

	GOVERNMENT OF ANTIGUA AND BARBUDA DEPARTMENT OF MARINE SERVICES AND MERCHANT SHIPPING (ADOMS) Circular 02-007-05 Mandatory Ship Reporting System	Document	Circ. 02-007-05
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		Reference	SOLAS V/11

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.

The Department of Marine Services and Merchant Shipping wish to draw the attention of companies, masters and officers to the new mandatory ship reporting system WETREP (West European Tanker Reporting System) which is established in "The Western European Particular Sensitive Sea Area" and which will be implemented at 0000 hours on 1 July 2005.

1. Ships required participating in the system

Every kind of oil tanker of more than 600 tons deadweight carrying a cargo of:

- heavy crude oil, meaning crude oils with a density at 15°C of higher than 900 kg/m³
- heavy fuel oils, meaning fuel oils with a density at 15°C of higher than 900 kg/m³, or a
- kinematic viscosity at 50°C of higher than 180 mm²/s
- bitumen and tar and their emulsions.

The mandatory ship reporting system WETREP (West European Tanker Reporting System) does not apply to any warship, naval auxiliary or other vessel owned or operated by a Contracting Government and used only on government non-commercial service.

2. Geographical coverage of the system

Number	Latitude	Longitude
1 (UK)	58°30' N	UK coast
2 (UK)	58°30' N	000° W
3 (UK)	62° N	000° W
4 (UK)	62° N	003° W
5 (UK + IRL)	56°30' N	012° W
6 (IRL)	54°40'40".91 N	015° W
7 (IRL)	50°56'45".36 N	015° W
8 (IRL + UK + F)	48°27' N	006°25' W
9 (F)	48°27' N	008° W
10 (F + S)	44°52' N	003°10' W
11 (S)	44°52' N	010° W
12 (S)	44°14' N	011°34' W
13 (S)	42°55' N	012°18' W
14 (S + P)	41°50' N	011°34' W
15 (P)	37° N	009°49' W
16 (P)	36°20' N	009°00' W

17	(P)	36°20' N	007°47' W
18	(P)	Guadiana river mouth	007°25' W
19	(B)	51°22'25" N	03°21'52".5 E border between B and NL
20	(UK)	52°12' N	UK east coast
21	(IRL)	52°10'.3" N	006°21'.8" W
22	(UK)	52°01'.52" N	005°04'.18" W
23	(UK)	54°51'.43" N	005°08'.47" W
24	(UK)	54°40'.39" N	005°34'.34" W

3. Contents of the report

- 1) ships name, call sign, IMO-/MMSI number and position
- 2) ships course, speed and destination
- 3) number of persons on board and other relevant information

The format of the report shall be consistent with IMO Resolution A. 851(20) Appendix paragraph 2
System identifier: WETREP with a two-letter abbreviation for identification of the report

- A: Ship identification
- B: DTG
- C: Position
- E: True course
- F: Speed
- G: Name of last port
- I: Name of next port with ETA
- P: Oil cargo type, quantity, grade and density
- Q: To be used in cases of defect affecting normal navigation
- T: Address for the communication of cargo information
- W: Number of persons on board
- X: Various information applicable to this tanker

4. Position for submitting report

Ships must report:

- 1) on entry into the reporting area as defined under paragraph 2 of this Circular, or
- 2) immediately on departing from a port, terminal or anchorage within the reporting area,
or
- 3) when they deviate from routing to their original declared destination, or
- 4) when deviation from planned route is necessary due to weather or equipment malfunction, and
- 5) when finally exiting from reporting area.

5. Authority receiving the report

- 1) upon entering the WETREP reporting area, ships will notify the co-ordination centre of the responsible authority of the coastal State participating in this system. The vessel traffic services, RCC, coastal radio station or other facilities to which the report must be sent to are listed in the IMO SN/Circ. 242 Appendix 1.

- 2) Should the ship be unable to send the report to the nearest coastal radio station or other facilities, the report shall be sent to the next-nearest coastal radio station or other facility as listed in the IMO SN/Circ. 242 Appendix 1.
- 3) Companies and ships shall pay attention at all time to all sources providing navigational reports, navigational aid and other navigational warnings concerning all kind of “Ship Reporting Systems” all over the world. Ship’s command has to be aware of changes and amendments in their regard at any time.

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**Department of Marine Services
and Merchant Shipping
Antigua and Barbuda W.I.**

Am Patentbusch 4 * D-26125 Oldenburg * Germany
Phone ++49 (0) 441 93959 – 0 * Fax: ++49 (0) 441 93959 – 29
E-mail: info@antiguamarine.com

Corner Popeshead & Dickenson Bay Street
P.O. Box 1394 * St. John’s * Antigua W.I.
Phone ++1 268 462 1273 or 462 4353 * Fax: ++1 268 462 4358
E-mail: MarineServ@candw.ag