



**MONGOLIA SHIP REGISTRY
MONGOLIA MARITIME ADMINISTRATION**

MARITIME CIRCULAR No. 09/2016

To: Companies, masters, chief engineer, officers and all watchkeeping personnel

Subject: Watchkeeping arrangements and principles to be observed

Date: 06 September 2016

I. Summary

In accordance to the Regulation VIII/2 of STCW Code, Mongolia, as a Flag State, requires all ships operating under its flag following:

1. Strict compliance with the requirements, principles, and guidance set out in the SCTW Code which shall be observed to ensure that a safe continuous watches appropriate to the prevailing circumstances and conditions are maintained in all sea going ships at all times.
2. The master of every ship shall ensure that watch keeping arrangements are adequate for maintaining a safe navigational or cargo watch. Under the master's general direction, the officers of the navigational watch are responsible for navigating the ship safely during their periods of duty, when they will be particularly concerned with avoiding collision and stranding.
3. Officers in charge of the navigational watch, under the Master's general direction, are responsible for navigating the ship safely during their periods of duty, when they shall be physically present on the navigating bridge or in a directly associated location such as the chartroom or bridge control room at all times;
4. Radio operators, under the Master's general direction, are responsible for maintaining a continuous radio watch on appropriate frequencies during their periods of duty;
5. Officer in charge of an engineering watch under the direction of the Chief Engineer Officer and general direction of Master, shall be immediately available and on call to attend the machinery spaces and, when required, shall be physically present in the machinery space during their periods of responsibility; and
6. Under the general direction of Master, an appropriate and effective watch or watches are maintained for the purpose of security at all times, while the ship is at anchor or moored and, if the ship is carrying hazardous cargo, the organization of such watches takes full account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions prevailing on board, afloat or ashore.



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II. Regulating rest work hours a seafarers

Mongolia, as a Flag State, requires all ships operating under its flag to comply with following rule regarding the rest and work hours of seafarers:

1. With the purpose of this rule:
 - 1.1. "Hours of work" means such time during which seafarers are obliged to perform a job for the vessel
 - 1.2. "Hours of rest" means such time during which seafarers are obliged to perform a job for the vessel
2. The Master shall establish and keep organized the watchkeeping period in order for them to be suitable and efficient, to guarantee the safety of the vessel and the crew at all times, pursuant to the provisions of Section A VIII/1 and Section A VIII/2 of the Code on Training, Certification and Watchkeeping for Seafarers (STCW 78/95).
3. Every person appointed as an officer in charge of a watchkeeping or as a seaman who is part thereof, must comply with a minimum of ten (10) hours of rest in every period of twenty-four (24) hours.
4. The hours of rest may be divided into two periods maximum, one of which shall have a minimum of six (6) hours of length.
5. The following cases are exempted from the foregoing article:
 - a. In case of emergencies, if necessary in order to guarantee the safety, immediate protection of the vessel or the persons and the cargo onboard, or to provide assistance to other vessels or persons that are in danger at sea.
 - b. When they carry out periodical exercises such as fight against fires and abandonment, imposed by national and international regulations, they must be carried out in a way that it does not disturb the rest periods and does not cause fatigue.
 - c. When there is an imperative operational situation, being understood as such those that only include, essential assignments onboard that cannot be postponed due to safety or environmental reasons or that were not possible to prevent before the beginning of the journey.
6. Rest between working days shall be subject to the following:
 - a. Without prejudice to the provisions of article five and six, the minimum period of ten (10) hours may be reduced to six hours, on condition that such reduction is applied for than two days and to provide at least seventy (70) hours of rest for each period of seven days.



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- b. Between the end of a working day and the beginning of the following, workers shall be entitled to a minimum of ten (10) hours of rest.
 - c. The rest referred to in point b) shall be of twelve (12) hours when the vessel is in port, considering as such the time when the personnel remains onshore or onboard under his own free will, except in case it is necessary to carry out loading and unloading operations during periods of short length or works for the safety, protection and maintenance of the vessel that may be reduced to a minimum of eight (8) hours, except in case of force majeure.
7. The differences between rest periods between working days provided in this Resolution and the ten (10) hours established in general shall be compensated.
 8. Rest shall be obligatory for the whole personnel, including the Master or the person who exercises the command of the vessel and who is not subject to the working period.
 9. Parties may agree on watchkeeping and rest periods different from those informed in this in Circular, as long as these are more favourable for seafarers than those established herein.
 10. In every Mongolian flagged vessel to which this Circular applies, a schedule indicating how the work is organized onboard, written in the English language or the common language of work must be kept at an accessible place and available for the competent authorities.

BE INFORMED AND COMPLIED WITH.

Mongolia Maritime
Administration
Mongolia Ship Registry