



PORTS and MARITIME AFFAIRS

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Directive No. STCW/16

FITNESS FOR DUTY AND MINIMUM PERIOD OF REST

Issued under the enabling power of the Ministerial Resolution 6/2001
and including STCW 2010 Manila Amendments

1. General

The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 as amended (STCW) require that all seafarers are provided with minimum periods of rest or maximum hours of work.

Ports and Maritime Affairs (PMA) take account of the danger posed by fatigue of seafarers, especially those whose duties involve the safe and secure operation of a ship.

This directive outlines the PMA requirements in relation to minimum hours of rest for the purpose of compliance with section A-VIII/1 of the STCW Code.

2. Minimum Period of Rest:

The Company operating a Bahraini ship and the master of each such ship shall ensure that:

- All persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than:
 - A minimum of 10 hours rest in any 24 hour period; and



- 77 hours rest 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 requirements for rest periods in paragraphs above need not be maintained in the case of an emergency, or in other overriding operational conditions. Musters, fire-fighting and lifeboat drills, and drills prescribed by international instruments, shall be conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue.
- When a seafarer is on call, such as when a machinery space is unattended, the seafarer shall have an adequate compensatory rest period if the normal period of rest is disturbed by call-outs to work.
- Nothing in this directive shall be deemed to impair the right of the master of a ship to require a seafarer to perform any hours of work necessary for the immediate safety of the ship, persons on board or cargo, or for the purpose of giving assistance to other ships or persons in distress at sea. Accordingly, the master may suspend the schedule of hours of rest and require a seafarer to perform any hours of work necessary until the normal situation has been restored. As soon as practicable after the normal situation has been restored, the master should ensure that any seafarers who have performed work in a scheduled rest period are provided with an adequate period of rest.

3. Records

The seafarers' records of daily hours of rest should be maintained in a standardized format, in the working language or languages of the ship and in



English, to allow monitoring and verification of compliance with the provisions of this section to Port State Control Officers and Flag State Inspectors.

The seafarers should receive a copy of the records pertaining to them, which should be endorsed by the master or by a person authorized by the master and by the seafarers.

Watch schedules should be posted where they are easily accessible. The schedules should be established in a standardized format in the ship's working language or languages and in English.

4. Exceptions

For watch-keepers and persons assigned shipboard safety, security and environmental protection duties, the PMA allows exceptions to the:

- 10 hours of rest in any 24 hour period as specified in section 2 above provided that the hours of rest may be divided into no more than three periods (during exceptions), one of which shall be at least 6 hours in length, and neither of the other two periods shall be less than one hour in length. The intervals between consecutive periods of rest shall not exceed 14 hours and the exceptions shall not extend beyond two 24 hour periods in any 7 day period.
- 77 hours of rest in any 7 day period specified in section 2 above provided that the rest period is not less than 70 hours in any 7-day period; and the exception period does not extend for more than two consecutive weeks. The intervals between two periods of exceptions on board shall not be less than twice the duration of the exception.



Exceptions shall, as far as possible, take into account the guidance regarding prevention of fatigue in section B-VIII/1 "Guidance Regarding Fitness for Duty" of STCW Code, as amended.

5. Prevention of Drug and Alcohol Abuse

For the purpose of preventing drug and alcohol abuse, the company operating a Bahraini ship shall be established an adequate measures in accordance with the provisions of section A-VIII/1 while taking into account the guidance given in section B-VIII/1 of the STCW Code.

The unlawful possession and distribution of drugs (opium, narcotics or similar other controlled or prohibited substances) by any seafarer will lead to dismissal as well as possible legal proceedings. Misuse of drugs intended for medical use will be regarded as a breach of the Regulations.

The seafarer must remain capable of performing his duties at all times free of influence of drug or alcohol. Seafarers not on-duty should also not consume alcohol/ liquor to an extent where they cannot shoulder social responsibilities of good behavior, manner and etiquette.

6. Revision history:

Revision No. 1 of the present Directive is the first issue.

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