

	<b>GOVERNMENT OF ANTIGUA AND BARBUDA</b>	Document	Circ. 02-007-02
	<b>DEPARTMENT OF MARINE SERVICES AND</b>	Revision	<b>02</b>
	<b>MERCHANT SHIPPING (ADOMS)</b>	Pages	1 of 2 + Attachments
	<p style="text-align: center;"><b>Circular 02-007-02 (R)</b></p> <p style="text-align: center;"><b>Nautical Charts Publications - ECDIS</b></p>	Reference	<b>SOLAS 74, as amended, Chapter V. Reg 19, 27.</b> <b>IMO Res A.817 (19)</b> <b>IMO Res A.817 (19)</b> as amended by MSC64 (67) and MSC 86 (70) <b>IMO Res MSC 232 (82)</b>

**Circular letter to:**

**all companies having registered their ships under the flag of Antigua and Barbuda W.I.**  
**all ships registered under the flag of Antigua and Barbuda W.I.**  
**all authorized Recognized Organizations (RO's)**

The Antigua Department of Marine Services and Merchant Shipping (ADOMS) wish to draw the attention of all above listed parties the following revised Circular letter regarding Nautical Publications and Charts [ECDIS].

- 1) As per Chapter V Regulation 19 and 27 of SOLAS 74 (as amended) all vessels are required to carry on board adequate and up to date nautical charts and publications.
- 2) An approved Electronic Chart Display System (ECDIS) as mentioned in Chapter V, Regulation 19.2.1.4 of SOLAS 74 (as amended) may be carried on board vessels and is accepted by the Antigua and Barbuda Flag Administration.
- 3) Antigua and Barbuda require that when only one ECDIS system is fitted a full suitable folio of paper charts is also carried covering the vessels operational areas.
- 4) If a vessel is using an ECDIS as a primary means of navigation and also has a second ECDIS unit fitted then this can be accepted as an alternative to the paper chart folio mentioned in item (3) subject to the following criteria;
  - a) Both ECDIS units are fully type approved in accordance with applicable relevant International standards.
  - b) The primary and secondary ECDIS units are totally independent from each other.
  - c) The power supplies for each ECDIS units are independent and each unit has a secondary source of emergency power which must supply the ECDIS units for a minimum of thirty minutes (30).

- d) Audible and visual alarms must be fitted on the navigational bridge indicating when emergency power is supplying the ECDIS units.
  - e) Only official Electronic Navigation Charts (ENC) and Raster Navigational Charts (RNC) are used.
  - f) The information data used is issued by a Recognised Hydrographical Office.
  - g) Operators of the ECDIS units when used as a primary means of navigation must be fully trained and certificated to operate ECDIS units.
  - h) When ENC's are not available and RNC's are being used with the ECDIS in Raster Chart Display System Mode (RCDS) then the operator must be made fully aware of any reductions in functionality of the ECDIS unit and possible inherent dangers. This can be achieved by a "risk assessment (RA) being carried out" as part of the ISM system on board the vessel. This RA must not be limited to being carried out by just the vessels crew but be part of the overall safety culture of the Company.
- 5) Where a RA has been carried out and it has been identified that the ECDIS system when operating in RCDS mode with RNC's poses an elevated risk to the safety of navigation then a suitable chart folio must be carried to cover these risk areas. These area may be for example but not limited to;
- a) Areas of high traffic density.
  - b) Narrow channels.
  - c) Anchorages.
  - d) Harbour approaches.
  - e) Areas of particular confined navigation.
- 6) ENC charts should at all times when available be used in preference to RNC's
- 7) When no up to date ENC's or RNC's are available then up to date paper charts MUST be used.

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