

# Isle of Man Ship Registry Technical Advisory Notice



## **Manila Amendments – New Qualifications for Deck/Engine Ratings (STCW II/5 and III/5)**

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The Manila Amendments have introduced a new, advanced training standard for Deck Ratings (STCW II/5) and Engineering Ratings (STCW III/5). In order to qualify under the new standards, seafarers must first have become proficient watchkeepers qualified under STCW II/4 or STCW III/4. Seafarers who have served as a Rating for period of 12 months or more may be considered to meet the new competence and will be certified accordingly by their issuing authority.

The Ship Registry has received a number of enquiries from clients who wish to know whether the Ship Registry will require existing II/4 and III/4 qualified crew to upgrade their qualifications to the new II/5 and III/5 standard, and whether we intend to update manning requirements accordingly.

The Ship Registry wishes to clarify that whilst STCW specifies the competency levels of the new grades, it is left to the Flag State to determine manning levels through issuance of a minimum safe manning certificate which must be carried onboard. We have published [MSN 052](#) on minimum safe manning and this is fully compliant with the latest IMO guidelines.

Existing minimum safe manning documents issued by Ship Registry do not require ships to carry crew certified to the new II/5 or III/5 standard. We do not require minimum safe manning documents to be reissued to include these new grades, since the safe manning document only denotes minimum requirements. Ships can carry seafarers certified to II/5 or III/5 standard instead of (or in addition to) the current manning requirements for seafarers qualified to II/4 or III/4 should they wish.

Operators who wish to have these new grades included on their minimum safe manning document can do so, but will need to apply for a new minimum safe manning document.

*Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel. You should consider seeking independent legal advice if you are unsure of your own legal position.*

