

	Director's Directives	Directive	02-2002
	The Merchant Shipping (Familiarization Information for Officers at the Management Level serving on Antigua and Barbuda Vessels) Directive To All Shipowners, Ship Managers, Ship Operators, Filing Agents and Ships' Crewing Agents	Revision	00
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		Reference	Merchant Shipping Act

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1. PREFACE

The purpose of this Guidance Document is to familiarize Masters and Senior Officers (Chief Officers, Chief Engineer Officers and Second Engineer Officers) serving on board Antigua and Barbuda vessels with the Antigua and Barbuda National Legislation and Requirements relevant to their duties and responsibilities.

It is not intended that this document will substitute the Antigua and Barbuda Merchant Shipping Act or Directives, and readers are encouraged to study the actual text of Antigua and Barbuda Merchant Shipping Act and Directives.

Regulation 1/10 (Recognition of Certificates) of the STCW78 Convention as amended requires that Masters

and Officers at the Management Level must have an appropriate knowledge of the maritime legislation of the Flag State Administration, relevant to the function they are permitted to perform, prior to the issue of an endorsement attesting the recognition of their Certificates of Competency by the Flag State Administration

In view of the above, Masters and Officers at the Management Level applying for the issue of an endorsement attesting the recognition of a non Antigua and Barbuda Certificate of Competency, are kindly requested to study carefully the contents of this document, prior to signing the declaration form (Form FoC-13) shown in Appendix 1.

Masters and Officers at the Management level must carry this guidance document with them while serving on board Antigua and Barbuda flag vessels.

The attention of Masters and Officers at the Management Level serving on board Antigua and Barbuda flag vessels is drawn to the fact that ADOMS Surveyors will, on random basis, examine individual Masters and Officers at the Management level as to their knowledge and understanding of Antigua and Barbuda Legislation and requirements. Seafarers who fail to demonstrate that they have a basic knowledge and understanding of the Antigua and Barbuda Legislation and requirements, relevant to their duties and responsibilities may have their endorsements attesting the recognition of a non Antigua and Barbuda Certificate, suspended or withdrawn.

2. DEFINITIONS

“STCW Code” means the Seafarers Training, Certification and Watchkeeping (STCW) Code as adopted by the 1995 Conference resolution 2, as amended.

“Director” means the Director of the Antigua and Barbuda Department of Marine Services and Merchant Shipping

ADOMS” means the Antigua and Barbuda Department of Marine Services and Merchant Shipping

“Crew” in relation to a ship includes seafarers and apprentices

“Master” includes every person having command or charge of any ship other than a pilot

“Officer” means a person who belongs to the ship’s command at the management or operational level; or is a member of its administration at a similar level

“Officer at the Operational Level” means an officer qualified in accordance with the provisions of Chapter II or III of the STCW 95 Code and capable of being in charge of a bridge or engine room watch.

“Chief Mate” means the officer next in rank to the master and upon whom the command of the ship will fall in the event of the incapacity of the master.

“Chief Engineer Officer” means the senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the vessel.

“Second Engineer Officer” means the engineer officer next in rank to the chief engineer officer and upon whom the responsibility for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship will fall in the event of the incapacity of the chief engineer officer.

“Radio Operator” means a person holding an appropriate radio certificate or radio or telegraph or telephone license as specified by the International Telecommunications Convention and recognized by the

Administration.

“Rating at the Support Level” means a member of the ship's crew other than the master or an officer capable of supporting the bridge and engine room watches.

Rating” means a member of the ship’s crew other than the master or an officer.

“Company” means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for the operation of the ship from the shipowner and who, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the company by this legislation.

3. REFERENCES

- a Antigua and Barbuda Merchant Shipping Act
- b [Directors Directives](#)

4. CERTIFICATION OF SEAFARERS

Every seafarer assigned to an Antigua and Barbuda flag vessel must hold an appropriate endorsement of his national certificate with respect to his position and duties, the Merchant Shipping Act, Part IV, Chapter 1, Section 62 and its Schedule refers. Original certificates (Not Photocopies) shall be carried by the seafarer at all times while the seafarer is serving on board.

Appropriate Certificate is considered to include all Certificates and documentary evidence or endorsement required by the STCW Code as amended for a specific position and duty

Failure of a seafarer to hold the original appropriate certificate may result in the immediate detention of the vessel.

In accordance with Section 64 of the Merchant Shipping Act, any Master who engages a person on board an Antigua and Barbuda flag vessel without appropriate certificate(s) commits an offence, punishable in accordance with Section 330 of the Merchant Shipping Act.

5. FRAUDULENT CERTIFICATES MSA sect. 64

Any seafarer found serving on board an Antigua and Barbuda flag vessel with fraudulent (forged) certificates will be banned from serving on board Antigua and Barbuda flag vessels for life.

In accordance with Section 64 of the Merchant Shipping Act, any seafarer who attempts to be engaged or is engaged on board a Antigua and Barbuda flag vessel with the use of fraudulent (forged) certificate(s), commits a criminal offence, punishable in accordance with Section 330 of the Merchant Shipping Act.

6. MEDICAL FITNESS CERTIFICATE MSA sect. 75

All seafarers serving on board Antigua and Barbuda flag vessel must hold a valid Medical Fitness Certificate.

Medical fitness certificates are deemed valid for a period not more than two years from the date of issue, for seafarers over 18 years old and for a period of one year for seafarers 18 years old or less.

In accordance with Section 75 of the Merchant Shipping Act, the Master or any other seafarer who allows the engagement of a seafarer on board a Antigua and Barbuda flag vessel without a valid Medical Fitness Certificate commit a criminal offence, punishable in accordance with Section 330 of the Merchant Shipping

Act.

7. DOCUMENTS FILE

All the original documents related to the training and certification of seafarers serving on board must be kept in a documents file on board the ship, by the Master (or a person authorized by the Master) and be presented for inspection by flag State Authority and port State Authorities when required.

8. SAFE MANNING

Each vessel must be manned in accordance with the Minimum Safe Manning Certificate issued by the Antigua and Barbuda Administration in accordance with MSA sect 62/schedule para (3), section 67 and website 01 003 01 STCW Circular as above. It is the obligation of the Master to ensure that the vessel has a valid Minimum Safe Manning Certificate and that the vessel is manned in accordance with that Minimum Safe Manning Certificate.

In accordance with Section 67 of the Merchant Shipping Act, if the Master fails to ensure that the vessel has a valid Minimum Safe Manning Certificate and that the vessel is manned in accordance with the Minimum Safe Manning Certificate, commits a criminal offence, punishable in accordance with Section 330 of the Merchant Shipping Act.

9. SHIPBOARD FAMILIARIZATION TRAINING

The Master has the immediate responsibility to ensure that seafarers upon first joining an Antigua and Barbuda flag vessel are provided with reasonable time to become familiar with the ship arrangements, equipment, procedures and ship characteristics relevant to their routine and emergency duties, in accordance with Company's written instructions and procedures and MSA sect 62/schedule para (7) and section A.VI/1.1 and A.I/14.2 of the Code as above.

No Certificate is required for shipboard familiarisation training, however as a minimum, relevant entries must be made in the ship's official logbook, and/or training record book, or the Company may issue its own documentary evidence as per ADOMS Circular No. 01 001-98 and Information Letter 001 – 1999.

In accordance with Section 67 of the Merchant Shipping Act, the Master shall ensure that seafarers upon first joining an Antigua and Barbuda flag vessel receive shipboard familiarization training.

10. SAFETY FAMILIARIZATION TRAINING Sect A – VI/1.1 and A – I/14.2 of the Code

All persons employed on an Antigua and Barbuda flag vessel, must receive approved safety familiarization training in personal survival techniques or receive sufficient information and instruction to be able to:

- a) communicate with other persons on board on elementary safety matters
- b) understand safety symbols, signs and alarm signals
- c) know what to do if a person falls overboard
- d) know what to do if fire or smoke is detected
- e) know what to do if the fire or abandon ship alarm is sounded
- f) identify the muster and embarkation stations and emergency escape routes

- g) locate and don life-jackets
- h) raise the alarm in case of fire and use portable fire extinguishers
- i) take immediate action upon encountering an accident or other medical emergency before seeking further medical assistance on board and
- j) close and open the fire, weather tight and watertight doors fitted in the particular ship other than those for hull openings

No Certificate is required for safety familiarization training, however as a minimum relevant entries must be made in the ship's official logbook, or training record book or the Company may issue its own documentary evidence.

11. BASIC SAFETY TRAINING & SPECIAL SAFETY TRAINING

In accordance with MSA sect 62 (schedule) para (7 – 10), Sect. A – I/14.2 and VI/1.2 of the Code of Safety for seafarers employed or engaged on board Antigua and Barbuda vessels in any capacity as part of the ship's complement with designated safety or pollution prevention duties in the operation of the ship must hold valid Basic Safety Training documents issued by a foreign national maritime Administration.

12. EFFECTIVE CO-ORDINATION OF CREW ON BOARD

MSA sect 67 (vii)

In accordance with MSA section 67 (vii), the Master, officers and crew must be able to effectively coordinate their activities in an emergency situation and perform the functions vital to safety or preventing or mitigating pollution.

Crew co-ordination in an emergency situation shall be maintained and improved through:

- a) Regular drills requiring the active participation of all crewmembers, in accordance with the instructions of the Antigua and Barbuda Administration
- b) Follow-up discussions of what went well and what needs to be improved and critiques to identify areas where improved procedures, or methods of communication, would allow smoother co-ordination of activities
- c) Regular training sessions to allow crew members to become acquainted with each other's role on the vessel
- d) Incentives for crewmembers who identify or introduce improvements and for superior team performance during drills

13. COMMON LANGUAGE ISM code sect 6.6 + 6.7

In order to co-ordinate their designated duties and responsibilities, and to contribute effectively in a crisis situation, a common working language must be used by all crewmembers, as required by the ISM Code Sections 6.6 and 6.7 and the Merchant Shipping (International Safety Management Code) Directive 2002. Effective communication is a vital condition for crewmembers ability to achieve the necessary coordination.

14. HOURS OF REST

STCW Code A – VIII/1, MSA sect 67 (x) + (xi), [circular 01 001 - 98](#)

Records of hours of rest of seafarers must be established and enforced on board every Antigua and Barbuda flag vessel to ensure that fatigue does not impair the efficiency of the watchkeeping seafarers, the Directors Merchant Shipping (Safe Manning, Hours of Work and Watchkeeping) Directive ../2002 refers.

To ensure compliance with section A – VIII/1 the following rest hours shall be provided :

- a) Each watchkeeping seafarer must receive a minimum of 10 hours of rest in any 24 hour period
- b) The hours of rest may be divided into not more than two periods, one of which must be at least 6 hours in length.
- c) These rest hours provisions need not be maintained in the case of an emergency, drill or other overriding operational condition (that is, circumstances in which essential shipboard work cannot be delayed for safety or environmental reasons, or could not reasonably have been anticipated at the commencement of the voyage.
- d) The minimum 10 hours rest period may be reduced to not less than 6 consecutive hours under the following conditions:
 - i. No reduction may extend beyond two days and
 - ii. Not less than 70 hours of rest are provided in each 7 day period.

"Overriding Operational Conditions" are construed to mean only essential shipboard work that cannot be delayed for safety or environmental reasons, or, could not reasonably have been anticipated at the commencement of the voyage.

The company and the Master on every Antigua and Barbuda flag vessel must ensure that rest periods are established and enforced in accordance with Section 67 of the Merchant Shipping Act.

15. WATCHKEEPING ARRANGEMENTS

MSA sect 67 (xi) and 74

On board every Antigua and Barbuda flag vessel, a table with the shipboard watchkeeping arrangements that shall contain for every watchkeeping position as a minimum:

- a. The schedule of service at sea and in port and
- b. The minimum hours of rest as laid down in the STCW Code, Chapter VIII, Section A – VIII/1 and the Directors Merchant Shipping (Safe Manning, Hours of Work and Watchkeeping) Directive ../2002

must be posted in an easily accessible place. The table shall be in the working language of the ship or in English if there are different languages

The company and the Master must ensure that records of seafarers' watchkeeping daily hours of work and daily hours of rest are maintained and every watchkeeping seafarer may request a copy of the records pertaining to him which are endorsed by the Master or a person authorized by the master, and by the

seafarer.

The company and the Master must ensure that a file is kept recording all "hours of work" for all watchkeeping crewmembers on board the ship. This file must be kept by the master or a person authorised by the master and be presented for inspection to the flag Authority and port Authorities when required.

The company and the Master must ensure that the watchkeeping arrangements for the ship are at all times adequate for maintaining safe navigational and engineering watches having regard to Chapter VIII of Section A of the STCW Code as amended. The Master must also give directions, in the form of Bridge or Standing Orders, to the deck watchkeeping officers responsible for navigating the ship safely during their periods of duty, in accordance with Part 3-1 of Section A VIII/2 of the STCW Code as amended.

Any Master who fails to meet the requirements of the above paragraph commits a criminal offence, punishable in accordance with Section 330 of the Merchant Shipping Act.

The company and the Chief engineer officer must ensure that the engineering watchkeeping arrangements for the ship are at all times adequate for maintaining the safe operation of all machinery affecting the operation of the ship, in either automated or manual mode, in accordance with Part 3-2 of Section A VIII/2 of the STCW Code as amended and any requirements specified by this Administration.

Any Chief engineer officer who fails to meet the requirements of the above paragraph commits a criminal offence, punishable in accordance with Section 330 of the Merchant Shipping Act.

16. DRUG AND ALCOHOL ABUSE

Drug and alcohol abuse can directly affect the fitness and ability of a seafarer to perform his duties. Seafarers who are under the influence of drugs or alcohol should not be permitted to perform their duties on board, the Directors Merchant Shipping Directive ../2002 refers.

Any seafarer who in the course of his duty is under the influence of drugs or alcohol commits a criminal offence, punishable in accordance with Section 330 of the Merchant Shipping Act.

17. SHIP'S LOG BOOKS MSA sect 124

17.1 In accordance with the MSA section 124, every Antigua and Barbuda flag vessel must be furnished with the following logbooks.

- a Official logbook (Kept by the Master)
- b Deck log book (Kept by the watch officer)
- c Engine Room logbook (Kept by the Chief Engineer Officer)
- d Radio logbook (Kept by the Bridge Watch Officer or the Radio Operator where carried)

17.2 In accordance with MSA section 125, the following entries must be recorded in the Official logbook and signed by the Master and a member of the Crew.

- a statement of every engagement and discharge of crewmember
- b Every birth or death of a person on board with any particulars
- c The statement of account of wages due any seafarer who dies during the voyage, together with a

- list of all property and belongings to be forwarded to the next of kin
- d Every case of illness or injury happening to a crewmember and the medical treatment adopted.
- e Every collision with any other ship and the circumstances.
- f Every accident sustained or caused by the ship.
- g the date and time of posting up of the ship's draught and freeboard on sailing
- h Every conviction by a court of a crewmember and the punishment imposed.
- i Every criminal or disciplinary offence committed by a crewmember
- j Every offence for which punishment is imposed on board and the punishment imposed.
- k Any other matter directed by the Merchant Shipping Act

18. CREW AGREEMENT OR SHIP'S ARTICLES

In accordance with MSA sections 77, 78 and 79, the Master must ensure that all seafarers on board Antigua and Barbuda flag vessels have a valid agreement for their engagement on board the vessel. The Agreement must be signed by the Master or an Agent of the Company and the seafarer concerned, and recorded in the Ship's Articles.

18.1 As a minimum the Agreement must include the following information.

- a. Seafarer's name, date and place of birth and current address
- b. Duration of the employment.
- c. The ports of the world, if any, to which the ship will not sail
- d. The place and time at which the seafarer must be on board or commence work
- e. The job which the seafarer is to perform and his duties
- f. The amount of the wages the seafarer is to receive
- g. The amount of food and water the seafarer will receive on board
- h. Any regulations as to the conduct, fines and lawful punishments, as approved by the Cabinet of the Government of Antigua and Barbuda

18.2 The Agreement may be terminated if any of the following occurs:

- a. When the time set in the Articles of Agreement ends
- b. The ship is lost or wrecked
- c. The ship is no longer under the Antigua and Barbuda flag

- d The ship is sold in public auction.

18.3 Termination of the Agreement by the Master

- a When the seafarer fails, without reasonable cause, to join the ship on the date set in the Agreement
- b When the seafarer is absent without cause
- c When the seafarer is guilty of "grave misconduct" which endangers the safety or good discipline of the ship
- d Whenever the ship becomes unseaworthy

18.4 Termination of the Agreement by the Seafarer

- a When the Master is found guilty for seriously violating his duties towards the seafarer

When the seafarer is discharged, the Master must provide him with a certificate of discharge, and his endorsement of his certificate of competency.

If the seafarer is discharged because he is no longer fit to work on board the vessel, the Company shall pay the amount of wages owed to him up to the time of his discharge and until he is repatriated to his home port.

19. PAYMENT OF SEAFARERS WAGES

The seafarer has the right to be paid the wages stated in the Agreement and all wages due to him must be paid before his agreement is terminated. MSA Part IV, Chapter III, sections 90 through to 106 refer.

At least 24 hours before discharge, the seafarer has the right to receive a full account of his wages, including any deduction to be made from his wages.

Upon discharge, the seafarer must sign a release note, on which he can make a note of any claim or demand he still has against the Company or the Master.

If the employment of a seafarer is terminated, not due to his own fault, within a month from the date of his engagement on board the vessel, he may have the right of an extra pay in addition to any money he has earned up to that date.

In accordance with MSA Part IV, Chapter VI, sections 119 to 121, the Company shall continue to pay the wages of an seafarer in distress in specified circumstances.

20. PROVISIONS FOR FOOD

All seafarers serving on board Antigua and Barbuda flag vessels have the right to receiving sufficient and decent food and water.

Any seafarer who feels that he is not getting enough food or water or that the food or water is of poor quality, he may notify the Antigua and Barbuda Administration at the address indicated in this Document.

21. MEDICAL CARE

All Antigua and Barbuda flag vessels must be furnished with adequate supplies of medicines and instructions for the use of medicines in accordance with the requirements of the Antigua and Barbuda Administration.

In the unfortunate event of death of a seafarer serving on board an Antigua and Barbuda flag vessel, the Company shall pay the burial expenses.

22. REPATRIATION

The Company shall pay all the costs related to the repatriation of a seafarer serving on board an Antigua and Barbuda flag vessel at the termination of the engagement agreement or prior to the termination of the engagement agreement if it is caused without the seafarer's consent. The seafarer may be repatriated to the port where he signed on or to his home country or to a port mutually agreed by the seafarer and the Company.

23. REPORTING OF CASUALTIES, PERSONAL ACCIDENTS AND SERIOUS ILLNESSES

When casualties, personal accidents or serious illness occur on board Antigua and Barbuda flag vessels, it is the Master's responsibility to ensure that as a minimum the following information is expeditiously (preferably by facsimile or electronic mail) reported to ADOMS at the address indicated in this document;

- a Master's report regarding the incident,
- b Relevant log-book extracts
- c Relevant seafarer's statements
- d Any other relevant documents

Notwithstanding the above, the Master's report and any other information required regarding the incident, must be reported in accordance with the instructions of ADOMS, applicable at the time of the incident.

24. REPORTING OF STOWAWAYS

It is the responsibility of the Master to ensure that a proper search is carried out at every port for stowaways. Where stowaways are subsequently found when the ship is at sea, it is the Master's obligation to ensure that these incidents involving stowaways are expeditiously (preferably by facsimile or electronic mail) reported to the Shipping Company and to ADOMS in accordance with the Directors Merchant Shipping (Stowaways) Directive .. /2002.

25. REPORTING OF SHIP'S ARREST

It is the Master's obligation to ensure that incidents involving the arrest of Antigua and Barbuda flag vessel are immediately (preferably by facsimile or electronic mail) reported to ADOMS

26. PIRACY AND ARMED ROBBERY

In the unfortunate event of piracy or armed robbery attack on board an Antigua and Barbuda flag vessel, the Master should follow the advice given by the International Maritime Organization to avoid unnecessary casualties. The Master must immediately inform at the earliest opportunity the relevant Authorities of the coastal State concerned about the incident. As a minimum, the following information must be communicated

to the relevant Authorities of the coastal State.

- a Identity and location of the vessel
- b ny injuries
- c Any information regarding the attackers (Number, description, vessel used for the attack)

It is the Master's responsibility to ensure that the above information and any other information required in accordance with the instructions of ADOMS, applicable at the time of the incident, is also reported via facsimile or electronic mail to ADOMS at the address indicated in this document.

27. UNAUTHORIZED REPAIRS

It is the Master's responsibility to ensure that no repairs, which may affect the structural integrity of the vessel, are carried out during a voyage. In cases where such repairs must be carried out during a voyage, the complete procedure including the extent of the proposed repairs must be submitted to the vessel's classification society and agreed upon by the attending surveyor.

In cases of "force majeure" where repairs are considered necessary to enable the vessel to proceed safely to the next port of call or to a port of refuge, the Master must immediately inform via facsimile or electronic mail the vessel's classification society and ADOMS

28. PREVENTION OF POLLUTION BY OIL FROM SHIPS

Discharges

It shall be unlawful at any time for any Antigua and Barbuda registered vessel to discharge into the sea any oil or oily mixture otherwise than as permitted by Regulation 11 of Annex I of the International Convention for the Prevention of Pollution from Ships 1973/78 and any amendments thereto in force, and the Directors Merchant Shipping (MARPOL 73/78) Directive ../2002. In cases of emergency, discharges shall only be permitted under the circumstances and conditions set forth in that Convention and Directive.

Oil Record Books

It shall be unlawful for any Antigua and Barbuda oil tanker of 150 gross tons and upwards and any other Antigua and Barbuda registered vessel of 400 gross tons and upwards to fail to have and maintain on board at all times the current oil record book required by Regulation 20 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973/78 and any amendments thereto in force and the Directors Merchant Shipping (MARPOL 73/78) Directive ../2002.

29. DUMPING OR BURNING OF GARBAGE OR WASTES AT SEA

It is forbidden for any Antigua and Barbuda vessel to discharge or dump into the sea plastics of any kind, including synthetic ropes or other material or the residues of plastics of any kind that have been incinerated on board.

For all other garbage and waste products, Antigua and Barbuda vessels must follow MARPOL 73/78 Annex V, Regulation 3 and the Directors Merchant Shipping (MARPOL 73/78) Directive ../2002.

30. LOAD LINES

The Master shall enter into the vessel's official log book prior to the departure from any port or place:

- a a statement of the load line marks applicable to the voyage
- b a statement of the position of the load line mark, port and starboard, at the time of departure from such port or place
- c the actual draughts of the vessel, forward and aft, as nearly as the same can be ascertained, at the time of departure from such port or place

A Load Line inspection shall take place on annual basis. .

31. PORT STATE CONTROL

Whenever an Antigua and Barbuda flag vessel is detained by a port State Control Authority, the Company must immediately inform either the Oldenburg or St. John's office of ADOMS by fax and submit a copy of the detention order and a copy of the report on deficiencies.

When ships are detained by port State Control Authorities, even though the ship is not delayed from sailing, it is still classified as a detention and goes down on the list as such. Each detention is added up and the Flag may then become a targeted Flag if there is an above average ratio as compared to other Flags. All detentions have a negative effect on the score of the flag State, irrespective of the severity of the deficiencies.

Port State Control Authorities also detain ships on account of deficiencies that have occurred during the ship's passage, irrespective of whether those were due to negligence or not and which were scheduled to be rectified at the particular port. Such cases usually occur following a casualty, after encountering heavy weather during the last voyage or when the ship is scheduled for repairs and surveys at the particular port. It is therefore imperative that in order to avoid detention, the master or the Company notifies before or at the latest upon arrival, the relevant Port State Control Authorities accordingly, explaining the specific deficiencies, the circumstances under which these deficiencies occurred and the intention to rectify them or to undergo surveys and repairs at the port of call. In the case of the United States and Canada, in particular, such notification should be given (usually through the agent) well in advance of the ship's entry into U.S. or Canadian waters, as Port State Control functions commence, in many instances, at the time the vessel enters the territorial waters of these countries.

32. FLAG STATE CONTROL

Flag State Control Inspections are carried out by Marine Surveyors of ADOMS and its worldwide network of contract Inspectors..

It is the obligation of the Master to ensure that whenever his ship is inspected by any of the aforementioned surveyors/inspectors all documentation required by the Antigua and Barbuda Legislation (Certificates, log books, ship's articles, manuals etc) is available for inspection.

Furthermore, it is the obligation of the Master to ensure that all spaces to be inspected (Tanks, cargo spaces etc) are safe for access as per surveyors /inspectors request.

33. DISCIPLINARY LIABILITY OF SEAFARERS

In accordance with Sections 111 and 112 of the Merchant Shipping Act, any seafarer who contravenes his duties on board an Antigua and Barbuda flag vessel commits a disciplinary offence.

The Master of an Antigua and Barbuda flag vessel may penalise any seafarer who commits a disciplinary offence with a fine in accordance with Section 330 of the Merchant Shipping Act. In cases where a second disciplinary offence is committed, the Master may punish the seafarer with a fine in accordance with Section

330 of the MSA.

Pursuant to Part IV, Chapter V of the MSA, the following actions also constitute a disciplinary offence, punishable by the Master:

- a Absences without reasonable cause from the ship at the time of duty
- b Desertion of the ship without the consent of the Master
- c Disobedience to a command of the Master or any superior seafarer
- d Insult or threat of the Master or superior seafarer
- e Act of violence on board or off the ship against the Master or any seafarer
- f Pollution of the sea or negligence in preventing the pollution of the sea
- g Abuse of power that impinges the rights of another person on board the ship
- h Excessive use of alcohol and/or drugs

34. PUBLICATIONS FAL/Circ.90, MEPC/Circ 368, MSC/Circ 946 refers

It is the obligation of the Master to ensure that the relevant publications shown below are available on board the vessel. The Directors Merchant Shipping (Nautical Publications) Directive .. /2002 refers.

It should be noted that the list of publications required on board Antigua and Barbuda flag vessels is amended from time to time and those concerned can find the latest list of publications required on the website of the Antigua and Barbuda Administration at <http://www.antiguamarine.com/>

A. National Legislation (All ships)

- a Antigua and Barbuda Merchant Shipping Act (Excerpt)
- b [DirectorsDirectives](#)

B. Conventions (All ships)

- a International Convention for the Safety of Life at Sea, 1974 as amended (SOLAS 74 as amended)
- b Convention on the International Regulations for Preventing Collisions at Sea 1972, as amended.
- c International Convention for the Prevention of Pollution from Ships, 1973, Protocol of 1978, Annexes I, II, III, IV and V (MARPOL 73/78 as amended)
- d International Convention on Load Lines, 1966 ILL 1966)
- e International Convention on Standards of Training, Certification and Watch -keeping for

Seafarers, 1978 as amended

- f International Convention on Tonnage Measurement of Ships, 1969 (Tonnage 1969)
- g Merchant Shipping (Minimum Standards) Convention 1976 (ILO Convention 147)

C. Regulations, Codes and Manuals

- a Radio Regulations (as defined in Regulation 1V/2.1.11 SOLAS 74 as amended) or the Convention on the International Telecommunication Union and the Regulations thereto (all Ships)
- b International Medical Guide for ships (all Ships)
- c International Safety Management Code (ISM Code) (all ships)
- d Recommendations on the Safe use of Pesticides in Ships (all ships)
- e Pocket Guide to cold Water Survival (all ships)
- f NAVTEX manual (all ships)
- g IMO Search and Rescue Manual (IMOSAR Manual) (All ships)
- h International Safety NET Manual (all ships)
- i International Maritime Dangerous Good Code (for ships certified for the carriage of Dangerous Goods)
- j Medical First Aid Guide for use in Accidents involving Dangerous Goods (for ships certified for the carriage of Dangerous Goods)
- k Recommendation on the Safe Transport of Dangerous cargoes and related activities in port areas (where applicable)
- l Code for Safe Practice for Cargo Stowage and Securing (where applicable)
- m Code for the construction and equipment of Ships carrying Liquefied Gases in Bulk (where applicable)
- n International Code for the Construction and Equipment of Ships carrying Liquefied gases in bulk (where applicable)
- o Gas Carrier Code for existing ships (where applicable)
- p Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in bulk (where applicable)
- q International Code for the Construction and equipment of ships carrying dangerous chemicals in Bulk (where applicable)

- r Code for Safe Practice for Solid Bulk Cargoes (BC Code) (where applicable)
- s International Grain Code (where applicable)
- t Code of Safe Practice for Ships Carrying Timber Deck Cargoes (where applicable)
- u Code of Safety for Dynamically supported Craft (where applicable)
- v Code for the Construction and Equipment of Mobile Offshore Drilling units (where applicable)

35. CIRCULARS ISSUED BY THE DEPARTMENT OF MARINE SERVICES & MERCHANT SHIPPING

The Department of marine Services and Merchant Shipping in its effort to assist Companies and those serving on board Antigua and Barbuda flag vessels in the implementation of the various International and National requirements relevant to the maritime Industry issues a number of circulars. These circulars can be found at the website of the Antigua and Barbuda Administration at www.antiguamarine.com

36. CONTACT DETAILS

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Appendix 1

[Declaration Form FoC-13 \(PDF\)](#)