



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° STCW 006

IMPLEMENTATION OF THE 2010 (MANILA) AMENDMENTS TO THE STCW CONVENTION INCLUDING CHANGES TO THE MINIMUM SAFE MANNING DOCUMENT

SOLAS Chapter V, Regulation 14, IMO Resolution A.1047 (27) and STCW 2010 Amendments

**This Circular should be read in conjunction with
Circulars STCW 004, SOL 020, SOL 029, SOL 058 and GEN 016**

**TO: SHIPOWNERS, SHIPS' OPERATORS AND
MANAGING COMPANIES, MASTERS, FLAG STATE
SURVEYORS AND RECOGNIZED ORGANIZATIONS
ISSUING ISM CERTIFICATES**

APPLICABLE TO:

- a) all ships engaged in international voyages;**
- b) other ships and pleasure yachts of 500 GT and over; and**
- c) all commercial yachts of 24 metres and over.**

EFFECTIVE AS FROM: Date of this Circular

19th December 2016

1. General

The STCW Convention was amended in 2010. As a result it establishes new grades. The aims of this revision are to ensure that STCW standards remain relevant, to improve the standards of professionalism of seafarers and to improve navigational safety, security and protection of marine environment.

The newly established grades are as follows:

- "Able Seafarer Deck" (STCW Reg. II/5),
- "Able Seafarer Engine" (STCW Reg. III/5)
- "Electro-Technical Officer" (STCW Reg. III/6), and
- "Electro-Technical Rating" (STCW Reg. III/7),

All seafarers working on board St. Vincent and the Grenadines vessels should be trained or certified as competent or otherwise qualified to perform their duties

It has been noted that some Administrations have not adopted the regulations to issue a Certificate of Proficiencies for the Able Seafarer Deck and for the Able Seafarer Engine. In this respect, the Shipowners, Ship Operators, Managing Companies may find difficulties in employing sufficient Able Seafarers Deck and Able Seafarers Engine.

MSC 97 has discussed the deadline problems, given that a number of Administrations may not be in a position to issue STCW certificates in accordance with the requirement of the Convention by 1st January 2017.

IMO Maritime Safety Committee has issued MSC.1/Circ. 1560 concerning the implementation of the STCW Convention which is annexed to this Circular. IMO Maritime Safety Committee agreed that, in cases where a seafarer's documentation complies with the requirements in force immediately before 1st January 2017, but is not in accordance with the requirements of the 2010 Manila Amendments to the STCW Convention, port State control authorities, until 1st July 2017,

are recommended to take a pragmatic and practical approach during inspections and to notify the ships, seafarers and Administrations concerned accordingly.

In view of the above, this Administration requires all seafarers to comply as soon as possible with the 2010 Manila Amendments to the STCW Convention and at the latest by 1st July 2017.

2. Minimum Safe Manning Documents (MSM Documents) issued to vessels before 1st January 2017

Minimum Safe Manning Documents (MSM Documents) issued to vessels before 1st January 2017 **will remain valid until 1st July 2017** i.e. they do not have to be changed due to the introduction of the new grades in accordance with the 2010 Manila Amendments to the STCW Convention.

The existing MSM Documents should be replaced with the amended MSM Documents by **1st July 2017**. The replacement process should not cause any delay to the vessel's operations.

In accordance with regulation (STCW Reg. II/5) paragraph 2.3 of the Convention as amended, the holder of a valid Certificate of Proficiency as Able Seafarer Deck (STCW Reg. II/5) can take the position of Rating forming part of a navigational watch (STCW Reg. II/4) indicated in the MSM Document.

In accordance with regulation (STCW Reg. III/5) paragraph 2.3 of the Convention as amended, the holder of a valid certificate of proficiency as Able Seafarer Engine in a manned engine room or designated to perform duties in a periodically unmanned engine room (STCW Reg. III/5) can take the position of Rating forming part of an engineering watch (STCW Reg. III/4) indicated in the MSM Document.

3. New MSM Documents which will be issued after 31st December 2016

This Administration has established a new form of MSM Documents annexed to this Circular in order to effect the changes mentioned in paragraph 1 above. It will be applicable for new coming vessels as from 1st January 2017.

Minimum Safe Manning Documents (MSM Documents) issued to existing vessels before 1st January 2017 should be changed before **1st July 2017** in order to reflect the changes mentioned in paragraph 1 above. It should be issued to existing vessels at the owner's request.

A copy of the latest MSM Document along with the Application Form should be submitted. When a revised MSM Document is issued, the obsolete copy should be returned to this Administration for cancellation.

Port State Control Officers are reminded to take note of MSC.1/Circ.1560 and of this Circular and to accept MSM Documents issued before 1st January 2017 while the transitional measures are implemented and all vessels have a revised MSM document on board as per paragraph 1 above by **1st July 2017**.

4. Information to Recognized Organizations (ROs) regarding the Implementation of the STCW Convention

In accordance with MSC.1/Circ. 1560, this Administration informs ROs issuing ISM Code certificates under SOLAS 74 that, until 1st July 2017, if a seafarer's documentation is not in accordance with the 2010 Manila Amendments to the STCW Convention, it will be sufficient to inform this Administration when assessing compliance with the provisions of the ISM Code.

Annex

- New MSM Document (Form)
- Application for the issue, change or renewal of a MSM Document (Form)
- MSC.1/Circ. 1560



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

MINIMUM SAFE MANNING DOCUMENT

Issued under the provisions of Regulation V/14 of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as Amended
under the authority of the Government of St Vincent and The Grenadines

Name of Ship	Official No. / IMO No.	Port of Registry	
Type of Ship	Main Propulsion Power	Trading Area¹	
Gross Tonnage		Periodically unattended machinery space	
National²:			
International Tonnage Convention, 1969:			

OPERATING COMPANY	
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The ship named in this Document is considered to be safely manned if, whenever she proceeds to sea, she carries not less than the number and grades/capacities of personnel specified in the table below.

Grade /Capacity	STCW Reg.	Nr	Grade / Capacity	STCW Reg.	Nr	Grade / Capacity	STCW Reg.	Nr
Master	-	-	Chief Engineer	-	-	Able Seafarer Deck	-	-
Chief Mate	-	-	Second Engineer	-	-	Deck Rating – watch	-	-
Deck Officer	-	-	Engineer Officer	-	-	Able Seafarer Engine	-	-
Radio Officer	-	-	Electro -Technical Officer	-	-	Engine Rating – watch	-	-
Ship's Cook	-	-	Other	-	-	Electro-Technical Rating	-	-

Special requirements or conditions, if any:

Issued at _____ on _____

This Certificate is subject to the validity of the Certificate of Registry.

THE COMMISSIONER FOR MARITIME AFFAIRS

¹ Where a trading area other than unlimited is shown, a clear description or map of the trading area should be included in the Document

² See "REMARKS" column of the International Tonnage Certificate (if any)



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

APPLICATION FOR THE ISSUE, CHANGE OR RENEWAL OF A MINIMUM SAFE MANNING DOCUMENT

NAME OF VESSEL	OFFICIAL NUMBER (if assigned)	IMO NUMBER
TYPE OF VESSEL	TOTAL MAIN ENGINE POWER (kW)	Intended GMDSS Sea Areas in which the Ship will sail (for ships over 300GT) <input type="checkbox"/> A1 <input type="checkbox"/> A2 <input type="checkbox"/> A3 <input type="checkbox"/> A4
GROSS TONNAGE International Tonnage Convention, 1969	LENGTH (as per Tonnage Certificate) (m)	UNATTENDED MACHINERY SPACE (UMS) <input type="checkbox"/> YES <input type="checkbox"/> NO
National - See "REMARKS" column of the International Tonnage Certificate (if any)	Any restriction(s) imposed by Class on the sailing area or weather/sea conditions? <input type="checkbox"/> YES <input type="checkbox"/> NO If yes a copy of the Class Certificate should be attached to this Application Form.	
Trading Area: UNRESTRICTED <input type="checkbox"/> RESTRICTED <input type="checkbox"/> (if restricted give exact geographical details, including any conditions imposed by Class on the sailing area or weather/sea conditions)		
Total number of crew, including the Master		Total accommodation (persons/berths)
Number of lifeboats		Number of generators
Number of liferafts		Automated mooring winches <input type="checkbox"/> Y <input type="checkbox"/> N
Number of rescue boats		Other relevant information:
Number of liferafts with launching		
Full name and address of Company as per Document of Compliance (ISM Code) for vessels subject to ISM Code OR Full name and address of Operating Company when the vessel is not subject to ISM Code		
IMO Company Number (if applicable)		

MINIMUM SAFE MANNING PROPOSAL

No	STCW Reg.	Deck	No	STCW Reg.	Engine	No	STCW Reg.	Others
		Master			Chief Engineer			Radio Operator
		Chief Mate			Second Engineer			Ship's Cook
		Deck Officer(s)			Engine Officer(s)			Doctor
		Able Seafarer Deck			Electro-Technical Officer			Other
		Deck Rating-Watch			Able Seafarer Engine			
					Engine Rating-Watch			
					Electro-Technical Rating			

The Company/Owner hereby confirms that the above proposed minimum safe manning was completed taking into account IMO Resolution A.1047 (27) and the requirements on hours of rest stated in the STCW 87 and the Maritime Labour Convention 2006.

Place and Date:

Signed on behalf of Company/Owner

Print Full Name and position:

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MSC.1/Circ.1560
5 December 2016

**ADVICE FOR PARTIES, ADMINISTRATIONS, PORT STATE CONTROL AUTHORITIES
AND RECOGNIZED ORGANIZATIONS ON ACTION TO BE TAKEN IN CASES WHERE
NOT ALL SEAFARERS CARRY CERTIFICATES AND ENDORSEMENTS MEETING THE
2010 MANILA AMENDMENTS TO THE STCW CONVENTION AND CODE FROM
1 JANUARY 2017**

1 The Maritime Safety Committee, at its ninety-seventh session (21 to 25 November 2016), expressed concern about the implementation of the 2010 Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, in light of the imminent end, on 1 January 2017, of the transitional provisions laid down in the STCW Convention, regulation I/15.

2 The Committee noted that a large number of certificates needed to be issued by certificate-issuing Parties confirming that their seafarers complied with the provisions of the 2010 Manila Amendments to the STCW Convention, and further noted that the provisions of regulation I/10 required Administrations to issue endorsements to masters, officers and radio personnel for service on their ships.

3 The Committee was particularly concerned about and regretted the fact that, so close to the end of the transitional period, seafarers in some States were reportedly unable to obtain certificates and/or the necessary endorsements required by regulation I/10 meeting the requirements of the 2010 Manila Amendments to the STCW Convention.

4 The Committee, therefore, urged all concerned, including certificate-issuing Parties and Administrations, to do their utmost to ensure that seafarers were issued with the appropriate certificates and necessary endorsements.

5 The Committee recognized that some seafarers on board ships may not yet hold their certificates or flag State endorsements meeting the 2010 Manila Amendments to the Convention and urged port State control authorities to take the above factors into consideration when taking action under the control procedures in article X and regulation I/4 of the STCW Convention. The Committee agreed that, in cases where a seafarer's documentation complied with the requirements in force immediately before 1 January 2017, but was not in accordance with the requirements of the 2010 Manila Amendments to the STCW Convention, port State control authorities, until 1 July 2017, were recommended to take a pragmatic and practical approach during inspections and to notify the ships, seafarers and Administrations concerned accordingly.

6 The Committee also recommended that Administrations should inform recognized organizations issuing ISM Code certification under SOLAS 74 that, until 1 July 2017, if a seafarer's documentation was not in accordance with the 2010 Manila Amendments to the STCW Convention, it would be sufficient to inform the Administration when assessing compliance with the provisions of the ISM Code.

7 Member States are invited to be guided accordingly and to bring the contents of this circular to the attention of all concerned, especially port State control authorities and recognized organizations.
