

ADOMS Circular 01-002-04  
*ILO Convention 147 and 180*

	<p align="center"><b>GOVERNMENT OF ANTIGUA AND BARBUDA</b></p> <p align="center"><b>DEPARTMENT OF MARINE SERVICES AND</b></p> <p align="center"><b>MERCHANT SHIPPING (ADOMS)</b></p> <p align="center"><b>Circular 01-002-04</b></p> <p align="center"><b>International Labour Organization (ILO) -</b></p> <p align="center"><b>Convention 147 and 180</b></p>	Document	Circ. 01-002-04
		Revision	00
		Page	1 of 3
		Reference	ILO C 180, P 147; Directors Directive 02-2002; Circular 01 001-98; Directive 1999/95/EC

**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.**

**Recommendation for the application of ILO Conventions C147 and C180 on board ships flying the flag of Antigua & Barbuda.**

Ships registered in Antigua and Barbuda should in principle, comply with the ILO C 147/180 although Antigua and Barbuda is not party to those conventions. The requirements out of ILO C 147/180 are subject for inspection in several PSC MOUs.

Above all, Antigua and Barbuda flagged ships shall comply with the ADOMS Director's Directive 02-2002, dealing inter alia with hours of rest etc., and the ADOMS-Circular 01 001-98, which are based on Section A-VIII/1 of STCW 1978, as amended.

The "no more favourable treatment" clause in the "Directive 1999/95/EC of the European Parliament and of the Council", of 13 December 1999, clause 8, clearly outlines that:

*"..... ships flying the flag of a State which is not a party to ILO Convention No 180 or the Protocol to ILO Convention No 147 should not receive more favourable treatment than those flying the flag of a State which is party to either the Convention or Protocol or to both of them."*

That means any ship in European waters has to comply, and that Directive 1999/95/EC, clause 5, apply to all ships trading in EU-waters:

*"The purpose of this Directive is to apply the provisions of Directive 1999/63/EC which reflect the provisions of ILO Convention No 180, to any ship calling at a Community port, irrespective of the flag it flies in order to identify and remedy any situation which is manifestly hazardous for the safety or health of seafarers; however, Directive 1999/63/EC includes requirements which are not to be found in ILO Convention No 180 and which should not therefore be enforced on board ships not flying the flag of a Member State."*

Therefore, ships flying the flag of Antigua and Barbuda will also be judged under the same requirements as member ships.

Annex ILO C180, Seafarers' Hours of Work and the Manning of Ships Convention, 1996

"Excerpt from ADOMS Director's Directive 02-002"  
*Familiarisation Information for Officers at Management Level on Antigua and Barbuda Vessels*

## Relevant Passages

	<b>Director's Directives</b>	<b>Directive</b>	<b>02-2002</b>
	<b>The Merchant Shipping (Familiarization Information for Officers at the Management Level serving on Antigua and Barbuda Vessels) Directive</b>	<b>Revision</b>	<b>00</b>
		<b>Page</b>	<b>1 - 16</b>
	<b>To All Shipowners, Ship Managers, Ship Operators, Filing Agents and Ships' Crewing Agents</b>	<b>Reference</b>	<b>Merchant Shipping Act</b>

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## 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.

ADOMS Circular 01-002-98  
*Look-out during Periods of Darkness*

	<p align="center"><b>GOVERNMENT OF ANTIGUA AND BARBUDA</b></p> <p align="center"><b>DEPARTMENT OF MARINE SERVICES AND</b></p> <p align="center"><b>MERCHANT SHIPPING (ADOMS)</b></p> <p align="center"><b>Circular 01-002-98</b></p> <p align="center"><b>Look-out during Periods of Darkness</b></p>	Document	Circ. 01-002-98
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		Reference	STCW 1978, as amended STCW-Code Section A-VIII/2.15 Circular 01 001-98 - Responsibility of Companies STCW

**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.**

Following a recent serious casualty in the UK territorial waters, which resulted into the loss of the vessel and her cargo and an oil pollution, the Department of Marine Services and Merchant Shipping wishes to bring the following to the attention of companies, having registered their ship(s) under the flag of Antigua and Barbuda and likewise requesting companies to inform masters and officers sailing on ships under the flag of Antigua and Barbuda accordingly:

"Any vessel in UK territorial waters with the officer of the navigational watch acting as sole look-out during periods of darkness will be deemed to be in contravention of Regulation 11 of the Merchant Shipping (Safe Manning, Hours of Working and Watchkeeping) Regulations 1997."

The said regulation does apply to all ships irrespective of their flag. Any contravention discovered may result into a serious fine imposed by the UK government upon the master and any officer concerned.

As Antigua and Barbuda is a signatory to the International Convention on Standards for Training, Certification and Watchkeeping for Seafarers (STCW) 1978, as amended in 1995, the Department of Marine Services and Merchant Shipping wish to draw company's, masters' and officers' attention to Section A-VIII/2.15 of the STCW-Code following to which "ships are prohibited from operating with the officer of the navigational watch as the sole look-out during periods of darkness."

This provision does apply to all trading areas !

Owners fleet instructions – *Shifting of Grainbulkheads*

### **"SHIFTING OF GRAINBULKHEADS"**

-When grain bulk heads are **NOT** in use, they always have to be shifted back in store position.

Owners fleet instructions – *Grainbulkheads/Tanktop*

**GRAINBULKHEADS/ TANKTOP**

**1.) SECURINGBOLTS GRAIN – BULKHEADS AND CONTAINERPOCKETS TANKTOP**

In the past it happened several times that grain bulkheads on board of the Company vessels went out of order due to blocking of the securing bolts caused by rust or cargo residues (Cement!!!!).

It also happened several times that the container pockets in the cargo hold tank-top were clogged by cargo residues from the past ( Cement in bulk!!!!)

**1.1) Consequences in way of the securing bolts:**

- In some cases the crew worked the whole night with gas burners and hydraulic jackets to turn these securing bolts of the grain-bulkheads loose.
- In some cases the Company had to order service from shore which caused delay and financial losses

**1.2.) Consequences in way of the Container pockets:**

- Crew worked day and night with drill hammers, shipping equipment etc. in order to get the container pockets clean prior vessel's container loading.
- The Company had to pay penalty as the vessel was not ready to take her container cargo in time and according to Charterers schedule.

**1.3.) Instructions**

- The Chief Officer on board is responsible for the maintenance of cargo hold and deck equipment. He should ensure himself from time to time that cleaning and maintenance has been carried out in a proper way.
- Therefore he must order the crew to remove and clean the securing bolts of the grain-bulkheads one by one at each time the cargo hold is going to be washed. Securing bolts to be checked on clearance ( 2-3 mm) and greased before putting them back in position.
- If the bolts have to less clearance, the Company must be informed and action will be taken in next convenient port.
- To prevent clogging -up of the container pockets the Chief Officer must ensure himself after each cargo hold washing that all container pockets in the tank-top are clean and free from cargo particles.
- In the event that the vessel loads a cargo of cement in bulk, all container pockets must be greased or filled up with construction foam prior to loading.

Owners fleet instructions – *Hatch Cover Operation*

### Hatch cover operation

- 1.0 To prevent accidents / personnel injuries during hatch cover operations the following instructions must be followed up:

Always make sure that the hatch coaming flattops are free from objects or cargo residues.

- One experienced Officer or Rating shall operate the hatch covers.
- One Rating shall check the hatch cover movements on Portside.
- One Rating shall check the hatch cover movements on Starboard side.

Open / closing of hatch covers or shifting grain bulkheads with less than three people is *DANGEROUS* and prohibited.

#### 2.0 Applicable for:

Mv"Oslo"  
Mv"Tallin"  
Mv"Helsinki"  
Mv"Riga"  
Mv"Hagen"

To prevent accidents / personnel injuries during hatch cover operations with the gantry crane the following instructions must be followed up:

Always make sure that the hatch coaming flattops are free from objects or cargo residues.

- One experienced Officer or Rating shall operate the gantry crane.
- One Rating shall check the store positions and positioning of the hatch covers
- One Rating shall check the free turning of the gantry crane's electric cable during shifting operations.

Shifting of hatch covers or grain bulkheads with less than three people is *DANGEROUS* and prohibited.

Synopsis of accident aboard *Nordstrand* September 2004

## SYNOPSIS from MAIB's Nordstrand report 8/2005

The accident occurred on board mv *Nordstrand* when a portable hold bulkhead fell over onto the hold floor, trapping and injuring two crew members, one fatally.

On 16 September 2004, the vessel arrived in Seville, Spain to discharge 3016.8 tonnes of wheat cargo. At about 1700 the following day, there were about 500 tonnes of cargo remaining onboard and it was decided to suspend the discharge until after the weekend.

Work resumed at about 0745 on Monday morning, 20 September. With the master, chief officer and third officer on deck, the two ABs opened the hold hatch covers. The master instructed the chief officer that the after portable bulkhead was to be moved from its stowage to an intermediate position, to enable accumulated cargo to be cleared from behind it. The chief officer had never been involved in moving the bulkhead before. The master neither specified when it was to be moved nor who was to be involved. The stevedores recommenced the cargo discharge at 0800.

The chief officer and the two ABs entered the hold to sweep up the cargo residue. At about 0855, the chief officer and one of the ABs prepared to jack up the portable bulkhead as part of the procedure for engaging the bulkhead wheels onto the hold hatch coaming in preparation to move it. The chief officer did not inform the master of his intentions. No one checked that the bulkhead's top two main securing bolts were in the engaged position, which was required in order to keep the bulkhead in an upright position during the jacking operation.

At 0900, the chief officer and an AB began jacking up the bulkhead. Seeing this, the master called to the chief engineer to come to the deck to assist. When the bulkhead was just clear of the bottom of the hold it began to tip forwards. The third officer and the AB shouted a warning. As the bulkhead began to fall over, the AB ran forward and just managed to avoid the bulkhead as it crashed onto the hold deck. The chief officer and the second AB, who had been sweeping the hold, were trapped under it.

Someone in the nearby stevedore's office immediately called the emergency services and they arrived on scene about 15 minutes later. Air bags were used to lift the bulkhead, enabling the casualties to be removed. The AB, who had been trapped, was pronounced dead on arrival at hospital. The chief officer survived the accident but suffered crush injuries to his chest.

Recommendations include a review of operational procedures by both manufacturers and owners; investigating a mechanism for identifying the position of securing bolts; and consideration given to designing bulkheads which do not require personnel to enter the hold during any stages of movement of the system.

Recommendations from the *Nordstrand* accident

## RECOMMENDATIONS from MAIB's Nordstrand report 8/2005

**Carisbrooke Shipping Limited** is recommended to:

- 2005/143 Review the following procedures related to the safe movement of portable bulkheads:
- authorisation for the movement of bulkheads which follow the principles of a “Permit to Work”,
  - manning levels and responsibilities,
  - training requirements.
- 2005/144 Conduct a full review of the Safety Management System and associated specific risk assessment relating to the movement of portable bulkheads, and ensure that these are followed and monitored by the shore management.
- 2005/145 Implement a system of periodical checks to verify the positions of the portable bulkhead main securing bolts and locking pins.
- 2005/146 Adopt a system that will:
- readily indicate the engaged and disengaged positions of the portable bulkhead main securing bolts, and
  - clearly indicate that the associated locking pins are in place.

**Macor Marine GmbH** is recommended to:

- 2005/147 Improve the presentation, content and clarity of Macor Marine’s operating instructions - Section 5 of “Operation of the Grain Bulkheads by Folding Covers” and promulgate revised instructions to the owners of vessels fitted with the *Nordstrand* type portable bulkheads.

**International Chamber of Shipping** is recommended to:

- 2005/148 Alert its owners and managers operating vessels equipped with moveable hold segregation equipment of the need to formulate, and ensure ships’ staff adhere to approved instructions designed to minimise the risk to the crew when moving hold partitions, especially with respect to personnel working in the hold.
- 2005/149 Emphasise to its owners and managers the importance of ensuring that new hold segregation systems are designed to obviate the need for crew to enter the hold during any stages of movement of the system.

**Maritime and Coastguard Agency** is recommended to:

2005/150      Review risk assessments relating to the movement of portable bulkheads when conducting the periodic 2½ yearly audit of ship's Safety Management Certificate.

**Marine Accident Investigation Branch**  
**Nordstrand report - April 2005**

Safety recommendations shall in no case create a presumption of blame or liability

International Chamber of Shipping Circular MC (05)20

# International Chamber of Shipping

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26 May 2005

**To: MARINE COMMITTEE**

**MC(05)20**

**Copy: All Full and Associate Members (for information)  
Construction & Equipment Sub-Committee**

## **MAIB RECOMMENDATIONS TO ICS**

Once again the UK Marine Accident Investigation Branch has made recommendations to ICS following an investigation. In this case, the recommendations follow the death of a crew member on board MV Nordstrand (UK Flag) and the full report can be reviewed on the MAIB website ([www.maib.gov.uk](http://www.maib.gov.uk)). The full context of the recommendations can only be appreciated by reading the report but, in outline, the fatality was caused by the movement, by ship's staff, of an internal hold partition without complying with the appropriate instructions.

The recommendations to ICS are to:

- 2005/148 Alert your owners and managers operating vessels equipped with moveable hold segregation equipment of the need to formulate, and ensure ships' staff adhere to approved instructions designed to minimise the risk to the crew when moving hold partitions, especially with respect to personnel working in the hold.
- 2005/149 Emphasise to your owners and managers the importance of ensuring that new hold segregation systems are designed to obviate the need for crew to enter the hold during any stages of movement of the system.

The first recommendation is clearly an ISM issue and is worthy of further dissemination. With respect to the second, ICS has written to the MAIB to indicate the difficulty of interacting with the designer and shipbuilder on details such as this. However, the intent of the recommendation is recognised and owners ordering new ships with this type of handling equipment should be advised to bear in mind operational difficulties that the crew may experience with some designs.

P B Hinchliffe  
Secretary to the Committee