

Safe Manning Regulations onboard Jordanian ships

Regulations for the Principles of Safe Manning on Jordanian ships issued in accordance with provisions of SOLAS 74 regulation V/13 and regulation VIII/2 of STCW 1978 as amended in 1995 and IMO resolution A.890 (21) and Para. (C) OF article (5) and Para. (k) of Article (9) of Jordan Maritime Authority Temporary Law No. 47 for year 2002 and its amendments for the year 2003.

Chapter 1 General Provisions

Article 1:

These regulations shall be named (Regulations for the Principles of Safe Manning on Jordanian ships) and shall come into force on the date of publication in the official Gazette).

Article 2:

The following words and terms wherever mentioned in these Regulations shall have the meanings assigned thereto hereunder unless the context expressly provides otherwise:

The Director	The Director General of Jordan Maritime Authority.
The Organization	The International Maritime Organization (IMO).
The Authority	Jordan Maritime Authority.
The Convention	The International Convention on Standards of Training and Watch-keeping for Seafarers (STCW95).
The Administration	The public department authorized to implement the provisions of the Convention, and in Jordan, it is Jordan Maritime Authority.
The Vessel	The seaworthy sea transport means, other than the ships which navigate only in inner waters or in areas or waters where ports regulations are applied .
Certificate of Competency	A certificate granted to the masters or marine engineers and marine officers by maritime administrations, in countries which are party to The Convention, upon completion of the academic requirements at marine education institutes, taking the safety mandatory courses and serving the required maritime period for each type and level of these certificates, and been evaluated or given an assessment according to the provisions of the Convention where the carrier of such certificates shall be qualified to serve on ships according to the level of the their certificates of competency.
Safe-Manning Document	The certificate issued by the Authority to the Jordanian ships which have completed the requirements of safe manning level and arrangement of hours of work and rest times onboard

ships and watch-keeping on deck and engine rooms in a way that ensures the full compliance with these regulations onboard the ship.

The Function	The duties, tasks and responsibilities specified in the Code of the Convention which are necessary for the operation of the ship, the safety of life at sea and the conservation of the marine environment.
The Seafarer	The person who serves onboard a ship of all ranks and categories.
The Master	The person having command of the ship and the crew.
The 1 st Marine Officer	The Ship deck officer next in rank to the master who shall have command of the ship and manage its crew in case of the incapacity of the Master.
The Watch-keeping Officer	The marine officer of the ship crew members other than the Master or the 1 st marine officer.
The Chief Engineer	The chief engineer officer responsible for managing the technical team, propulsion, operation and maintenance of the mechanical and electrical installations of the ship.
The Second Engineer Officer	The engineer officer next in rank to the chief engineer officer and upon who is responsible for the mechanical propulsion, the operation and maintenance of the mechanical and electrical installations of the ship who will take charge in the event of incapacity of the chief engineer officer.
Watch-keeping Engineer	Marine Engineer from ship crew other than the Chief Engineer or the 2 nd Marine Engineer.
Seafarer /Category (A)	The deck crew member who assists in watch-keeping duties other than the Master, the Marine Officer or the Marine Engineer.
Seafarer /Category	The deck crew member other than the

(B)	Master, the Marine Officer or the Marine Engineer.
Mechanic/Category (A)	The engine crew member who assists in the engine watch-keeping duties other than the engineer officers.
Mechanic/Category (B)	The engine crew member who assists in the engine watch-keeping duties other than the engineer officers.
Gross Tonnage	The registered gross tonnage of the ship measured by tones.
Kilo Watt	The propulsion unit for main engines of the ship.

Chapter 2

Requirements of the safe manning and the safe manning document

Article 3:

- A) The Authority shall issue the safe manning document for Jordanian ships of 500 gross tonnage or more if:
- 1- The manning level of the officers, engineers and other ratings is adequate to maintain safe and efficient operation, navigation and implementation of commercial activities of the ship without any threat to the marine environment or navigation aids or port facilities.
 - 2- The ship crew carry all necessary competency certificates, qualifications, experiences and relevant endorsements in accordance with the requirements of the Convention.
 - 3- The working conditions, the work instructions and the job description for the master, the officers, the marine engineers and other ratings introduced by the owner or the management company conforms to the requirements of ISM and the ISPS Codes.

- 4- The working language on board the ship is understood by all crew members.
- 5- The Authority shall issue the safe manning documents for ships of less than 500 GT which navigate in coastal or restricted or for tug boats or speed ships or specialized ship taking into account safety and navigation conditions of these categories of ships.

Article 4:

Minimum manning requirements for Jordanian ships are as follows:

a- Deck department.

Rank	GT	<= 1000 GT	1001-3000 GT	3001-500 GT	5001-10000 GT	10001-20000 GT	>20000 GT
Master		1	1	1	1	1	
1 st Officer		1	1	1	1	1	
Marine Officer		---	---	---	1	1	
Seafarer – A		2	2	3	3	3	
Seafarer – B		---	1	1	1	1	
Total		4	5	6	7	7	

b- Engine department (watch keeping system)

Rank	KW	< 750 KW	750–1500 KW	1501-3000 KW	3001-6000 KW	6001-8000 KW	>8000 KW
CH. Engineer		1	1	1	1	1	1
2 nd Engineer		---	---	---	1	1	1
Marine Eng.		---	---	1	1	1	2

Mechanic – A	1	1	2	3	3	3
Mechanic – B	---	---	1	1	1	2
Total	2	2	5	7	7	9

c- Engine Department (UMS)

Rank	GT	<= 1000 GT	1001- 3000 GT	3001- 500 GT	5001- 10000 GT	10001- 20000 GT	>20 GT
CH. Engineer		1	1	1	1	1	1
2 nd Engineer		---	---	---	1	1	1
Marine Eng.		---	---	---	---	1	1
Mechanic – A		1	1	2	2	2	2
Mechanic – B		---	---	---	---	---	1
Total		2	2	3	4	5	6

Article 5:

The safe manning document shall be kept on board and be available for inspection by the officers authorized by the Authority.

Article 6:

The Master of every ship is bound, under his direction, to ensure that watchkeeping arrangements are adequate for maintaining a safe navigational and engineering watch at all times during navigation, anchorage or in port in accordance with chapter (A – VIII/2) of the Convention.

Article 7:

Notwithstanding the provisions of Article (6) above, the Chief Engineer is bound to ensure that watchkeeping arrangements are adequate for maintaining a safe engineering watch at all times during navigation, anchorage or in port in accordance with chapter (A – VIII/2) of the Convention.

Chapter 3

Duty hours, rest time and watch keeping on deck and engine departments

Article 8:

Manning of Jordanian ships and recruiting of crews in accordance with the requirements of the Convention shall be the responsibility of the ship owner or the management company which are bound to ensure that:

- A) Every seafarer recruited holds the certificate appropriate to the duties he is going in accordance with the requirements of the Convention including the GMDSS and ship security officer certificates.
- B) Their ships are adequately manned in accordance with the safe manning requirements mentioned in Article (4) of these regulations.
- C) Rest times are complied with and that all documents and information pertaining to the seafarers employed on their ships are maintained and made available for the Authority including their competency, experience, training, medical fitness and rest hours.
- D) All newly-recruited seafarers are given the knowledge and training required, in a language understood by them, to become familiar with the shipboard equipment and efficiently use them and carry out their duties during both routine and emergency condition.
- E) Emergency plans are available on board including safety drills, evacuation, fire-fighting or pollution prevention.

Article 9:

The company shall, except for emergencies and special circumstances related safety and marine environment protection considerations, ensure that:

- A) All officers in charge of a navigational or an engineering watch enjoy a minimum of ten-hour rest every 24 hours.

- B) The rest hours should not be divided into more than two periods in 24 hours period, one of which shall be less than six hours.
- C) Notwithstanding the provisions of Para. (b) of this Article, the minimum period of ten hours may be reduced to less than six hours on two periods on condition that this reduction shall not extend beyond two days and not less than 10 hours of rest in seven days period.
- D) The company shall arrange schedule of duties and working hours and rest for crew on every ship.

Article 10:

The company shall ensure that all seafarers are provided with basic education and training as required by the Convention in addition to the mandatory courses on self survival, safety, or prevention of pollution and competency prior to performing their duties on board ships.

Chapter 4

Safe manning requirements for special types of ships used for carrying specific types of hazardous cargo, passenger ships, high speed crafts, tankers and RO-RO ships

Article 11:

Ship owners or management companies shall ensure that, the ship master, the officers, the marine engineers and other ratings who form part of the navigational and engineering watch and the seafarers charged with loading and unloading operations, have successfully fulfilled the specified training requirements for the following types of ships as follows:

- A) Tankers: completed the requirements of Regulation A–V/2 of Chapter 5, section A of the Convention Code.
- B) RO-RO/passenger ships: completed the requirements of Regulation A–V/2 of Chapter 5, section A of the Convention Code.

C) Passenger/NON RO-RO ships: completed the requirements of Regulation A– V/3 of Chapter 5, section A of the Convention Code.

Article 12:

The master of a ship carrying hazardous cargo shall take the following measures during the ship's stay in port or at anchorage:

- A) Making necessary arrangements to monitor ship holds from the deck or from any other appropriate place and arrange an engineering watch in the engine room to ensure preparedness at all times.
- B) Monitoring ship holds to ensure that the hazardous cargo has been stacked safely and efficiently taking into account the surrounding conditions of the ship, place of berth or anchorage.

Chapter 5
Final Provisions

Article 13:

The Authority shall have the right to take all necessary measures against the ship owner and/or the management company and detain the ship by canceling the manning document if any breach of these regulations is made after due verification.

Article 14:

All previous Regulations on these matters shall be cancelled as of the date of publication of these regulations in the Official Gazette.