

MEMORANDUM CIRCULAR NO. 148

TO : ALL DOMESTIC SHIPPING COMPANIES AND OTHER MARITIME ENTITIES CONCERNED

SUBJECT : 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 in the major coastwise trade routes within the territorial limits of the Philippines.
21. **“Minor Patron”** (MIP) shall refer to a marine deck officer duly registered and certificated to act as officer or master of vessel/ship of not more than 250 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 IMO 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 Mate 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 a 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 requirement 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;
 - (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 numbers of qualified personnel to meet the peak work-load situations and conditions with due regard to the number of hours shipboard duties and rest periods that may be assigned to a seafarer.
 - (b) The bridge watch shall consist of at least one officer and one deck rating qualified to take navigational watch, provided that they comply with the requirements of Part 3 and 3-1 Section A-VII/2 of the STCW 1978, as amended.
 - (c) Except in ships of limited size, a three 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 duly qualified engineer and may include appropriate engine-room ratings provided that they comply with the requirements of Part 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 watch system should be adopted;
 - (h) There should be a sufficient number of designated personnel available to ensure the cleanliness of machinery spaces;
3. The Administration shall issue a Certificate of Inspection with vessel's minimum safe manning indicating the numbers and grades of the personnel required to be carried, together with any special conditions or other remarks.

VI. MINIMUM SAFE MANNING SCALE

- 1. These Tables of Minimum Manning are general manning requirements subject to the General Provisions and provisions on Additional Manning, Reduction of Manning and Minimum Safety Manning of this Memorandum Circular.
- 2. Minimum Safe Manning is assessed on a case to case basis, upon request of the company and subject to the approval of the Administration.

3. SHIPS ENGAGED IN COASTWISE VOYAGE

- 3.1 Class A: Passenger Ships
 - 3.1.1 Deck Department

Tonnage (gt)	No.	Position	License/Qualification
35 and below	1	Master	Boat Captain
	1	Deck Rating	
Over 35-100	1	Master	MIP Boat Captain
	1	Deck Officer	
	2	Deck Rating	

Over 100 – 250	1 2 2	Master Deck Officers Deck Ratings	2 nd Mate/MAP 3 rd Mate/MIP
Over 250-500	1 2 2	Master Deck Officers Deck Ratings	2 nd Mate/MAP 3 rd Mate and 3 rd Mate/MIP
Over 500-1000	1 1 1 1 2	Master Chief Mate Deck Officer Radio Officer Deck Ratings	2 nd Mate 3 rd Mate 3 rd Mate 2 nd Class
Over 1000-1600	1 1 2 1 3	Master Chief Mate Deck Officers Radio Officer Deck Ratings	Chief Mate 2 nd Mate 3 rd Mate 2 nd Class
Over-1600	1 1 2 1 3	Master Chief Mate Deck Officers Radio Officer Deck Ratings	Master Mariner Chief Mate 2 nd Mate and 3 rd Mate 1 st Class

3.1.2 Engine Department

Power (Kw)	No.	Position	License/ Qualification
200 and below	1	Chief Engineer	MDM
	1	Engine Ratings	
Over 200-400	1	Chief Engineer	4 th Marine Engr.
	1	Engineer Officer	MDM
	1	Engine Ratings	
Over 400-800	1	Chief Engineer	4 th Marine Engr.
	1	Engineer Officer	4 th Marine Engr.
	2	Engine Ratings	
Over 800-1200	1	Chief Engineer	3 rd Marine Engr.
	1	Engineer Officer	4 th Marine Engr.
	1	Engineer Officer	4 th Marine Engr.
	3	Engine Ratings	
Over 1200-2400	1	Chief Engineer	2 nd Marine Engr.
	1	Engineer Officer	3 rd Marine Engr.
	2	Engineer Officers	4 th Marine Engr.

	3	Engine Ratings	
Over 2400	1	Chief Engineer Officer	Chief Marine Engr.
	1	2 nd Engineer Officer	2 nd Marine Engr.
	2	Engine Officers	3 rd Marine Engr and
	3	Engine Ratings	4 th Marine Engr.

3.2 Class B: Cargo Ships

3.2.1 Deck Department

Tonnage (gt)	No.	Position	License/Qualification
35 and below	1	Master	Boat Captain
	1	Deck Rating	
Over 35-100	1	Master	MIP Boat Captain
	1	Deck Officer	
	2	Deck Ratings	
Over 100-250	1	Master	3 rd Mate/MAP 3 rd Mate/MIP
	1	Deck Officer	
	2	Deck Ratings	
Over 250-500	1	Master	2 nd Mate/MAP 3 rd Mate and 3 rd Mate/MIP
	2	Deck Officers	
	2	Deck Ratings	
Over 500-1000	1	Master	2 nd Mate 3 rd Mate 3 rd Mate 2 nd Class
	1	Chief Mate	
	1	Deck Officer	
	1	Radio Officer	
	3	Deck Ratings	
Over 1000-1600	1	Master	Chief Mate 2 nd Mate 3 rd Mate 2 nd Class
	1	Chief Mate	
	1	Deck Officer	
	1	Radio Officer	
	3	Deck Ratings	
Over 1600	1	Master	Master Mariner Chief Mate 2 nd Mate and 3 rd Mate
	1	Chief Mate	
	2	Deck Officers	
	3	Deck Ratings	

3.2.2 Engine Department

Power	No.	Position	License/ Qualification
200 and below	1	Chief Engineer	MDM
	1	Officer Engine Rating	
Over 200-400	1	Chief Engineer	4 th Marine Engr.
	1	Officer	MDM
	1	Engineer Officer Engine Rating	
Over 400-800	1	Chief Engineer	4 th Marine Engr.
	1	Officer	4 th Marine Engr.
	2	Engineer Officer Engine Ratings	
Over 800-1200	1	Chief Engineer	3 rd Marine Engr.
	1	Officer	4 th Marine Engr.
	1	2 nd Engineer Officer Engineer Officer	
	3	Engine Ratings	
Over 1200-2400	1	Chief Engineer	2 nd Marine Engr.
	1	Officer	3 rd Marine Engr.
	2	2 nd Engineer Officer Engineer Officers	
	3	Engine Ratings	4 th Marine Engr.
Over 2400	1	Chief Engineer	Chief Marine Engr.
	1	Officer	2 nd Marine Engr.
	2	2 nd Engineer Officer Engineer officers	3 rd Marine Engr. and 4 th Marine Engr.
	3	Engine Ratings	

3.3 Class C: Tankers

3.3.1 Deck Department

Tonnage (gt)	No.	Position	License/ Qualification
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35 and below	1 1	Master Deck Rating	Boat Captain
Over 35-100	1 1 1	Master Deck Officer Deck Rating	MIP Boat Captain
Over 100-250	1 1 2	Master Deck Officer Deck Ratings	3 rd Mate/MAP 3 rd Mate/MIP
Over 250-500	1 2 2	Master Deck Officers Deck Ratings	2 nd Mate/MAP 3 rd Mate/MIP
Over 500-1000	1 1 1 2	Master Chief Mate Deck Officer Deck Ratings	2 nd Mate 3 rd Mate 3 rd Mate
Over 1000-1600	1 1 2 3	Master Chief Mate Deck Officers Deck Ratings	Chief Mate 2 nd Mate 3 rd Mate
Over 1600	1 1 2 3	Master Chief Mate Deck Officers Deck Rating	Master Mariner Chief Mate 2 nd Mate and 3 rd Mate

3.3.2 Engine Department

Power	No.	Position	License/ Qualification
200 and below	1 1	Chief Engineer Officer Engine Rating	MDM
Over 200-400	1 1 1	Chief Engineer Officer Engine Officer Engine Rating	4 th Marine Engr. MDM
Over 400-800	1 1 1	Chief Engineer Officer Engine Officer Engine Rating	4 th Marine Engr. 4 th Marine Engr.
Over 800-1200	1 1 1	Chief Engineer Officer 2 nd Engineer Officer Engine Officer	3 rd Marine Engr. 4 th Marine Engr. 4 th Marine Engr.

	2	Engine Ratings	
Over 1200-2400	1 1 1 2	Chief Engineer Officer 2 nd Engineer Officer Engineer Officer Engine Ratings	2 nd Marine Engr 4 th Marine Engr. 4 th Marine Engr.
Over 2400	1 1 2 3	Chief Engineer Officer 2 nd Engineer Officer Engineer Officer Engine Ratings	Chief Marine Engr. 2 nd Marine Engr. 3 rd Marine Engr. and 4 th Marine Engr.

3.4 Class D: Dredgers and Anchor Handling & Tugs

3.4.1 Deck Department

Tonnage (gt)	No.	Position	License/Qualification
35 and below	1 1	Master Deck Rating	MIP/Boat Captain
Over 35-100	1 1 1	Master Deck Officer Deck Rating	3 rd Mate/MIP 3 rd Mate/MIP
Over 100-250	1 1 2	Master Deck Officer Deck Ratings	2 nd Mate/MAP 3 rd Mate/MIP
Over 250-500	1 1 2	Master Deck Officer Deck Ratings	2 nd Mate/MAP 3 rd Mate/MIP
Over 500	1 1 1 2	Master Chief Mate Deck Officer Deck Ratings	2 nd Mate/MAP 3 rd Mate/MIP 3 rd Mate/MIP

3.4.2 Engine Department

Power (Kw)	No.	Position	License/Qualification
75 and below	1 1	Chief Engineer Officer	MDM

		Engine Rating	
Over 75-200	1 2	Chief Engineer Officer Engine Ratings	MDM
Over 200-1200	1 1 2	Chief Engineer Officer Engine Officer Engine Ratings	4 th Marine Engr. MDM
Over 1200-2400	1 1 3	Chief Engineer Officer Engine Officer Engine Ratings	3 rd Marine Engr. 4 th Marine Engr.
Over 2400	1 1 2 3	Chief Engineer Officer 2 nd Engineer Officer Engine Officer Engine Ratings	2 nd Marine Engr. 3 rd Marine Engr. 4 th Marine Engr.

3.5 Class E: Fishing Vessels
3.5.1 Deck Department

Tonnage (gt)	No.	Position	License/Qualification
35 and below	1	Master	Boat Captain
Over 35-50	1 1	Master Deck Rating	Boat Captain
Over 50-150	1 2	Master Deck Ratings	Boat Captain
Over 150-250	1 1 3	Master Deck Officer Deck Ratings	MIP Boat Captain
Over 250-500	1 1 3	Master Deck Officer Deck Ratings	3 rd Mate/MAP 3 rd Mate/MIP
Over 500 – 1600	1 1 3	Master Deck Officer Deck Ratings	3 rd Mate 3 rd Mate/MAP
Over 1600	1 1 1 3	Master Chief Mate Deck Officer Deck Ratings	2 nd Mate 3 rd Mate/MAP MAP/MIP

3.5.2 Engine Department

Power	No.	Position	License/ Qualification
200 and below	1	Chief Engineer Officer	MDM
Over 200-1200	1 1 1	Chief Engineer Officer Engine Officer Engine Rating	4 th Marine Engr. MDM
Over 1200-2400	1 1 1 3	Chief Engineer Officer 2 nd Engineer Officer Engine Officer Engine Rating	4 th Marine Engr. 4 th Marine Engr. MDM
Over 2400	1 1 1 3	Chief Engineer 2 nd Engineer Officer Engine Officer Engine Ratings	3 rd Marine Engr. 4 th Marine Engr. 4 th Marine Engr.

3.6 Class F: Pleasure

3.6.1 Deck Department

Tonnage (gt)	No.	Position	License/Qualification
35 and below	1 1	Master Engine Officer	MIP MDM
Over 35-100	1 1	Master Engine Officer	MIP MDM
Over 100-250	1 1	Master Engine Officer	3 rd Mate MDM

3.7 Class G: High Speed Craft

3.7.1 Deck Department*

Tonnage (gt)	No.	Position	License/Qualification
100 and below	1 1 1	Master Deck Officer Deck Rating	2 nd Mate 3 rd Mate
Over 100-250	1 1 1	Master Deck Officer Deck Rating	Chief Mate 3 rd Mate

Over 250-500	1 1 1	Master Deck Officer Deck Rating	Master Mariner 3 rd Mate
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Engine Department

Power(Kw)	No.	Position	License/ Qualification
Below 1400 un manned machinery space	1	Chief Engineer Officer	4 th Marine Engr.
Below 1400 manned machinery space	1 1	Chief Engineer Officer 2 nd Engineer Officer	3 rd Marine Engr. 4 th Marine Engr.
Over 1400-2800 un manned machinery space	1	Chief Engineer Officer	3 rd Marine Engr
Over 1400-2800 manned machinery space	1 1	Chief Engineer Officer 2 nd Engineer Officer	2 nd Marine Engr 4 th Marine Engr
Over 2800-4200 un manned machinery space	1	Chief Engineer Officer	2 nd Marine Engr
Over 2800-4200 un manned machinery space	1 1	Chief Engineer Officer 2 nd Engineer Officer	2 nd Marine Engr 3 rd Marine Engr
Over 4200-5400 un manned machinery space	1	Chief Engineer Officer	Chief Marine Engr
Over 4200-5400 manned machinery space	1 1	Chief Engineer Officer 2 nd Engineer Officer	Chief Marine Engr 3 rd Marine Engr
Over 5400-8200 un manned machinery space	1 1	Chief Engineer Officer 2 nd Engineer Officer	Chief Marine Engr 4 th Marine Engr
Over 5400-	1	Chief Engineer	Chief Marine

8200 manned machinery space	1	Officer 2 nd Engineer Officer	Engr 2 nd Marine Engr
Over 8200- 10200 unmanned machinery space	1 1	Chief Engineer Officer 2 nd Engineer Officer	Chief Marine Engr 3 rd Marine Engr
Over 8200- 10200 manned machinery space	1 1 1	Chief Engineer Officer 2 nd Engineer Officer Engineer Officer	Chief Marine Engr 2 nd Marine Engr 4 th Marine Engr
Over 10200- 24000 unmanned machinery space	1 1	Chief Engineer Officer 2 nd Engineer Officer	Chief Marine Engr 2 nd Marine Engr
Over 10200- 24000 manned machinery space	1 1 1	Chief Engineer Officer 2 nd Engineer Officer Engineer Officer	Chief Marine Engr 2 nd Marine Engr 3 rd Marine Engr

4. SHIPS ENGAGED IN HARBOR, BAY, LAKE AND RIVER VOYAGE

4.1. Class 1: Passenger Vessels

4.1.1 Deck Department

Tonnage (gt)	No.	Position	License/ Qualification
35 and below	1	Master	Boat Captain
Over 35-100	1 1 1	Master Deck Officer Deck Rating	MIP Boat Captain
Over 100- 250	1 1 2	Master Deck Officer Deck Ratings	3 rd Mate/MIP 3 rd Mate/MIP
Over 250- 500	1 1 3	Master Deck Officer Deck Ratings	2 nd Mate/MAP 3 rd Mate/MIP
Over 500	1 1 3	Master Deck Officer Deck Ratings	2 nd Mate 3 rd Mate

4.1.2 Engine Department

Power(Kw)	No.	Position	License/ Qualification
55 and below	1	Chief Engineer Officer	MDM
Over 55-200	1	Chief Engineer Officer	MDM
	1	Engine Rating	
Over 200-400	1	Chief Engineer Officer	4 th Marine Engr
	2	Engine Ratings	
Over 400-800	1	Chief Engineer Officer	4 th Marine Engr MDM
	1	Engine Officer	
	2	Engine Ratings	
Over 800	1	Chief Engineer Officer	3 rd Marine Engr
	1	Engine Officer	4 th Marine Engr
	2	Engine Ratings	

4.2 Cargo Vessels

4.2.1 Deck Department

Tonnage (gt)	No.	Position	License/Qualification
35 and below	1	Master	Boat Captain
Over 35-100	1	Master	MIP Boat Captain
	1	Deck Officer	
	1	Deck Rating	
Over 100-250	1	Master	3 rd Mate/MIP 3 rd Mate/MIP
	1	Deck Officer	
	2	Deck Ratings	
Over 250-500	1	Master	2 nd Mate/MAP 3 rd Mate/MIP
	1	Deck Officer	
	3	Deck Ratings	
Over 500	1	Master	2 nd Mate 3 rd Mate
	1	Deck Officer	
	3	Deck Ratings	

4.2.2 Engine Department

Power(Kw)	No.	Position	License/ Qualification
55 and below	1	Chief Engineer Officer	MDM
Over 55-200	1	Chief Engineer Officer Engine Rating	MDM
Over 200-400	1 1	Chief Engineer Officer Engine Rating	4 th Marine Engr
Over 400-800	1 1 2	Chief Engineer Officer Engine Officer Engine Ratings	4 th Marine Engr MDM
Over 800	1 1 2	Chief Engineer Officer Engine Officer Engine Ratings	3 rd Marine Engr 4 th Marine Engr

4.3 Tankers

4.3.1 Deck Department

Tonnage (gt)	No.	Position	License/ Qualification
35 and below	1	Master	Boat Captain
Over 35-100	1 1	Master Deck Rating	MIP
Over 100-250	1 1	Master Deck Rating	3 rd Mate/MIP
Over 250-500	1 1 1	Master Deck Officer Deck Rating	3 rd Mate/MAP 3 rd Mate/MIP
Over 500-1000	1 1 2	Master Deck Officer Deck Ratings	2 nd Mate/MAP 3 rd Mate/MIP
Over 1000	1 1	Master Chief Mate	2 nd Mate 3 rd Mate

	1 2	Deck Officer Deck Ratings	3 rd Mate/MIP
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4.3.2 Engine Department

Power(Kw)	No.	Position	License/ Qualification
200 and below	1	Chief Engineer Officer	MDM
Over 200-400	1	Chief Engineer Officer	4 th Marine Engr
	1	Engine Rating	
Over 400-800	1	Chief Engineer Officer	4 th Marine Engr
	1	Engine Officer	MDM
	1	Engine Rating	
Over 800	1	Chief Engineer Officer	3 rd Marine Engr
	1	Engine Officer	4 th Marine Engr
	2	Engine Ratings	

4.4 Tugs and Dredgers

4.4.1 Deck Department

Tonnage (gt)	No.	Position	License/Qualification
35 and below	1	Master	Boat Captain
Over 35-100	1	Master	MIP
	1	Deck Rating	
Over 100-250	1	Master	MAP/MIP
	2	Deck Ratings	
Over 250	1	Master	3 rd Mate/MAP
	1	Deck Officer	MIP
	2	Deck Ratings	

4.4.2 Engine Department

Power(Kw)	No.	Position	License/ Qualification
200 and below	1	Chief Engineer Officer	MDM
Over 200-400	1 1	Chief Engineer Officer Engine Rating	MDM
Over 400	1 2	Chief Engineer Officer Engine Ratings	4 th Marine Engr

4.5 Class F: Fishing Vessels

4.5.1 Deck Department

Tonnage (gt)	No.	Position	License/Qualification
35 and below	1	Master	Boat Captain
Over 35-50	1 1	Master Deck Rating	Boat Captain
Over 50-150	1 2	Master Deck Ratings	Boat Captain
Over 150-250	1 3	Master Deck Ratings	MIP
Over 250-500	1 1 3	Master Deck Officer Deck Ratings	3 rd Mate/MAP 3 rd Mate/MIP
Over 500-1600	1 1 3	Master Deck Officer Deck Ratings	3 rd Mate 3 rd Mate/MAP
Over 1600	1 1 1 3	Master Chief Mate Deck Officer Deck Ratings	2 nd Mate 3 rd Mate/MAP MIP

4.5.2 Engine Department

Power	No.	Position	License/ Qualification
200 and below	1	Chief Engineer Officer	MDM
Over 200-400	1	Chief Engineer Officer	MDM
	1	Engine Rating	
Over 400-1200	1	Chief Engineer Officer	4 th Marine Engr
	1	Engine Officer	MDM
	1	Engine Rating	
Over 1200-2400	1	Chief Engineer Officer	4 th Marine Engr
	1	Engine Officer	4 th Marine Engr
	2	Engine Ratings	
Over 2400	1	Chief Engineer Officer	3 rd Marine Engr
	1	2 nd Engineer Officer	4 th Marine Engr
	1	Engine Officer	4 th Marine Engr
	2	Engine Ratings	

VII. SPECIAL MANNING

1. In case of emergency in foreign ports, where one of the qualified officers not carried because of illness, incapacity, disappearance, death or other unforeseen circumstances, and where replacement is not immediately available, a ship may be allowed, subject to prior approval of the Administration, to proceed to the next port of call where replacement shall be made upon arrival thereto, and provided that the master shall make an entry of that fact in the ships logbook.
2. Such ship mentioned in paragraph 1 may only go to sea, carrying a deck officer less than is required, if at the time, the ship carries the full number of qualified marine engineer officers as is required by this Chapter.
3. In the case of engine department, such ship mentioned in paragraph 1 may only go to sea on such voyage, if at the time, it shall have at least one qualified marine engineer officer required by this Circular.
4. In the case of ratings, similar arrangements shall apply provided that a full complement of certificated officers is carried and that the manning of watches is not adversely affected to the satisfaction of the Administration.

5. No special manning shall be allowed for more than thirty days reckoned from the time the ship sails with officer/rating less than that required by this Circular except in cases to be determined by the Administration.

VIII. ADDITIONAL MANNING

Additional manning maybe allowed. However, special attention shall be given to extent to which the crew is intended for other tasks.

IX. REDUCTION OF MANNING

A ship may be allowed to reduce its manning complement subject to the provisions of Section V (minimum safe manning) of this Circular.

X. DISPENSATION/UPGRADING OF OFFICER

1. A Dispensation Permit shall be granted to an officer to occupy the next higher rank in a particular ship only during emergency cases as determined by the MARINA, provided that the period shall not exceed three (3) months.
2. A Dispensation Permit shall not be granted to a Master or Chief Engineer Officer.

XI. WATCHKEEPING

1. Fitness for Duty: The Administration, for the purpose of preventing fatigue shall:
 - 1.1 Establish and enforce rest periods for watchkeeping personnel; and
 - 1.2 Require that watch systems are so engaged that the efficiency of all watchkeeping personnel is not impaired by fatigue and that the first watch are so organized that the first watch at the commencement of a voyage and subsequently relieving watches are sufficiently rested and otherwise fit for duty.
2. Watchkeeping Arrangements and Principles to be Observed
 - 2.1 The Administration shall require shipping companies, masters, chief engineer officers and all watchkeeping personnel to observe the requirements, principles and guidelines set out in the STCW Code, to ensure that a safe continuous watch or watcher appropriate to the prevailing circumstances and condition are maintained in all sea going ships at all times.
 - 2.1.1 Officers in charge of the navigational watch are responsible for the navigating the ship safely during their periods of duty when they shall be physically present in the navigational bridge or in associated location such as the chartroom or bridge control room at all times;
 - 2.1.2 Radio operators are responsible for maintaining a continuous radio watch on appropriate frequency during their periods of duty;
 - 2.1.3 Officers in charge of an engineering watch, as defined in the STCW Code and under the direction of the Chief Engineer, shall be immediately available and on call to attend the machinery spaces and when required shall be physically present in the machinery spaces during their period of responsibility, and;
 - 2.1.4 An appropriate and effective watch or watches are maintained for the purpose of safety at all times, while the ship is not at anchor or moored and, if the ship is carrying hazardous cargo, the organization of such watch or watches takes full account of the nature quantity, packing and storage of the hazardous cargo and any special conditions prevailing onboard, afloat or ashore.

XII. CERTIFICATE AND TRAINING

1. Each seafarer assigned on board ship shall hold the appropriate certificate in accordance with the provisions of the 1978 STCW Convention, as amended.
2. Other personnel serving on board, other than the crew shall have to undergo familiarization training concerning safety matters.

XIII. APPRENTICE TRAINING

Shipowners are being encouraged to accommodate a reasonable number of graduates of maritime courses for apprenticeship training on board ships, provided that provisions of safety appliances as indicated in the Ship's Safety Certificate are enough to cover such additional bodies on board and the ship can provide comfortable billeting to them. Provided further, that each apprentice cadet shall provide himself with an approved Seafarer's Training Record Book where duties on board are recorded and certified.

XIV. DUTIES OF MARINE OFFICERS

The duties of officers in the management and operational levels pursuant to the STCW Code and the responsibilities to be defined under the International Safety Management Code are deemed duties of marine officers. Such duties shall complement those applicable duties enumerated in the Philippine Code of Commerce, as amended.

XV. REPEALING CLAUSE:

The provision of the 1997 PMMRR, as well as other rules and regulations on minimum manning requirements for domestic vessels and fishing vessels for international voyages are hereby repealed.

XVI. EFFECTIVITY:

This Memorandum Circular shall take effect fifteen (15) days after publication once in a newspaper of general circulation in the Philippines.

Manila, Philippines 03 June 1999.

BY THE AUTHORITY OF THE MARINA BOARD

AGUSTIN R. BENGZON
Administrator

Secretary's Certificate

This is to certify that the above-mentioned Memorandum Circular No. 148 has been approved during the 148th Regular Meeting of the Maritime Industry Board of Directors held on 03 June 1999.

Atty. Gloria V. Bañas
Acting Corporate Board Secretary

Date of Publication: 19 June 1999

Date of Submission to the U.P. Law Center: 23 June 1999.