



## CIRCULAR MCO - 009

**DATE:** SEPTEMBER 08, 2016  
**FROM:** MCO HEAD OFFICE – TECHNICAL DEPARTMENT  
**TO:** ALL SURVEYORS AND CUSTOMERS OF MACOSNAR CORPORATION

**SUBJECT:** *MINIMUM SAFE MANNING*

**REFERENCE:** a) Resolution MSC. 325(90) of 24 May 2012 - Adoption of amendments to the international convention for the safety of life at sea, 1974, as amended, adopted by Resolution No. 106-OMI-118-DGMM  
b) Resolution A. 1047(27) of 30 November 2011 – Principles of Minimum Safe Manning adopted through Res. 106-OMI-117-DGMM  
c) Resolution 106-147-DGMM of October 15, 2013.

Dear Sir:

By this mean we want to notify you all the latest MMC. 285 of SEGUMAR Panama that inform the following:

1. Administration understood that some ships due to their size are carrying personnel in addition to the minimum certified manning, and considering that many times the manning does not include this personnel, the Administration has decided to include the following notation on the Minimum Safe Manning Certificates as follows: “The certificate of competency (CoC/CoP) provided shall also authorize the holder thereof to perform any lower ranking position, as long as it is of the same nature as the one for which the respective CoC or CoP was issued” for example in case that One Able Seaman (II/4) is not on board the Able Seafarer Deck (II/5) could perform such duties.
2. In order to clarify some frequent inquiries about the STCW Manila Amendments 2010 in terms of the Minimum Safe Manning Certificate:
  - a) The Able Seafarer Deck (ASD) and the Able Seafarer Engine (ASE), whose standards of competence were included through STCW Convention’s Manila Amendments 2011 under the regulations II/5 and III/5 respectively will be inserted on the Minimum Safe Manning Certificate as an alternative Grade / Capacity to the existing Rating forming part of the Navigational Watch (II/4) and Rating forming part of a Watch in an Engine Room (III/5).
  - b) The Electro-technical Officer (ETO) and the Electro-technical Rating (ETR) (whose standards of competence are III/6 and III/7 respectively), also included through said Amendments, are not mandatory to be inserted on the MSMC issued by this Administration.

- c) In virtue of the STCW Regulation I/14, companies will have responsibility to ensure if a dedicated ETO is or not required onboard it vessels. Please bear in mind the contain of IMO Res. A. 1047 (27), on submission from the Companies for determination of the minimum safe manning of a ship, which should be based on operational functions, Operational factors, task capabilities and workload assessments.
3. Considering the above described, the Minimum Safe Manning Certificate of a ship could be amended by this Administration if, after an evaluation and request submitted by the company, is determined that an additional Grade/ Capacity on it is required to ensure that its ship/unit is sufficiently, effectively and efficiently manned.
4. In case of having questions related to Certificate of Competence (CoC), Certificate of Competence's Endorsement, Certificate of Proficiency (CoP) or any other consultation of certification to be held by Seafarers onboard, in those particular cases, they shall directly be sent to our colleagues of the Directorate General of Seafarer whose email addresses are as follow:  
[gentemar@amp.gob.pa](mailto:gentemar@amp.gob.pa)  
[certification@amp.gob.pa](mailto:certification@amp.gob.pa)

Thanking you for your kind attention and understanding.

Kindest Regards

***Eng. Isabel Valencia***  
***MCO HEAD OFFICE***  
Technical Department  
MACOSNAR CORPORATION  
Phone: (507) 2790145  
Fax: (507) 2364591  
email: [depto\\_tecnico@macosnar.com](mailto:depto_tecnico@macosnar.com)