

	<p align="center">GOVERNMENT OF ANTIGUA AND BARBUDA</p> <p align="center">DEPARTMENT OF MARINE SERVICES AND</p> <p align="center">MERCHANT SHIPPING (ADOMS)</p> <p align="center">Circular 02-003-05</p> <p align="center">Maritime Security</p> <p align="center">- Familiarization of the SSO - Contact with the CSO</p>	Document	Circ. 02-003-05
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		Reference	SOLAS XI-2 ISPS Code Circular 02-003-04

Circular letter to:

- 1. All companies having registered their ships under the flag of Antigua and Barbuda W.I.**
- 2. All ships registered under the flag of Antigua and Barbuda W.I.**
- 3. All CSOs and SSOs involved in Maritime Control- and Compliance Measures**

This guidance addresses a series of issues which have arisen, following the entry into force of SOLAS XI-2 on 1 July 2004 as a result of the implementation or interpretation of the special measures to enhance maritime security and which have been discussed and agreed at the IMO Maritime Safety Committee in December 2004 (MSC 79).

1. Familiarization of the Ship Security Officer (SSO)

- .1 In referring to A&B SOLAS Circulars 02 002-03 (training of maritime security officers), 02 004-03 (para 4. training and para 5. SSO) and 02 002-04 (alternate CSO and SSO) it is considered as a fundamental requirement that the SSO should have adequate training and be familiar with the security arrangements on board the A&B flagged ship on which the SSO serves.
- .2 In cases where changes in A&B shipboard personnel involve the replacement of the serving SSO it is the responsibility of the company to ensure that the replacement SSO has an appropriate opportunity to become familiar with the particular A&B flagged ship and its SSP on which the SSO has to serve before taking over and assuming his security-related duties and responsibilities.

2. Contacting the Company Security Officer (CSO)
(see also C 02 003-04 para 6.)

- .1 The position of the CSO is a 24-hour responsibility. However the CSO does not have to directly undertake all the duties and responsibilities of the CSO and their delegation is acceptable.
- .2 In most instances the direct point of contact between an A&B flagged ship and its company will be through the duty officer of the company, who, if not the actual CSO, can alert the company officials undertaking the duties of the CSO. If duly authorized officers (PSC) wish to confirm the procedures under which the A&B flagged ship can contact the CSO it would appear appropriate that a reasonable test would be the speed with which the ship can contact the duty officer of the company and receive a response from either the CSO or the company official acting on behalf of the CSO.