

 <p style="text-align: center;">GOVERNMENT OF ANTIGUA AND BARBUDA DEPARTMENT OF MARINE SERVICES AND MERCHANT SHIPPING (ADOMS)</p> <p style="text-align: center;">Circular 02-001-07</p> <p style="text-align: center;">The ISM Code, publications to be carried on board ships and the “Interim Scheme” for certain cargo ships and special purpose ships</p>	Document	Circ. 02-001-07
	Revision	00
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	Reference	<ol style="list-style-type: none"> 1. International Convention for the Safety of Life at Sea 1974 (as amended) Chapter IX 2. Assembly Resolution A. 880 (21) 3. Assembly Resolution A. 494 (XII) 4. International Convention on Tonnage Measurement of Ships, 1969 (Tonnage 69)
	Subject	The ISM Code

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.

1. ISM Code

By 1st July 2002, the second instalment of the ISM Code was required to be met. This includes all those ship types over GT 500, engaged on international voyages that were not included in the first instalment, namely:

- **General Cargo ships**
- **Multi-purpose Ships**
- **Container ships**
- **Oil Rig/Platform Supply Ships**
- **Anchor Handlers**
- **Seismic Survey Ships**
- **Research Ships**
- **Special Type Ships**
- **Tugs**
- **Mobile Offshore Drilling Units**
- **Sea/River Ships**

In order to meet the requirements, companies must apply to either the Flag State or the Recognised Organisations acting on behalf of the Flag State, for an audit to take place at the Company. This audit is to ensure that the Company has a management system in place in the office for the ship types that the Company operates or manages. This management

system must have been in place for at least three months before the audit takes place. At least one recorded internal audit must have been completed.

On successful completion of the external audit, a document of Compliance (DOC) is to be issued, covering the ship types operated or managed by the company at the time of the audit. A programme of audits will then be agreed for each ship audit, a Safety Management Certificate (SMC) will be issued. Again, the management system must have been in place on board each ship for at least three months before the audit takes place.

It must be emphasised that the Auditor is looking for "effective implementation of the Safety Management System" both in the office and on board each ship. This means that personnel are aware of and familiar with the Safety Management System (SMS) and its procedures. It also includes all the normal international regulations and requirements that apply to ships. All of this takes time to effect and Companies should have been working on this for up to eighteen months before hand.

,Antigua and Barbuda as a Flag State expects all of the ship owning/managing companies to have the DOC and the SMC for all of their ships in place before the 1st July 2002. There will be no extensions or other delays. If ships are not fully certificated, they can be detained.

There are a number of simple things that Companies should be aware of, such as the requirement to have the same company name on both the DOC and on each SMC. Also under Clause 3.1 of the ISM Code, it is the responsibility of the owning company to inform the Antigua and Barbuda flag in writing who is managing or operating the ships. This applies even if the Company is managing or operating the ships themselves.

2. Publications required to be carried on board ships*

To give guidance on the carriage of publications explicitly required by IMO instruments, following publications are to be carried on board Antigua & Barbuda-flagged ships:

Name of publication	Required by	Applicable ship	Remarks
IBC Code	IBC, paragraph 16.2.1	Chemical Tankers	Built after 1 July 1986
BCH Code	BCH, paragraph 5.2.1	Chemical Tankers	Built before 1 July 1986
IGC Code	IGC, paragraph 18.1.3	Gas Carrier	Built after 1 July 1986
International Code of Signals**	SOLAS V/21.1	All ships	
IAMSAR Manual Volume III**	SOLAS V/21.2	All ships	
Nautical Charts & Publications	SOLAS V/19.2.1 & V/27	All ships	
Publications required by ISM Code	ISM Code, paragraphs 1.2.3 and 11.3	All ships	Required publications are those specifically mentioned to be carried by the ship's SMS manual.
And publications listed in the A & B ASI-form (report of Safety Inspection part IV)			

Note: * All publications on board ships, regardless of format, should be the latest editions or

duly corrected up to date. In case where copies of national regulations incorporating the provisions of the required instruments are provided on board, publications of such instruments need not be carried on board.

- ** These publications for emergency use should always be available on board ships in the form of hard copy.

The most successful management systems are those that are simple and have incorporated existing procedures and work processes.

It is not necessary to completely change the Company's way of operating but adapt what is successful into the new management system.

If any Company requires advice, help or assistance in the matter of the ISM Code please contact either the Oldenburg office or the St. John's office where we will do our best to find the answer.

3. Interim Scheme for ships not to comply with SOLAS IX and the ISM Code

- .1 In a number of cases cargo ships and special purpose ships of 500 GT and upwards, engaged on international voyages were not required to comply with the provisions of SOLAS IX and the ISM Code, on the grounds that the provisions of Res. A. 494 (XII) on the Revised Interim Scheme for Tonnage Measurement for Certain Ships were applicable to them and thus they were allowed to use the gross tonnage (GT) as determined under national tonnage rules which were in effect prior to the coming into force of TONNAGE 69, for establishing the applicability of SOLAS IX and the ISM Code.
- .2 The gross tonnage to be used for determining whether a cargo ship or a special purpose ship engaged on international voyages is required to comply with the provisions of SOLAS IX and the ISM Code shall be determined in accordance with the provisions of TONNAGE 69.
- .3 It has to be recognized that immediate compliance of such cargo ships which have not been required to comply with SOLAS IX and the ISM Code presents practical difficulties and would affect the owners and companies operating such ships. Therefore the following Interim Scheme is brought to the attention of owners and companies operating such ships.
- .4 For the purpose of this Interim Scheme:
 - "Gross Tonnage" means the gross tonnage of the ship as determined under the provisions of the International Convention on the Tonnage Measurement of Ships, 1969 and shown on the International Tonnage Certificate (1969) of the ship;
 - "Requirements" means the requirements of SOLAS chapter IX and the ISM Code;
 - "Cargo ship" means a cargo ship, irrespective of the date on which the keel of the ship was laid, of 500 gross tonnage and upwards engaged on international voyages which have not been required by the Administration to comply with the Requirements on the grounds of national tonnage rules;
 - "Special purpose ship" means a special purpose ship as defined in the SPS Code, irrespective of the date on which the keel of the ship was laid, of 500 gross tonnage and upwards engaged on international voyages which have not been required by the Administration to comply with the Requirements; and
 - "SPS Code" means the Code of Safety for Special Purpose Ships which is annexed to resolution A.534 (13) as amended ¹.

¹ As amended by MSC/Circs. 446, 478 and 739, and resolution MSC. 183(79). MSC/Circ. 739 included new amendments to the SPS Code and consolidates

- .5 Terms not otherwise defined in this Scheme shall have the same meaning as the meaning attributed to them in SOLAS chapters I and IX or the ISM Code.
- .6 Cargo ships, special purpose ships and Companies operating such ships which have not been required to comply with the Requirements **shall comply with the Requirements not later than 1 January 2010.**
- .7 Cargo ships and special purpose ships which, on the date of adoption of the Scheme, were holding a valid Safety Management Certificate or Interim Safety Management Certificate shall not be entitled to any benefits under this Scheme and shall maintain compliance with the Requirements. Companies, as defined in STCW Convention, regulation I/1.1.23, operating such ships shall maintain compliance with the requirements of STCW Convention, regulation I/14 and STCW Code, section A-1/14. In addition such ships shall remain subject to control pursuant to the provisions of SOLAS regulations I/19, IX/6.2 and XI-I/4 and STCW Convention, article X and regulation I/4.
- .8 Contracting Governments when exercising control pursuant to the provisions of SOLAS regulations I/19, IX/6.2 and XI-1/4 in relation to cargo ships and special purpose ships shall adhere to the provisions of the Scheme.
- .9 **This Interim Scheme shall cease to apply on 1 January 2010**

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