufficient persons to enable them to accept and effectively secure a tug and to send away tension and secure lines and backsprings. Any necessary operation should be capable of being performed at bow and stern simultaneously;

e. The engineering watch should consist of not less than one (1) duly qualified engineer officer and may include appropriate engine-room ratings provided that they comply with the requirements of Parts 3 and 3-2, Section A-VIII/2 of the STCW 1978, as amended;

f. In designating the number of personnel assigned to engineering watches, account shall be taken of the following:

i. the number, size (KW) and type of the main propulsion and auxiliary units over which surveillance is to be maintained and the number of machinery spaces containing these units; and

ii. adequacy of internal communication.

g. Except in ships of limited propulsion power, a three (3) watch system should be adopted; and

h. There should be a sufficient number of designated personnel available to ensure the cleanliness of machinery spaces.

3. The Administration shall issue a minimum safe manning certificate which needs to contain the following information:

a. A clear statement of the Ship's Name, Call Sign, IMO Number and Official Number, Gross Tonnage, Type of Ship, Port of Registry, and Kilowatt of the Main Propulsion;

b. A table showing the numbers and grades of the personnel required to be carried, together with any special conditions or other remarks.

VI

Minimum Safe Manning Scale:

The Minimum Safe Manning of ships shall be according to the following scale:

1. CATEGORY 1: Ships Engaged in International Voyage

1.1 Passenger Ships **
/Cargo Ships/Tankers

1.1.1 Deck Department

Tonnage(gt)	No.	Position	License/Qualification
Below 500	1	Master	Chief Mate
	2	Deck Officers	2nd Mate and 3rd Mate
	1	Radio Officer*	
	2	Deck Ratings	
500-1599.99	1	Master	Master Mariner
	2	Deck Officers:	2nd Mate and 3rd Mate
	1	Radio Officer*	
	3	Deck Ratings	
1600 and over	1	Master	Master Mariner
	1	Chief Mate	Chief Mate
	1	Deck Officer	2nd Mate or 3rd Mate
	1	Radio Officer*	
	3	Deck Ratings	

1.1.2 Engine Department

Power (KW)	No.	Position	License/Qualification
Under 1500 KW (both for manned and periodically)	1	Chief Engineer	2nd Engineer