

PROVISIONAL LOCAL VESSEL ADVISORY COMMITTEE

PROPOSED MANNING SCALES FOR LOCAL VESSELS

1 Purpose

1.1 The purpose of this paper is to seek members' views on the minimum safe manning scales proposed for locally licensed cargo vessels plying within the waters of Hong Kong and River Trade Limits, as shown in the Annex to this paper.

2 Background and Existing Legislation

2.1 The existing legislation prescribes that, in brief,

- (i) a local vessel when underway shall have one coxswain and one engineer on board;
- (ii) having regard to the technical characteristics of a local vessel, the Director may permit such vessel to be controlled by one person who is the holder of both a valid local certificate of competency as coxswain and a valid local certificate of competency as engineer;
- (iii) a vessel shall, while within the waters of Hong Kong, have on board at all times such number of crew as is qualified and capable of carrying out all duties which may reasonably be required to ensure the safety of the vessel having regard to the circumstances pertaining thereto.

An extract of the relevant regulations is shown at Appendix of this paper.

2.2 Currently a number of locally licensed cargo vessels (including tugs, dumb lighters, dry cargo vessels, oil tankers, etc.) are regularly trading within the River Trade Limits. Last year, Guangdong Maritime Safety Administration (中華人民共和國廣東海事局) informed MD that a new requirement had implemented regulate vessels trading in the Guangdong areas. They also indicated their intention to implement this new requirement to regulate Hong Kong licensed vessels trading in the Guangdong area in the near future same as their PRC vessels, for the reason to enhance the operational safety in their ports. Under the new requirement, all the said vessels must be properly manned and their crew working onboard be properly trained and certificated as qualified workers for their duties. From time to time some port authorities in the southern Guangdong Province approached the Hong Kong Marine Department (MD) to enquire the minimum safe manning scale of

Hong Kong licensed vessels calling at their ports.

2.3 Presently MD has not specified the minimum safe manning scale in respect of the licensed vessels other than certain ferries and large oil tankers.

2.4 It is appropriate time and desirable that a safe manning scale for local vessels operating in Hong Kong waters and/or River Trade Limits should be in place to serve the following purposes:

- (i) as a guidance for vessel owners/operators the minimum manning scale for the safe operation of their vessels;
- (ii) to enable MD to exercise control on the safe navigation of vessels operating within Hong Kong waters; and
- (iii) as a reference for the maritime authorities of the Mainland on the control of the Hong Kong licensed vessels visiting their ports.

2.5 In fact, minimum safe manning scales have been adopted for all different type of convention ships trading internationally. Also, in the development of requirements for Hong Kong coastal vessels trading mainly in PRC and Hong Kong waters, minimum safe manning scales are required and being developed.

2.6 In particular for vessels trading in River Trade Limits, failing to have the MD's specified minimum safe manning scales document onboard may face difficulties in PRC ports otherwise they would have to comply to PRC manning scale requirement for same type of vessel which is usually a higher number.

3 The Proposed Manning Scales

3.1 The principles on setting the safe manning is to ensure a sufficient crew with appropriate skills and experiences to –

- (i) maintain safe navigational, engineering, and also maintain general surveillance of the vessel;
- (ii) moor and unmoor the vessel safely;
- (iii) perform operations, as appropriate, for the prevention of damage to the marine environment,
- (iv) maintain the safety environment on vessel to minimize the risk of fire; and
- (v) ensure safe carriage of cargo during transit.

Furthermore it should ensure the officers and ratings are not required to work such hours or

under such condition which may be injurious to their health and safety.

3.2 A minimum safe manning scale for licensed cargo vessels operating within Hong Kong and River Trade Limits is proposed and shown in the Annexes [Table-1 and Table-2], together with the scales for the other types of vessels operating beyond Hong Kong waters for reference and comparison. In consideration of the above principles, these manning scales are determined to base on the following main attributes:

- (i) the duration and nature of voyage and trading area;
- (ii) the size of vessel.

3.3 The proposed scale at Annex, when finalized and implemented, will only serve as guidance as the minimum manning standard for the safe operation of the vessel. Owners and operators should pay due considerations for topping up having taken into the following factors or constraints due to :

- (i) construction and technical equipment of vessel; and
- (ii) any special requirements of the trade involved.

3.4 The concerned owner/operator associations had preliminary been consulted on the scale; and their comments were incorporated.

4. Advice Sought

4.1 Members are welcome to give comment on and endorse the proposal of this paper.

Local Vessels Safety Branch
Shipping Division
Marine Department
Hong Kong S.A.R. Government
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Chapter:	313A	Title:	SHIPPING AND PORT CONTROL REGULATIONS	Gazette Number:	
Regulation:	26	Heading:	Manning of ships	Version Date:	30/06/1997

(1) A ship shall, while within the waters of Hong Kong, have on board at all times such number of crew as is, in the opinion of the Director, qualified and capable of carrying out all duties which may reasonably be required to ensure the safety of the ship having regard to the circumstances pertaining thereto.

Chapter:	313E	Title:	MERCHANT SHIPPING (LAUNCHES AND FERRY VESSELS) REGULATIONS	Gazette Number:	
Regulation:	17	Heading:	Launches and ferry vessels to carry certificated masters and engineers	Version Date:	30/06/1997

(1) Subject to paragraph (1A), no launch or ferry vessel shall be under way in the waters of Hong Kong unless there is on board and in charge thereof a person who is the holder of an appropriate and valid local certificate of competency as master and in addition thereto a person in charge of the machinery who is the holder of an appropriate and valid local certificate of competency as engineer:

Provided that where a Government surveyor, having regard to the size and speed of the vessel and the power of the machinery and location of the controls, certifies that such vessel can be properly controlled by one person it shall be sufficient for the purposes of this regulation if the person in charge of the vessel is the holder of both a valid local certificate of competency as master and also a valid certificate of competency as engineer. (L.N. 11 of 1970; L.N. 163 of 1992)

Chapter:	313F	Title:	MERCHANT SHIPPING (MISCELLANEOUS CRAFT) REGULATIONS	Gazette Number:	
Regulation:	48A	Heading:	Vessels required to carry certificated masters and engineers	Version Date:	30/06/1997

(1) No vessel equipped with mechanical means of propulsion shall be under way in the waters of Hong Kong unless there is on board-

(a) a person in charge thereof who is the holder of an appropriate and valid local certificate of competency as master; and

(b) in addition to such person, a person in charge of the machinery who is the holder of an appropriate and valid local certificate of competency as engineer:

Provided that where a Government surveyor, having regard to the size and speed of the vessel, the power of the machinery and the location of the controls, certifies that such vessel can be properly controlled by one person it shall be sufficient for the purposes of this regulation if the person in charge of the vessel is the holder of both a valid local certificate of competency as master and a valid local certificate of competency as engineer.

Minimum Safe Manning Requirements for HKW, RTL, Coastal A / B vessels | included Manning of existing OGV, HK-Macau Pax Vessels for reference only
(Dec. 2003 information / proposal) [Table - 1]

Minimum Safe Manning Standards ^{(a) (b) (c)}			Vessel Types and Length Limits (L, in m)																				HK Pax														
Local C of C	Coastal Vessel	Equivalence (OGV)	Tug										Dry Cargo Vessel, Tanker ^(b)										Jet	Cat													
			L<24				24≤L<35						L<24				24≤L<35			35≤L<50					50≤L<75			75≤L<100									
			HK	R	T	B	A	H	R	T	B	A	Asia	U	n	L	HK	R	T	B	A	H			R	T	B	A	H	R	T	B	A	H	R	T	B
		Class 1 Dk Off									1	1																				1	1	1			
	Master (Class 1 Deck Officer) ^(c)	Class 2 Dk Off									1	-	1										1								1	1	1				
Grade 1 Coxswain + CV special training	First Officer (Class 2 Deck Officer) ^(c)	Class 3 Dk Off									1	1	1	1								1	1							1	1	2	*	*			
Grade 2 Coxswain + CV special training	2nd Officer (Class 3 Deck Officer) ^(c)					2					1	1										1	1							2	1						
Local Coxswain			1	2							1	2										1	2							1	2						
		Class 1 Eng Off																															1				
	Class 1 Eng Officer	Class 2 Eng Off											1	1	1																	1	1	1			
Grade 1 Eng Operator CV special training	Class 2 Eng Officer	Class 3 Eng Off											1	1	1																	1	1				
Grade 2 Eng Operator CV special training	Class 3 Eng Officer					2																									2						
Local Engine Operator			1	1																											1	1					
Deck/Eng crew ^{(b) (d)}			-	-	1	-	1	1	2	3	4	4																						6	3	2	
Total Manning	HKW + RTL		2	3																																	
	Coastal A / B				5	na																															
	Asia / Ocean Going Cargo Vessel												8	9																					13	6	5
	HK-Macau Jet Foil, Catamaran																																		~	~	~

Note:(a) This minimum safe manning scale is developed based on unmanned engine room arrangement. Type of Certificates of Competency of Masters and Engine Operators Statutory Required for Hong Kong Licensed Vessels operating in Hong Kong Waters or River Trade Limits is indicated in Table-2.

- (b) Crew working onboard oil tankers should hold relevant oil tanker safety training certificates. For oil tankers, one extra deck crew is required to assist deck operation and emergency measures.
- (c) Coastal (A) (Xiamen South & North route), Master, First Officer & Second should hold relevant radio training Certificates of Competency and First Aid Training Certificates.
- (d) Number of Deck/Eng crew requirements based on vessel length (m) : (24≤L<35) [+1 person], (35≤L<50) [+ 2 persons], (50≤L<75) [+3 persons], (75≤L<100) [+4 persons]. Any vessel operating in Coastal (A) area is required to engage one extra crewmember.
- (e) Master / Coxswain should ensure adequate hands of ship's crew available for mooring and berthing / unberthing operations as required. All crewmembers of vessels should hold the basic maritime safety training certificates.
- (f) For vessel length exceeded 24 m and not installed with unmanned engine room arrangement, but need to navigate exceeded 12 hours within 24 hours, the vessel is required to engage one additional engine operator assistant who has acquired common marine engineering knowledge.
- (g) For vessels trading to close limits of neighbouring ports such as Macau, Zhuhai, Shenzhen Yantien, Shekou, and Hlau Hai Wan (Shenzhen Wan or Deep Bay), one local master could be waived.
- (h) * For Hong Kong Macau Passenger ferries engaging in night operation, one additional Class 3 Deck Officer is required for operating night vision equipment etc.

[Table-2] Type of Certificates of Competency of Masters and Engine Operators Statutory Required for Hong Kong Licensed Vessels operating in Hong Kong Waters or River Trade Limits

Post onboard	Before LVO ⁽ⁱ⁾		After LVO ⁽ⁱ⁾	
	Sizes Of Vessel Tonnage (NT) or Main Engine Power (HP)	Types of Local Certificate of Competency	Sizes Of Vessel Gross Tonnage (GT) / Length (m) or Total Main Engine Power (kW)	Types of Local Certificate of Competency
Master	Vessel Tonnage: Not exceeded 60 NT	Local Certificate of Competency as Master - Not exceeded 60 NT	Vessel Length: not exceeded 15m	Grade 3 Coxswain
	Vessel Tonnage: Exceeded 60 NT	Local Certificate of Competency as Master - Exceeded 60 NT + Exemption	Vessel Length: not exceeded 24m	Grade 2 Coxswain
	Vessel Tonnage: Not exceeded 300 NT	Local Certificate of Competency as Master- Not exceeded 300 NT ⁽ⁱⁱ⁾		
	Vessel Tonnage: Exceeded 300 NT	Local Certificate of Competency as Master- Exceeded 300 NT ⁽ⁱⁱ⁾ + Tonnage Endorsement	Vessel Tonnage: Not exceeded 1600 GT	Grade 1 Coxswain
Engine Operator	Power of one single engine: Not exceeded 150 HP	Local Certificate of Competency as Engine Operator for engine power not exceeded 150 HP	Main engine total power: Not exceeded 750kW	Grade 3 Engine Operator
	Power of one single engine: Exceeded 150 HP but total main engine power not exceeded 750 kW	Local Certificate of Competency as Engine Operator for engine power not exceeded 150 HP + Exemption		
			Main engine total power: Not exceeded 1500kW	Grade 2 Engine Operator
	Power of one single engine: Exceeded 150 HP	Local Certificate of Competency as Engine Operator for engine power exceeded 150 HP ⁽ⁱⁱⁱ⁾	Main engine total power: Not exceeded 3000kW	Grade 1 Engine Operator

Remarks:

- (i) LVO means [Merchant Shipping (Local Vessels) Ordinance]
- (ii) After the enforcement of LVO, the Local Master Certificate of Competency would be only applicable to vessels not exceeded 1600 GT.
- (iii) After the enforcement of LVO, the Local Engine Operator Certificate of Competency would be only applicable to vessels with engine total power not exceeded 3000kW.
- (iv) Director may consider application for endorsement to relevant Local Certificate of Competency for vessel's operating limits exceeded 1600 GT or main engine total power exceeded 3000kW.