

[MIA MEMORANDUM CIRCULAR NO. 148, June 03, 1999]

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

Pursuant to the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended; IMO res. 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; the Tariff and Customs Code of the Philippines, as amended; and Executive Order 125/125-A, the following revised guidelines on the issuance of Manning Certificates are hereby prescribed.

**I
Objective**

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

**II
Coverage**

This Circular shall apply to all Philippine-registered ships engaged in the domestic trade and fishing vessels for international voyage.

**III
Definition of Terms:**

1. "Administration" means the Maritime Industry Authority.
2. "Safe Manning" means the number of qualified, competent and certificated officers and ratings on board a ship who can safely operate her at all times.
3. "STCW Code" means the Seafarer's Training Certification and Watchkeeping (STCW) Code as adopted by the 1978 STCW Convention, as amended.
4. "Function" means a group of task, duties and responsibilities as specified in the STCW Code, necessary for ships operation, safety of life at sea or protection of the marine environment.
5. "Management Level" means the level of responsibility associated with:

5.1 serving as master, chief mate, chief engineer or second engineer officer on board a seagoing ship; and

5.2 ensuring that all functions within the designated area of responsibility are properly performed.

6. "Operational Level" means the responsibility associated with:

6.1 serving as officer-in-charge of a navigational or engineering watch or as designated duty engineer for periodically unmanned machinery spaces or as radio operators on board a seagoing ship; and

6.2 maintaining direct control over the performance of all functions within the designated area of responsibility in accordance with proper procedures and under the direction of an individual serving in the management level for that area of responsibility.

7. "Support Level" means the level of responsibility associated with performing assigned tasks, duties and responsibilities on board a seagoing ship under the direction of an individual serving in the operational or management level.

8. "Limited Coastwise Operation in Partly Protected Waters" means the operation of a vessel within six (6) Nautical Miles from any point of land through permitted routes indicated in the vessel's Certificate of Inspection.

9. "Ro-ro Passenger" means a passenger ship with ro-ro cargo spaces or special category spaces as defined in the International Convention for the Safety of Life at Sea, as amended.

10. "Officer" means a member of the crew, other than the master, who has been designated as such national law or regulation or, in the absence of such designation, by collective agreement or custom.

11. "Master" means the person having command of a ship.

12. "Chief Mate" means an officer next in rank to the master and upon whom the command of a ship will fall in the event of the incapacity of the Master.

13. "Deck Officer" means an officer qualified in accordance with the provisions of Chapter II of the Convention.

14. "Chief Engineer Officer" means a senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship.

15. "Second Engineer Officer" means the engineer officer next-in-rank to the Chief Engineer and upon whom the responsibility for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installation of the ship will fall in the event of the incapacity of the Chief Engineer.

16. "Engineer Officer" means an officer qualified in accordance with the provisions of

chapter III of the Convention.

17. "Medical Practitioner" means a registered Doctor of Medicine in charge of the medical department of a ship.

18. "Radio Officer" means a person holding an appropriate certificate issued and recognized by the Administration under the provisions of the Radio Regulations Act.

19. "Paramedic" are auxiliary medical personnel such as midwives, or nurses with special training on administering first aid.

20. "Major Patron" (MAP) shall refer to a marine deck officer duly registered and certificated to act as officer or master of vessel/ship of not more than 500 GT navigating within a specified body of water in the minor coastwise trade routes in the Philippines.

22. "Boat Captain" means a person authorized by the Administration to act as officers and/or in command of a boat/ship or the qualification/license to act as such.

23. "Marine Diesel Mechanic" (MDM) means a person authorized by the Administration to operate and maintain the ship's diesel engine/s or the qualification/license to act as such.

24. "Electrician" means a licensed master electrician who is responsible for the maintenance of the electrical and electronic installations of the ship.

25. "Rating" means a member of the ship's crew other than the master or an officer.

IV

General Provisions

1. Philippine-registered ships shall be completely manned by Filipino officers and ratings, except as authorized by the Administration.

2. Masters, officers and ratings onboard Philippine-registered ships shall be duly qualified, competent, certificated and medically fit in accordance with these Rules and Regulations.

3. Philippine-registered ships shall have onboard an approved safe manning document indicating therein the minimum safe manning complement and their corresponding licenses and qualification requirements.

4. Masters, officers and ratings performing watchkeeping shall meet the certification requirements of STCW 1978, as amended, and those not performing watchkeeping duties shall undergo basic safety training. For high speed craft, the crew shall undergo additional training in accordance with IMPO Resolution MSC 36(63), and other relevant MARINA Circulars.

5. The highest officer on deck shall be of higher rank than the highest officer in the engine department, except in cases where the required engine power (Kw) is much greater and not in proportion to gross registered tonnage (GRT). (ex. Tugboats which are of big KW rating but are of small GRT).

6. For vessels with a voyage duration time of less than eight (8) hours, a minimum of two (2) officers shall be employed.

7. Engine Output Rating shall be measured in KW instead of BHP (1KW = 1.341 HP)

8. The total aggregate power rating of main propulsion machineries shall be the basis for determining the minimum manning requirements in the engine department.

9. Ships shall have on board medical personnel in relation to the number of passengers and the duration of the voyage as shown below.

No. of Passengers	Voyage Duration	Medical Personnel Required
500-2000	12 hrs. or less	1 paramedic
	Over 12 hrs.	1 medical practitioner
Over 2000	12 hrs. or less	1 paramedic
	Over 12 hrs.	1 medical practitioner 1 paramedic

9.1 Such medical practitioner and paramedics shall undergo an orientation/refresher course on public health in relation to ship sanitation to be conducted by the health authority.

9.2 Such medical personnel named as Ship Health Officer shall be responsible for ensuring at all times the necessary standards of ship's hygiene and cleanliness.

9.3 During the voyage, the medical practitioner shall maintain health records/logbooks and supply any information required by the health authority as to health conditions on board during the voyage.

9.4 The Master shall make known to the health authority, immediately upon discovery, any case of illness which is communicable in nature or death on board, in order to protect the interest of the other passengers and to facilitate the clearance of the ship without endangering public health.

10. Masters and first officers in the coastwise voyage (Category II) and bay and river voyage (Category III) must be holders of Ship Radio Mobile Operators Certificate issued by the National Telecommunications Commission. Radio Officers shall hold the licenses for the following.

Class	Tonnage	Radio License
A,B	over 500 gt	one Second Class
	over 250 gt	one Third Class
C,D,E	over 1600 gt	one Second Class
	over 500-1600 gt	one Third Class

Vessel certified by a recognized classification society and/or the National Telecommunication Commission as to compliance with the GMDSS requirement may not have a radio officer on board.

11. The Steward Department shall be adequately staffed for the provision of food and other services to the crew and passengers. All stewards and food handlers shall comply with the basic safety training and health requirements and must be holders of valid Seafarer's Identification and Record Books (SIRBs).

12. For Fishing vessels plying the international waters with gross tonnage 500 and below, the Master shall be a licensed 3rd Mate and/or a Major Patron. For other fishing vessels the provisions for coastwise voyage shall apply to fishing vessels engaged in international voyage.

13. The 3rd Mater acting as Master of fishing vessel with gross tonnage over 500-1600 shall be with experience of not less than five (5) years as Master of Ship.

14. The following Chief Engineer Officer for fishing vessels engage in the domestic/international trade, shall be as follows:

- a. For over 1200-2400 KW, the Chief Engineer shall be a 4th Marine Engineer with five (5) years experience as 4th Marine Engineer.
- b. For over 2400 KW, the Chief Engineer shall be a 3rd Marine Engineer with five (5) years experience as 3rd Marine Engineer.

15. Special manning applies only to fishing vessels engaged in international voyage.

16. For tanker vessels over 250-500 gross tonnage that are on limited coastwise operation, the 3rd Mate can act as Master.

17. Officers and crew of high speed craft shall meet the training requirements provided under relevant MARINA Circulars. There shall be an additional one (1) deck rating for every one hundred (100) authorized passenger capacity.

18. For High Speed Craft, the manning requirement described is limited to daytime navigation only. Nighttime navigation shall be subject to additional manning requirements as approved by the Administration.

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 of 1978, as amended;