



[L.S.]

I Assent,

James B. Carlisle,
Governor-General.

15th March, 2001.

ANTIGUA AND BARBUDA

No. 1 of 2001

AN ACT to amend the Antigua and Barbuda Merchant Shipping Act.

[22nd March, 2001]

ENACTED by the Parliament of Antigua and Barbuda as follows —

1. This Act may be cited as the Antigua and Barbuda Merchant Shipping (Amendment) Act 2001. Short title.

2. Section 5 of the Antigua and Barbuda Shipping Act Cap. 28, in this Act referred to as the principal Act, is amended by deleting therefrom the definition of the following words — Amendment of Section 5.

“Near coastal trade, Near coastal tread ship, coastal service, coastal trade of Antigua and Barbuda, coastal trade ship, crew, restricted international service, certificate of competency.”

3. The principal Act is amended in section 7 by inserting after subsection (4) the following — Amendment of section 7.

“(5) The Director appointed under subsection (1) may, after consultation with the Minister, issue directives for the implementation of the Act.”

Amendment of section 14.

4. Section 14 of the principal Act is amended in subsection (2) by deleting the full stop and inserting immediately thereafter the following —

“so however that the passenger ships, RoRo passenger ships, high-speed craft or hovercraft are not registered on the International Ships Register of Antigua and Barbuda.

Amendment of section 61.

5. Section 61 of the principal Act is amended as follows —

(a) by renumbering section 61 as subsection (1) and by inserting the following definitions in their alphabetical order —

“Administration Management System” means the organizational structure, responsibilities, resources and documented arrangements and procedures for implementing Antigua and Barbuda’s policies;

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

“Appropriate certificate” means a certificate issued and endorsed in accordance with the provisions of the Convention and entitling the lawful holder thereof to serve in the capacity and perform the functions involved at the level of responsibility specified therein on a ship of the type, tonnage, power and means of propulsion concerned while engaged on the particular voyage concerned;

“Assistant engineer officer” means a person under training to become an engineer officer and designated as such by national law or regulations;

“certificated” means properly holding a certificate;

“Certificate of Competency” means a valid document, issued by or under the authority of an Administration and recognised by this Administration, authorising the holder to serve as stated in this document or as authorised by national regulations;

“Certificate of Equivalent Competency”, means a document issued in accordance with Section 71 of this Act;

“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;

“Code” means the Seafarers’ Training, Certification and Watch keeping Code, as adopted by the 1995 Conference, resolution 2, as amended from time to time;

“Company” means the owner of the ship or any other organisation or person such as the manager or the bare boat charterer who has assumed the responsibility for operation of the ship from the ship-owner and who, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the company by these regulations;

“Convention” means the Seafarers’ Training, Certification and Watch keeping Convention, 1978, as amended;

“Deck officer” means an officer qualified in accordance with the provisions of Chapter II of the Convention;

“Engineer officer” means an officer qualified in accordance with the provisions of Chapter III of the Convention;

“Fishing vessel” means a vessel used for catching fish, whales, seals, walrus or other living resources of the sea;

“Function” means a group of tasks, duties and responsibilities as specified in the Code, necessary for the ship operation, safety of life at sea or protection of the Marine Environment;

“International costal voyages” means voyages during which the ship is never more than 50 nautical miles off shore;

“International voyages” means voyages worldwide;

“Management Level” means the level of responsibility associated with:

serving as master, chief mate, chief engineer officer or second engineer officer on board a ship, and

ensuring that all functions within the designated area of responsibility are properly performed;

“Near coastal voyages” means voyages from any port or place in Antigua and Barbuda to any other port or place in Antigua and Barbuda during which the ship is never more than 30 nautical miles from a safe haven in Antigua and Barbuda;

“Operational Level” means the level of responsibility associated with:

serving as officer in charge of a navigational or engineering watch or as designated duty engineer for periodically unmanned machinery spaces or as a radio operator on board a seagoing ship, and

the designated area of responsibility in accordance with proper procedures and under the direction of an individual serving in the management level for that area of responsibility;

“Propulsion power” means the total maximum continuous rated output power in kilowatts of all the ships main propulsion machinery which appears on the ship’s certificate of registry and other official documents;

“Restricted international voyages” means voyages during which the ship is never more than 200 nautical miles off shore;

“RoRo passenger ship” means a passenger ship with roro cargo spaces or special category spaces as defined in the International Convention for the Safety of Life at Sea 74 (SOLAS 74) as amended;

“Seagoing ship” means a ship which does not navigate exclusively in inland waters or in waters within, or closely adjacent to, sheltered waters or areas where port regulations apply;

“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;

“Support Level” means the level of responsibility associated with performing assigned tasks, duties or responsibilities on board a seagoing ship under the direction of an individual serving in the operational or management level.

(b) by inserting after subsection (1) the following —

“(2) This section gives full effect to the provisions of the International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 1978 in compliance with Antigua and Barbuda’s obligation under the Convention.

(3) Until such time as Antigua and Barbuda is able to establish mechanism for conducting national training or examination for seafarers or the issue of certificates in its own right, it shall, as a policy, endorse certificates issued by other Parties to the Convention and recognized by Antigua and Barbuda and by the International Maritime Organization under the Convention.

(4) Valid certificates shall be determined only in accordance and in compliance with the requirements specified in this Act and where the Administration issuing the certificate is recognized by Antigua and Barbuda.

(5) In compliance with the Convention, it is hereby established a Management System consisting of Administration Policy and Objective (APO) and Management Procedures (AMP).

6. Section 62 of the principal Act is repealed and the following substituted —

Amendment of section 62.

“Appropriate Certificates, criteria and mandatory minimum training requirements.

62 (1) The Minister may, having regard to the Convention and amendments thereto, make regulations for carrying out the matters specified in the Schedule.

(2) The matters specified in the Schedule are the appropriate qualifications, the criteria and the mandatory minimum training requirements prescribed in the Convention and applicable to all seafarers employed on Antigua and Barbuda registered ships in any of the capacities referred to in the Schedule.”

Amendment of section 66.

7. Section 66(1) of the principal Act is amended as follows —

(a) by deleting the marginal note and subsection (1) thereof and substituting the following —

“False certificates

(1) Where it appears to the Minister or to the Director or to the Tribunal that a certificate or document granted under this Act was obtained on false or erroneous information, the Tribunal may cancel, suspend or withdraw such certificate or document in accordance with the provisions of section 269.”

(b) by deleting subsection (2) and by renumbering subsections (3) and (4) as subsections (2) and (3).

Amendment of Section 67.

8. Section 67 of the principal Act is repealed and the following substituted —

“Responsibilities.

67. Antigua and Barbuda shall hold companies, owners, masters and chief engineers responsible for the assignment of seafarers for service on their ships in accordance with the provisions of the Convention, as amended, and shall require that —

(i) each seafarer assigned to any of its ships hold an appropriate certificate or endorsement of certifi-

cate in accordance with the provisions of the Convention and as implemented by ADOMS;

- (ii) its ships are manned in compliance with the applicable safe manning certificate of ADOMS;
- (iii) documentation and data relevant to all seafarers employed on its ships are maintained and readily accessible, and include without being limited to, documentation and data on their experience, training, medical fitness, and competence in assigned duties;
- (iv) seafarers, on being assigned to any ship, are familiarised with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties;
- (v) seafarers at the management level shall have an appropriate knowledge of the maritime legislation of Antigua and Barbuda relevant to the functions they are permitted to perform. Antigua and Barbuda shall, therefore, establish appropriate measures to ensure that seafarers who present, for recognition, certificates issued under the provisions of regulations II/2, III/2, or III/3, or issued under VII/1 at the management level, as defined in the Code, have an appropriate knowledge of such maritime legislation.
- (vi) such measures as are mentioned in paragraph (v) above shall include requirements that such seafarers make a statutory declaration that they have read and understood the relevant legislation, and also that the legislation be available on board ship;

- (vii) the ship's complement can effectively coordinate its activities in an emergency situation and in performing functions vital to safety or the prevention, or mitigation, of pollution;
- (viii) seafarers shall undergo familiarisation concerning elementary safety matters before being assigned their duties;
- (ix) more comprehensive training and instruction in safety and emergency matters shall be undertaken by seafarers with designated safety or pollution prevention duties;
- (x) rest periods in compliance with the Code Section A-VIII/1 shall be established and enforced as an effective measure to prevent fatigue on board Antigua and Barbuda registered ships;
- (xi) the ship's watch system be so arranged that the efficiency of all watch-keeping personnel will not be impaired by fatigue and that the duties are so organized that the first watch at the commencement of a voyage and subsequent relieving watches are sufficiently rested and otherwise fit for duty."

Amendment of section 69.

9. Section 69 of the principal Act is repealed and the following substituted —

"Control procedures.

(1) Ships, except warships, naval auxiliaries or other ships owned by Antigua and Barbuda and engaged only on governmental non-commercial service, fishing vessels, pleasure yachts not engaged in trade or wooden ships of primitive build, shall be subject, while in ports of Antigua and Barbuda, to control

by officers duly authorised by the Minister to verify that all seafarers serving on board who are required to be certificated by the Convention are so certificated or hold an appropriate dispensation.

(2) Certificates mentioned in subsection (1) shall be accepted unless there are clear grounds for believing that a certificate has been fraudulently obtained or that the holder of a certificate is not the person to whom that certificate was originally issued.

(3) In the event that any deficiencies are found under subsection (1) or under the control procedures in accordance with Regulation I/4 of the Annex to the STCW Convention and AMPS 09 of the Antigua and Barbuda MS, the officer carrying out the control shall forthwith inform in writing the master of the ship and the Consul, or in his absence, the nearest diplomatic representative or the maritime authority of that State whose flag the ship is entitled to fly, so that appropriate action may be taken.

(4) The notification referred to in subsection (3) shall specify the details of the deficiencies found and the grounds on which Antigua and Barbuda determines that these deficiencies pose a danger to persons, property and the environment.

(5) In exercising control under subsection (1), if, taking into account the size and type of the ship and the length and nature of the voyage, the deficiencies referred to in paragraph (3) of Regulation I/4 of the Annex to STCW Convention are not corrected and it is determined that these deficiencies pose a danger to persons, property or the environment, Antigua and Barbuda shall ensure that the ship does not sail unless and until these require-

ments are met to the extent that the danger has been removed. The facts concerning the action taken shall be reported promptly to the Secretary General.

(6) When exercising control under this section, all possible efforts shall be made to avoid a ship being unduly detained or delayed. If a ship is so detained or delayed the company shall be entitled to compensation for any loss or damage resulting therefrom.

(7) This section shall be applied as may be necessary to ensure that no more favourable treatment is given to ships entitled to fly the flag of a non-party than is given to ships entitled to fly the flag of a Party to the Convention.”

Amendment of section 70.

10. Section 70 of the principal Act is repealed and the following substituted —

“Conduct of trials.

70 (1) Trials or series of trials for purposes of experiments on Antigua and Barbuda registered ships are prohibited.

(2) Any person who contravenes the provisions of subsection (1) commits an offence and is liable on conviction to a fine not exceeding ten thousand dollars.”

Amendment of section 71.

11. Section 71 of the principal Act is repealed and the following substituted —

“Recognition of Certificates issued abroad.

(1) Antigua and Barbuda may recognize a certificate issued to a seafarer by or under the authority of a foreign country which is a Party to the Convention if the Administration is satisfied and has confirmed through necessary measures that —

(a) the requirements of the Convention concerning standards of competence, the issue and endorsement of certificates and record keeping have been fully complied with; and

(b) Antigua and Barbuda shall be promptly notified of any significant change in the arrangements for training and certification as provided by and in compliance with the Convention.

(2) Where Antigua and Barbuda recognizes a certificate pursuant to subsection (1), the Administration shall endorse such a certificate to attest its recognition if it is satisfied that the requirements of the Convention in subsection (1) (a) and (b) have been complied with.

(3) The endorsement, attesting the recognition of a national certificate issued by a foreign country shall be in the form of a separate document in accordance with section A-I/2 to the Code.

(4) A certificate issued under subsection (1) is valid for a period of up to five years from the date of issue and may be renewed on application in accordance with the provisions of subsection (1) and section 73.

(5) Antigua and Barbuda shall not recognize any national certificate issued by a foreign country that has not ratified the *STCW Convention*.”

12. Section 73 of the principal Act is repealed and the following substituted —

Repeal and substitution of section 73.

“Revalidation of Certificates.

73(1) The certificate of a master or other officer who has been issued with a certificate under sections 62(1) and 71 shall not be valid for sea-going service unless revalidated at intervals not exceeding 5 years to establish continued professional competence in accordance with section A-I/11 of the Code.

(2) A certificate of a category referred to in section 62(4) shall not be valid for seagoing service unless, it has been revalidated, at intervals not exceeding 5 years, to establish continued professional competence in accordance with section A-I/11 of the Code.

(3) Every master and officer shall, for continuing seagoing service on ships referred to in section 62(5), successfully complete approved refresher training at intervals specified by the certificate issuing Party.

(4) Certificates issued in accordance with the provisions of the Convention in force immediately prior to 1st February 1997, shall be valid for sea service until 1st February, 2002.”

Repeal and substitution of section 76.

13. Section 76 of the principal Act is repealed and the following substituted —

“Transitional Provisions and Commencement.

76. (1) Any certificate, licence, endorsement or standard of competency and training requirement that was granted, issued or satisfied pursuant to the Convention applicable prior to 1st February 1997 to any seafarer who commenced approved seagoing service, education and training programme or training course before 1st August 1998, shall be accepted as equivalent to the certificates, endorsements, appropriate certificates, standard of competency or training obtained under this Act.

(2) The relevant rules and procedures prescribed in the Antigua and Barbuda Management System shall apply to such certificates, endorsement, appropriate certificates and standards of competency or training.

(3) The certificates, endorsement or standard of competency and training referred to

in subsection (1) shall remain valid until the 31st January, 2002.”

14. Section 134 of the principal Act is amended by the deletion of subsection (2) and the substitution of the following — Amendment of section 134.

(2) The master or the person in charge of a ship who fails, without reasonable cause to comply with the provisions of this section commits an offence and if he is a certificated seafarer, an inquiry into his conduct may be held and any certificate issued by Antigua and Barbuda may be cancelled, suspended or withdrawn.

15. Section 264 of the principal Act is repealed and the following substituted — Section 264 repealed and repealed

“Power to cancel, suspend and withdraw certificates except certificates issued under the STCW Convention.

(1) Any Certificate, except a certificate issued under the STCW Convention, which is issued by Antigua and Barbuda, to any seafarer may be cancelled, suspended or withdrawn by a court making an investigation or inquiry under this Part if it finds that the seafarer is incompetent or has been guilty of an act of gross misconduct or in case of collision has failed to render such assistance or give such information as required by section 134 or that loss, abandonment or standing of, or serious damage to, any ship has been caused by his wrongful act or default.

(2) Where any case before a Judge of the High Court involves a question of the cancellation, suspension or withdrawal of a certificate under subsection (1), the Judge shall, at the conclusion of the case or as soon thereafter as possible, deliver his decision on the question before it in an open sitting of the Court.

(3) The Judge shall, in all cases, send a full report of the case with the evidence to

the Minister, and shall, if he cancels, suspends or withdraws any certificate under subsection (1), send the certificate to the Minister with the report.

(4) A certificate shall not be cancelled, suspended or withdrawn by a court under subsection (1), unless a statement of the case in respect of which the investigation is ordered is furnished to the holder of the certificate before the commencement of the investigation.

(5) Where it appears to the court that, having regard to the circumstances of the case, an order for cancellation, suspension or withdrawal of a certificate under subsection (1) is not justified, the judge may make an order censuring the seafarer in respect of his conduct.

Repeal of section 269.

16. Section 269 of the principal Act is repealed and the following substituted —

“Power to cancel, suspend or withdraw a certificate.

(1) Any certificate issued in accordance with section 71 or section 72 may be cancelled, suspended or withdrawn for a specified period by the Tribunal established under this section in the following cases —

- (a) if, on any investigation or inquiry made by any court, tribunal or other authority for the time being authorised by the legislative authority in any country outside Antigua and Barbuda and the court, tribunal or other authority reports that the seafarer is —
 - (i) incompetent or has been guilty of any act of gross

misconduct or drunkenness
or tyranny; or

(ii) in the case of collision has
failed to render assistance
or give such information as
is referred to in Part V; or

(iii) the loss, stranding or aban-
donment or damage to any
ship, or loss of life, has
been caused by his wrong-
ful act or default; or

(b) if the seafarer is proved to have
been convicted —

(i) of any offence under this
Act or of any non-bailable
offence committed under
any other law for the time
being in force in Antigua
and Barbuda; or

(ii) of an offence committed
outside Antigua and
Barbuda which if commit-
ted in Antigua and Barbuda
would be a non-bailable
offence.

(2) The Minister shall for the purposes of
this section establish a Tribunal consisting of
such number of persons as the Minister may
determine.

(3) A Tribunal established under subsec-
tion (2) shall have the power —

(a) to investigate, inquire and hear
complaints made to it in respect
of certificates issued under this
Act;

(b) to cancel, suspend or withdraw

certificates issued under section
71 or section 72.

SCHEDULE

Appropriate Certificates, Criteria and Mandatory Minimum Training Requirements Prescribed by the Convention.

(1) Qualification as an officer

A person is qualified as an officer for the purpose of this section if as an officer he holds a certificate of competency, or a certificate treated as equivalent under the provisions of section 76 in one of the following capacities:

- (a) (i) master
- (ii) chief mate, or
- (iii) officer in charge of a navigational watch, or
- (b) (i) chief engineer officer
- (ii) second engineer officer, or
- (iii) engineer in charge of an engineering watch
- (c) radio operator

(2) Appropriate Certificates

Any officer serving in the capacity set out in column one of the table below shall hold an appropriate certificate for that capacity. A person shall be entitled to be issued with such an appropriate certificate only if he complies with the criteria in regulations annexed to the Convention, and specified in column two of the table in relation to that entry, and other requirements specified and laid down in the relevant rules and procedures of the Antigua and Barbuda Management System.

Table of Criteria for appropriate Certificates

Column 1 Master and Deck Department	Column 2 Regulation annexed to STCW Convention
Officer in charge of a navigational watch on any ship of 500 GT or more.	Regulation II/1.2
Master or chief mate on a ship of 3000 GT or more.	Regulation II/2.2
Master or chief mate on a ship between 500 GT and 3000 GT.	Regulation II/2.4
Officer in charge of a navigational watch on a ship of less than 500 GT engaged on near coastal or international coastal voyages.	Regulation II/3.4
Master on a ship of less than 500 GT engaged on near coastal or international coastal voyages.	Regulation II/3.6

Column 1 Engine Department	Column 2 Regulations annexed to STCW Convention
Officer in charge of an engineering watch in a manned engine room, or designated duty Engineer officer in a periodically unmanned engine room, on a ship powered by main propulsion machinery of 750 kW propulsion power or more.	Regulation III/1.2
Chief engineer officer or second engineer officer on a ship powered by main propulsion machinery of 3000 kW propulsion power or more.	Regulation III/2.2
Chief engineer officer and second engineer officer on a ship powered by main Propulsion machinery of between 750 and 3000 kW propulsion power.	Regulation III/3.2

(3) ADOMS shall issue a "Safe Manning Certificate" to each ship according to the standards prescribed by the Convention and IMO Resolution A.890 (21).

The grades and numbers of personnel listed in the Safe Manning certificate, shall reflect the minimum level of manning necessary for the safety of navigation and operation. Additional personnel as may be necessary for maintenance, cargo handling or watchkeeping are the responsibility of the company, master and chief engineer.

(4) Seafarers at the support level and holders of other qualifications

- (a) Every seafarer at the support level forming part of a navigational watch on a ship of 500 GT or more, other than seafarers at the support level under training and seafarers at support level whose duties while on watch are of an unskilled nature, shall hold a certificate issued in accordance with Regulation II/4.2 of the Convention, by an Administration, the certificates of which are recognized by Antigua and Barbuda.
- (b) Every seafarer at the support level forming part of an engine room watch or designated to perform duties in a periodically unmanned engine room on a ship powered by main propulsion machinery of 750 kW propulsion power or more, other than seafarers at the support level under training and seafarers at the support level whose duties are of an unskilled nature, shall hold a certificate issued in accordance with Regulation III/4.2 of the Convention, by an Administration, the certificates of which are recognized by Antigua and Barbuda.
- (c) The qualifications of seafarers serving on vessels under 500 GT and powered by main propulsion machinery of 350 kW or more, but less than 750 kW shall be specified by the Director.

(5) Radio-personnel on GMDSS ships

- (a) Every person in charge of, or performing, radio duties on a ship required to participate in the GMDSS, shall hold an appropriate certificate issued under the relevant provisions of the Convention, and the Radio Regulations, by an Administration, the certificates of which are recognized by Antigua and Barbuda.
- (b) Every seafarer for service on a ship which is required by the International Convention for the Safety of Life at Sea, 1974, as amended, to have a radio installation shall:
 - (i) be not less than 18 years of age, and

- (ii) have completed approved education and training and meet the standard of competence specified in Section A-IV/2 of the Code.

(6) Mandatory minimum requirements for the training and qualification of masters, officers and seafarers at the support level on tankers

- (a) Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on tankers shall hold a certificate or documentary evidence of training issued in accordance with Section A V/1 paragraphs 2 - 7 of the Code, by an Administration, the certificates of which are recognized by Antigua and Barbuda.
- (b) Masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging and care in transit, or handling of cargo on board oil tankers, shall hold a certificate or documentary evidence of training issued in accordance with Section A V/1 paragraphs 8 - 14 of the Code, by an Administration, the certificates of which are recognized by Antigua and Barbuda.
- (c) Masters, chief engineer officer, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging and care in transit, or handling of cargo on board chemical tankers, shall hold a certificate or documentary evidence of training issued in accordance with Section A-V/1 paragraphs 15 - 21 of the Code, by an Administration, the certificates of which are recognized by Antigua and Barbuda.
- (d) Masters, chief engineer officer, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging and care in transit, or handling of cargo on board liquefied gas tankers, shall hold a certificate or documentary evidence of training issued in accordance with Section A-V/1 paragraphs 22 - 34 of the Code, by an Administration, the certificates of which are recognized by Antigua and Barbuda.

(7) Mandatory minimum requirements for familiarization, basic safety training and instruction for all seafarers.

All seafarers shall receive familiarization and basic safety training or instruction in accordance with Section A VI/1 of the Code and shall meet the appropriate standard of competence specified therein.

(8) Mandatory minimum requirements for certificates of proficiency in survival craft, rescue boats and fast rescue boats issued under the relevant provisions of the Convention, by an Administration, the certificates of which are recognized by Antigua and Barbuda.

- (a) Every person designated to launch or take charge of survival craft or rescue boats other than fast rescue boats shall hold a certificate of proficiency issued under the provisions of Regulation VI/2 paragraph of the Annex of the Convention by an Administration, the certificates of which are recognized by Antigua and Barbuda.
- (b) Every person designated to launch or take charge of a fast rescue boat shall hold a certificate of proficiency issued under the provisions of Regulation VI/2 paragraph 2 of the Annex of the Convention by an Administration, the certificates of which are recognized by Antigua and Barbuda.

(9) Mandatory minimum requirements for training in advanced fire fighting

- (a) Seafarers designated to control fire-fighting operations shall have successfully completed advanced training in techniques for fighting fire with particular emphasis on organisation, tactics and command in accordance with the provisions of Section A VI/3 of the Code and shall meet the standard of competence specified therein.
- (b) Where training in advance fire fighting is not included in the certificate of the seafarer, the seafarer must be furnished with a special certificate or documentary evidence, as appropriate, issued in accordance with the provisions of Section-A-VI/3 of the Code, by an Administration, the certificates of which are recognized by Antigua and Barbuda.

(10) Mandatory requirements relating to Medical First Aid and Medical Care

- (a) Seafarers designated to provide medical first aid on board ship shall meet the standard of competence in medical first aid specified in Section A-VI/4, paragraphs 1 to 3 of the Code.
- (b) Seafarers designated to take charge of medical care on board ship shall meet the standard of competence in medical care on board ships specified in Section A-VI/4, paragraphs 4 to 6 of the Code.
- (c) Where training in medical first aid or medical care is not included in the certificate of the seafarer, the seafarer must be furnished with a

special certificate or documentary evidence, as appropriate, issued in accordance with the provisions of Section A-VI/4 of the Code by an Administration, the certificates of which are recognized by Antigua and Barbuda.

Passed the House of Representatives
this 1st day of March, 2001.

B. Harris,
Speaker.

S. Walker,
Clerk to the House of Representatives.

Passed the Senate this 12th day
of March, 2001.

M. Percival,
President.

S. Walker,
Clerk to the Senate.