

	<b>MARITIME AUTHORITY OF JAMAICA</b>  <b>PARIS / TOKYO MoU CIC 2014-STCW</b> <b>HOURS OF REST</b>	Circular No.	14-08-09	p
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TO:

- (I) ALL OWNERS, MASTERS OF JAMAICAN REGISTERED VESSELS**
- (II) ALL MANAGERS AND OPERATORS OF JAMAICAN REGISTERED VESSELS**

**SUBJECT: PARIS / TOKYO MoU CIC ON HOURS OF REST**

References: STCW, Chapter VIII, Section A-VIII/1

**Summary:**

The Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MOU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) with the purpose of establishing that watch keeping personnel are meeting the requirements regarding hours of rest as per STCW 78 as amended (including the Manila amendments).

**The three-month campaign will start on 1 September 2014 and end on 30 November 2014.**

The Port State Control Officers (PSCO) will use a list of 10 selected items to establish that watch-keeping personnel are meeting the requirements regarding hours of rest, focusing attention on minimum safe manning document and records of rest.

In addition, information will be gathered on the watch system, whether minimum safe manning document requires an Engineer Officer and whether the ship is designated periodically Unattended Machinery Space (UMS).

Where deficiencies are found, actions by the port State may vary - from recording a deficiency and instructing the master to rectify it within a certain period of time, to detaining the ship until serious deficiencies have been rectified.

**Guidance:**

The Maritime Authority of Jamaica would like to remind masters and ship owners/managers/operators of Jamaican registered vessels that the following criteria will be normally considered grounds for detention:

- When rest hours recordings are missing or when they are not up to date.
- Where rest hours are not kept when the ship is in port. This could indicate that watch-keeping officers have not been duly rested to take the ship safely out of port.
- When the recorded hours are not in congruence with other documentation on board such as bridge/engine log books. This may be interpreted as forging records.
- When repeated violations of rest hours have been observed with no indication of corrective action having been taken.
- When the first watch-keeping personnel have not been adequately rested as required by the regulation.
- Deficiencies in the Safety Management System (SMS) that hamper the correct keeping of rest hours in practice and or on paper.

In view of the above, all masters, owners/operators/managers of Jamaican registered vessels are urged to ensure a proper work routine and documentation on board based on, but not limited to, the minimum guidance provided below:

- 1) A table of shipboard working arrangements must be posted in an easily accessible place such as bridge, mess room, lounge ships office etc.
- 2) Minimum safe manning documents and crew certificates must be readily available for inspection.
- 3) The records of rest hours must be kept by all crew members and must be signed by the master or authorized person and by the crew member.
- 4) Hours of rest must be correctly recorded and must accurately reflect the actual hours of rest. Such records must be consistent with other records available on board such as deck/engine log books, vessel movement books.
- 5) Proper compliance with the minimum rest hours as required by STCW, Chapter VIII, section A-VIII/I, 2.1, 2.2 and 3 must be adhered to for every 24-hour period and also for the seven-day period.
  - a minimum of 10 hours of rest in any 24-hour period; and
  - 77 hours of rest in any 7-day period. Parties may allow exceptions from the required hours of rest above, provided the rest period is not less than 70 hours in any 7-day period.
  - the hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours.

The starting point of any 24-hour period in the absence of any guidelines from the flag State should be from the beginning or end of the longest rest period.
- 6) Compensatory rest hours must be provided for seafarers whose rest hours have been disturbed by call-outs for work during their rest period.
- 7) Ensure that the watch-keepers on the first and subsequent watches after departure are sufficiently rested and fit for duty.

8) Ensure that any observed violations in rest hours are brought to the attention of the management and that corrective measures are put in place.

9) Owners/operators should consider increasing manning levels if repeated violations to crew rest periods are observed.

The Maritime Authority of Jamaica reminds all ships flying under the Jamaican flag, to take note of this circular and follow up on the guidance given to ensure that conditions on board are in compliance with the regulations.

CIC on STCW Hours of Rest Questionnaire can be accessed from the [Paris MOU website](#)

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**SURVEYOR GENERAL  
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**August 20, 2014**

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