



# Antigua and Barbuda

## Maritime Administration

Information Notice  
No. 2021 - 002  
26 March 2021

**SUBJECT: Fatigue Management**

**REFERENCE:**

- a) *Antigua and Barbuda Merchant Shipping Act 2006, as amended*
- b) *Maritime Labour Convention 2006, as amended*
- c) *International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended.*
- d) ADOMS [Senior Officers' Handbook](#)

**TO:** Ship-owners, operators, masters and officers of Antigua and Barbuda flagged ships

## 1. INTRODUCTION

This Information Notice provides guidance in respect of fatigue management onboard Antigua and Barbuda flagged ships. It consolidates and supersedes Information Notices 2014-002 and 2014-004.

## 2. SUBJECT

1. The issue of fatigue amongst seafarers continues to feature in many casualty reports.
2. The published case regarding the grounding of [M/V. Danio](#) serves as a reminder of the importance of fatigue management in ensuring the safe operations of ships.
3. The report highlighted that the Officer on Watch had been working excessive hours in the period before the grounding. It also highlights that Hours of Rest records had been found to be falsified, which of course does not assist with proper Fatigue Management or monitoring
4. This incident also resulted in the Operator being fined a substantial sum in the UK Courts, mainly due to a failure to adequately monitor the operation of the vessel.
5. In addition to guidance provided in the [Senior Officers' Handbook](#) there is extensive other guidance on the subject of Seafarers hours of work and rest, as well as Fatigue Management available.
6. [MSC.1/Circ.1598](#) provides information on the nature of fatigue, its causes, preventive measures, and counter measures.
7. It is important that all Seafarers accurately record their hours of work and rest as required by STCW and MLC (2006).

8. Shipowners must ensure that their ships are adequately manned for the type of trade in which they are engaged, and their Seafarers are adequately rested in order to safely carry out their duties.
9. All too often it is found that watch-keepers fall asleep, and incidents occur due to there being no other person on duty.
10. The Bridge Navigational Watch & Alarm System (BNWAS) is an important device for ensuring that watch-keepers remain alert and must be operated correctly.
11. It is also important that there is evidence of the monitoring of these records and their use for planning purposes to ensure adequately rested seafarers at all times. Records will of course be expected to show appropriate correlation to the activities being carried out onboard.
12. When breaches of requirements have occurred, compensatory rest will have to be given and this could involve delaying the sailing of the vessel.
13. In determining the 'any 24-hour period' term it should be ensured that at any time during the working period, in the past 24 hours the seafarer should always have had a minimum of 10 hours rest divided into not more than 2 periods, one of which was a minimum of six hours. This can easily be checked by counting back from the beginning and end of any rest period.
14. Time spent on emergency drills and safety training must not be recorded as rest periods. Watch handover arrangements should be such that seafarers can get at least one uninterrupted 6-hour period of rest in any 24-hour period.
15. We encourage the use of electronic systems to check compliance as this greatly eases the burden on those responsible for checking records, however such systems must operate properly and should clearly highlight any breaches of requirements. Paper records are still required as these must be signed by the seafarer and master.
16. An interesting study into Seafarer fatigue was carried out by project horizon and we hope that those involved with the management of vessels and companies will take due consideration of its findings and also potential benefits of the follow up MARTHA project.  
<http://www.warsashacademy.co.uk/about/resources/final-horizon-report-final-as-printed.pdf>

**Issued by**

Antigua and Barbuda  
Department of Marine Services and Merchant Shipping  
(ADOMS) St. John's