



GOVERNMENT OF PAKISTAN
MINISTRY OF PORTS & SHIPPING
DIRECTORATE GENERAL, PORTS & SHIPPING

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SHIPPING NOTICE NO. 002/2018

SHIP AND PORTS SAFETY - Procedure for laying any vessels within port limits or Pakistani flag vessel anywhere in the world and Guidance for the foreign registered vessels working in the Pakistani waters.

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Notice to all Ship Owners, Ship Operators and Managers, Masters and Officers of Merchant Ships, Agents, Charterers, Port Authorities, Terminal Operators.

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Part-I

**Procedure for Laying Any Vessels Within Port Limits or Pakistani Flag Vessel
Anywhere In The World**

Section 91 of Merchant Shipping Ordinance 2001 requires every Pakistani Ship at sea, port or place to engaged such number of person as may be prescribed. The Directorate has accordingly issued Safe Manning Rules in the year 2006 specifying the minimum safe manning of Deck and Engine personnel required to be provided on different types of ships.

2: Definition;

.1 The term lay-up or 'laid-up' in relation to any vessel, means that the vessel is not employed or undergoing repairs at repair berth of any port authority, shipyard or at anchorage within port limit.

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

As enclosed

Signature

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.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

3. Lay-up at anchorage is only permissible in safe anchorages where wind, currents etc, are not expected to pose any danger to the vessel.

4. Owners of Pakistani Flag vessels intending to lay-up their vessel ['Cold lay-up' or Hot lay-up] within port limit are required to comply with the following:

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

.2 Ensure that the tankers (i.e. oil, chemical, gas) do not have any flammable vapors in its cargo tanks and has a valid gas free certificate from the appropriate agency.

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

.4 Inform the Principal Officer Mercantile Marine Department of the proposed lay-up of the vessel

.5 Ensure that the class status of the vessel is changed to 'lay-up' status.

.6 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 authorities) for assisting vessels to be able to render assistance at short notice up vessel

.7 Ensure that at least two independent means of communication are available with the laid-up vessel.

.8 Ensure that security measures necessary to maintain security aspects of the vessel are always maintained to the required standards, including the standards specified by the port.

.9 Ensure the LRIT transmission of the vessel is discontinued during the period of lay-up

.10 Ensure that the minimum manning of vessels are as follows;

.1 Hot lay-up alongside and at moorings - owner/manager of the vessel shall ensure that minimum rest-hour requirements and other MLC requirement are complied with

.1.1	Nautical-	Officer in-charge of navigation watch	01
		Rating forming part of navigational watch	02
.1.2	Engine -	Officer in-charge of engineering watch	01
		Rating forming part of engineering watch	02

.2 Hot lay-up at anchorage - owner/manager of the vessel shall ensure that minimum rest-hour requirements and other MLC requirement are complied with

.2.1	Nautical-	Management level officer	01
		Operational level officer	01*
		Rating forming part of navigational watch	02

(* may be dispensed with for non tanker vessels of less than 3000 GT, or if the minimum safe manning document of the vessel for harbor operation specify the requirement of only one deck officer)

.2.2	Engine	Management level officer	01
		Operational level officer	01**
		Rating forming part of engineering watch	02

(**may be dispensed with for non tanker vessels of less than 3000 KW or if the minimum safe manning document of the vessel for harbor operations specify the requirement of only one engineer officer)

.3 Cold lay-up alongside berth- at least I 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. minimum at least two persons).

.4 Cold lay-up at mooring -at least 2 person having knowledge about ships (i.e. Ratings)

.5 Cold lay-up at anchorage - vessel to comply with the port regulations of the concerned port with regard to manning requirements

6 The laid-up 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.

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, etc, to the specified national and international standards of functionality & maintenance during the period of lay-up. vessel to be reactivated after being laid-up shall therefore comply with following for reactivation:

.1 If reactivation is being carried out within the specified window period of the validity of the certificates, then, a general inspection of the vessel is to be carried out by the concerned classification society to confirm continued compliance with the requirement of the relevant certificates.

.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.

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

11. A The *"guidelines or the reactivation o the safely management certificate following an operational interruption of the safety management system due to lay-up over a certain period"*, issued vide IMO Circular "MSC-MEPC.7/Circ.9 dated 14". July, 2014, shall be complied with.

Part-II


Guidance for the Foreign registered vessels Operating For Prolonged Period in the Pakistani Waters

Any foreign registered vessel employed by any authority in Pakistan for operating prolonged period of time to perform certain operations, shall fulfill following requirements as soon as after arrival in any of the port or Pakistani Waters.

2. On or pre-Arrival submission of documents as for all ships calling in Pakistan for cargo operations on prescribed format of MMD along with copied of the valid statutory certificates of ship and staff.

3. The vessel must maintain valid insurance cover in respect of third party liabilities of wreck removal, oil pollution and salvage costs, as a minimum for the duration of the stay.

4. The vessel shall be inspected at frequent intervals by Surveyor(s) of MMD to ensure that the condition of the vessel does not deteriorate during the validity of Certificate.
5. The vessel must maintain the active "certificate of class" during the stay in Pakistani waters and exemption/exceptions may be obtained as per the circumstances.
6. The vessel shall apply for "Certificate of Verifying Seaworthiness for Prolong Stay In Pakistani Waters" within ten days of arrival in Pakistani Waters to the Principal Officer Mercantile Marine Department.
7. The certificate shall be valid for one year subject to bi-annual inspection by the nominated surveyor of Mercantile Marine Surveyor.
8. Any accident or major breakdown should be immediately reported to Principal Officer Mercantile Marine Department.
9. All certificates required under any of the provision of IMO conventions (whether ratified by Pakistan or not) shall maintain valid during the stay in Pakistani waters.
10. This is issued with the approval of the Competent Authority


(Capt. Qasim Saeed)
Chief Nautical Surveyor