

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 Commission Temporary Law No. 47 for year 2002 and its amendments for the year 2003

Chapter One 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 Commission
Organization:	International Maritime Organization
Commission:	Jordan Maritime Commission
Convention:	The International Convention on Standards of Training and Watch keeping for Seafarers of 1978 and its Amendments of 1995 issued by the International Maritime Organization
Maritime Administration:	The public department authorized to implement the provisions of the Convention, and in Jordan, it is Jordan Maritime Commission.

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 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 document issued by the Commission to the Jordanian ships which have completed the requirements of safe manning level and arrangement of work and rest hours onboard ships and watch-keeping on bridge and engines room in a way that ensures the full compliance with these regulations onboard the ship
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.
First 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 First

	Marine officer.
Chief Marine 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 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 2nd 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 (B):	The deck crew member other than the 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 other than the engineer officers
Mechanic:	
Gross ton:	Total vessel load unit in tons
Kilo Watt KW:	The propulsion power unit for main engines of the ship

Chapter Two

Requirements of the safe manning and the safe manning document

Article (3)

A) The Commission 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 ranks is adequate to maintain safe and efficient operation, navigation and implementation of commercial activities of the ship without any threat of any kind 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 crew members introduced by the owner or the management company conforms to the requirements of International Safety Management Code (ISM) and the international ship and Port facility security code (ISPS).

4- The working language on board the ship is understood by all crew members.

B) The Commission shall issue the safe manning documents for ships of less than 500 GT which navigate in coastal or restricted areas or for tug boats or speed ships or the ships designated for specific work according to the nature of their work and their sailing areas, as it deems appropriate for the safe working and sailing conditions of this categories of ships.

Article (4)

The safe manning requirements for Jordanian vessels are defined as follows:

a) Deck department:

Rank	Less than 1000 tons total	From 1001 to 3000 tons total	From 3001 to 5000 tons total	From 5001 to 10000 tons total	From 10001 to 20000 tons total	Mors than 20000 tons total
Master	1	1	1	1	1	1
First Officer	1	1	1	1	1	1
Marine Officer	-	-	-	1	1	2
Class A Seafarer	2	2	3	3	3	3
Class B Seafarer		1	1	1	1	2
Total	4	5	6	7	7	9

b) Engine department working by watch keeping system

Rank	Less than 750 KW	From 750 to 1500 KW	From 1501 to 3000 KW	From 3001 to 6000 KW	From 6001 to 8000 KW	More than 8001 KW

Chief Marine Engineer	1	1	1	1	1	1
Second Marine Engineer	-	-	-	1	1	1
Marine Engineer	-	-	1	1	1	2
Mechanic / Category (A):	1	1	2	3	3	3
Mechanic / Category (B):	-	-	1	1	1	2
Total	2	2	5	7	7	9

c) Engine department not working by watch keeping system

Rank	Less than 750 KW	From 750 to 1500 KW	From 1501 to 3000 KW	From 3001 to 6000 KW	From 6001 to 8000 KW	More than 8001 KW
Chief Marine Engineer	1	1	1	1	1	1
Second Marine Engineer	-	-	-	1	1	1
Marine Engineer	-	-	-	-	1	1
Mechanic / Category (A):	1	1	2	2	2	2
Mechanic / Category (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 Commission.

Article (6)

The Master of every ship is bound, under his direction, to ensure that watch keeping 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) of these instructions, the Chief Engineer is bound to ensure that watch keeping arrangements are adequate for maintaining a safe engineering watch at all times during navigation, anchorage or in port in accordance with Part 3-2 of Chapter Eight of Section (A) in Code of the Convention.

Chapter III

Working/Rest hours, and watch keeping on bridge and engine room

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 perform the appropriate functions for his rank and duty in accordance with the requirements of the Convention including the Global Maritime Distress and Safety System (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 Commission 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 conditions.
- E) Emergency plans (Master list) are available on board to coordinate the activities of the crew in case of emergency, and when carrying out maritime safety drills in evacuation, firefighting, prevention of marine pollution or mitigation of its impacts.

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 70 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 Four

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 sailors 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) Roll-on Roll-off /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 safety measures during the ship's stay in port or at anchorage:

A) Making necessary arrangements to monitor ship holds from the bridge or from any other appropriate place and arrange an engineering watch in the engine room to ensure preparedness of main engine 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 Five Final Provisions

Article (13)

The Commission 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.