



REPUBLIC OF MAURITIUS

Ministry of Blue Economy, Marine Resources, Fisheries and Shipping
3rd Floor, Ken Lee Building
Edith Cavell Street
Port-Louis

MERCHANT SHIPPING NOTICE No. 10 of 2020

Title: Safety, Security and Safe Manning Conditions for Lay-up vessels

Notice to: **Ship Owners / Masters/Managers / Ship Operators of vessels under the Mauritius flag.**

The objective of this Merchant Shipping Notice is to provide instructions to Ship Owners / Masters/Managers / Operators and Recognised Organisations about Minimum Safe Manning scale and conditions to be observed when vessels are under lay-up conditions.

1. The Director of Shipping of this Ministry is receiving several requests regarding the conditions to be observed as well as reduction in manning scales for Mauritius flagged vessels being in laid up conditions in ports in Mauritius as well as overseas.

2. Section 5 of the Merchant Shipping (Safe Manning, Hours of Work and Watchkeeping) Regulations 2017 requires every Mauritius ship to carry a safe manning document. This is mandatory whether the vessel is at sea, in port, or idle. The number and category of persons to be carried are as may be prescribed by the Director of Shipping. In view of clearing this issue, this Ministry is issuing this Notice so as to specify the minimum safe manning of personnel/ crew required to be provided on different types of merchant ships being in different lay-up conditions as well as the conditions to be observed.

3. Definition —

3.1 The term lay-up or 'laid-up' in relation to any vessel, means that a vessel is idle & is not employed, without any cargo & is not engaged in any commercial operation, or is undergoing repairs.

3.2 The term 'Cold lay-up' means a non-operational state of the vessel, with the machinery of the vessel, including its generators not being operational and the vessel being unable to be brought to a state of readiness at a short notice.

3.3 The term 'Hot lay-up' means a non-operational state of the vessel, but its generators and other associated machineries are operational. In addition, the main engine of the vessel is not immediately available for use, but is capable of being used after the period required for making the main engine operational.

4. Lay-up at anchorage is only permissible in safe anchorages where wind, currents and other navigational and meteorological conditions are not expected to pose any danger to the vessel.

5. Owners/Operators of Mauritius flagged vessels intending to lay-up their vessel ('Cold lay-up' or 'Hot lay up') within port limits are required to comply with the following:

5.1 Obtain permission from the jurisdictional port authorities where the vessel is intended to be laid-up and comply with the conditions imposed by the port authority thereof.

5.2 In the case of tanker vessels, ensure that tankers (oil, chemical, gas and others) do not have any flammable vapours in their cargo tanks and have valid gas free certificates from the appropriate agency (ies), for the purpose.

5.3 Ensure that the vessel has valid insurance cover in respect of third party liabilities in respect of wreck removal, oil pollution and salvage costs, as a minimum, for the duration of the lay-up.

5.4 Ensure that the vessel has valid insurance cover in respect of compensation for loss of life / disability/ medical attention / injury and others for seafarers employed board the vessel.

5.5 Give the Director of Shipping reasonable advance notice of the proposed lay-up of the vessel.

5.6 Inform and obtain the prior permission from the Port Master, if the lay-up is in the port of Mauritius.

5.7 Ensure that the Class status of the vessel (if applicable) is changed to 'lay-up' status.

5.8 Ensure that the vessel shall have towing rope/wire rigged and ready for use (at the forward and/or aft of the vessel as required by the port) for assisting vessels to be able to render assistance at short notice.

- 5.9** Ensure that at least two independent means of communication are available with the laid-up vessel.
- 5.10** Ensure that security measures necessary to maintain the security aspects of the vessel are always maintained to the required standards, including the standards specified by the port.
- 5.11** Ensure that the LRIT [Long Range Identification & Tracking] transmission of the vessel is discontinued during the period of lay-up.
- 5.12** Ensure that the minimum manning scale of the vessel is approved by the Ministry and is at least as in **Annex 1**.
- 6.** In case of lengthy laid-up, the vessel shall be inspected at frequent intervals by qualified personnel of the company to ensure that the condition of the vessel does not deteriorate.
- 7.** The company shall also ensure that weather conditions are monitored regularly and in case the weather conditions deteriorate, additional qualified personnel, as required under the circumstances, are to be immediately provided to the vessel to ensure its safety.
- 8.** Owners of laid-up vessels may enter into agreements with emergency service providers to render assistance to the vessel in case of any emergency.
- 9.** The Safety Management System of the company shall have contingency procedures to deal with emergencies that can arise on laid-up vessels. The system should also ensure that inspections of such vessels are carried out by responsible officials at frequent intervals and any deterioration in the vessel's condition is promptly attended to and also reported to the Port & Flag State authorities concerned.
- 10.** Noting the fact that laid-up vessels have manning less than those specified in the minimum safe manning document, such vessels will not be able to ensure the upkeep of the vessel, including its engines, machinery, hull and others to the specified national and international standards of functionality & maintenance during the period of lay-up. A vessel to be reactivated after being laid-up shall, therefore, comply with following for its reactivation, namely:
- 10.1** If reactivation is being carried out within the specified window period of the validity of the certificates of the vessel, then, a general inspection of the vessel is to be carried out by the concerned classification society (RO) to confirm continued compliance by the ship with the requirements of the relevant certificates.

10.2 If the annual surveys are not completed within the specified window period, the surveys equivalent to the scope of an intermediate survey (excluding docking survey) shall be carried out by the concerned classification society while reinstating the certificates.

10.3 Regulation 10 of Chapter-I of the SOLAS 1974 Convention, (as amended) with respect to minimum two inspections of outside the ship's bottom, during the five years' period of validity of the Cargo Ship Construction Certificate shall be complied with. The dry docking dates will remain unchanged due to the lay-up.

10.4 The 'guidelines for the reactivation of the safety management certificate following an operational interruption of the safety management system due to lay-up over a certain period' issued by the International Maritime Organisation (IMO) Circular 'MSC MEPC.7/Circ.9 dated 14.07.14 shall also be complied with. A copy of aforesaid circular is attached with this Merchant Shipping Notice.

Director of Shipping
Shipping Division
Ministry of Blue Economy, Marine Resources, Fisheries and Shipping
3rd Floor, Ken Lee Building
Edith Cavell Street
Port-Louis
Republic of Mauritius
15 April 2020
Phone: +230 2136027
Fax: +230 2137013
Email: shippingdivision@govmu.org

ANNEX 1

MINIMUM MANNING REQUIREMENTS FOR CONVENTION SIZED VESSELS IN LAY-UP CONDITIONS

LOCATION	HOT LAY-UP	COLD LAY-UP	REMARKS
a. Alongside	<p><u>Deck:</u> Officer in-charge of Navigation Watch Rating forming part of Navigational Watch.</p> <p><u>Engine:</u> Officer in-charge of Engineering Watch Rating forming part of Engineering Watch</p>	<p><u>Deck and Engine:</u> At least 1 (one) person having knowledge about ships (i.e. Rating). Vessels greater than 10,000 GT shall have one additional person having knowledge about ships (i.e. a minimum of at least two persons).</p>	
b. At mooring buoys	<p><u>Deck:</u> Officer in-charge of Navigation Watch Rating forming part of Navigational Watch.</p> <p><u>Engine:</u> Officer in-charge of Engineering Watch Rating forming part of Engineering Watch</p>	<p><u>Deck and Engine:</u> At least 2 (two) persons having knowledge about ships (i.e. Ratings).</p>	For Cold lay up, the manning scale shall be also be approved by local Port Authorities.
c. At anchorage	<p><u>Deck:</u> Management level Officer 1 Operational level Officer 1 Rating forming part of Navigational Watch 2</p> <p><u>Engine:</u> Management level Officer 1 Operational level Officer 1 Rating forming part of Engineering, Watch -2</p>	<p><u>Deck:</u> Management level Officer 1 Operational level Officer 1 Rating forming part of Navigational Watch 2</p> <p><u>Engine:</u> Management level Officer 1 Operational level Officer 1 Rating forming part of Engineering, Watch -2</p>	

- Note: 1. In “Hot lay-up” alongside and at mooring – Owner/Manager of the vessel shall ensure that the minimum rest hour requirements and other MLC requirements are complied with.**
- 2. For non-convention sized vessels, the manning requirements would be issued upon application to the Director of Shipping and the submission of a proposed manning scale.**