



FLAG STATE REQUIREMENTS SUMMARY

ST KITTS & NEVIS

JUNE 2025



OBJECTIVE

The objective of this document is to provide QRS surveyors and staff with the specific requirements, instructions, clarifications, etc., issued by the Flag State Administration (FSA) of the flag in reference, to assist them in carrying out the necessary surveys and issue the relevant Interim/Short Term Certificates as authorized, or proceed with the endorsement of Full-Term Certificates, as the case may be. These requirements derive from the different Resolutions, Marine Circulars (MC), and instructions that have been issued by the SKAN.

This document is also a reference also for QRS HO for reviewing of technical documentation.

SCOPE

This procedure is applicable to all survey and certification activities carried out on behalf of the Flag State Administration of ST KITTS & NEVIS.

DESCRIPTION OF REQUIREMENTS

-The official name to be placed in the certificates issued on behalf of the FSA is ST KITTS & NEVIS SHIP REGISTRY.

-Specific requirements, flag state guidelines, and interpretations are generally published as Marine Circulars

-(MC), some of which are designated to carry the weight of rules and regulations.



MC 138 - 25, February 2025

**CONCENTRATED INSPECTION CAMPAIGN ON PILOT
LADDER TRANSFER/BOARDING ARRANGEMENTS**

The purpose of this Maritime Circular is to inform Ship Owners, Ship Managers, Maritime Registrars, Recognised Organisations, and Flag State Inspectors of this Administration's intention to launch a Concentrated Inspection Campaign (CIC) focused on pilot ladder transfer and boarding arrangements.

- The CIC will be conducted from April 1 to June 30, 2025.
- The following aspects will be subject to inspection:
 - Condition of the pilot ladder.
 - Crew competence in properly rigging and using the ladder.
 - Integrity of ropes, steps, and spreaders.
 - Relevant documentation regarding use and maintenance.
- Compliance with SOLAS Chapter V, Regulation 23 will be verified.
- The pilot ladder must have a record of use and maintenance.
- Additional structural elements required by the regulation will also be inspected.

MC 139 – 25, March 2025

REVISED MINIMUM SAFE MANNING CERTIFICATE (MSMC)

The Administration informs Maritime Registrars about a revision of the Minimum Safe Manning Certificate (MSMC) for vessels registered



➤ **MSMC Requirement:** All registered vessels must have an MSMC in accordance with IMO Resolution A.1047(27).

➤ **Conducted Review:** A comprehensive review of the MSMC has been carried out, taking into account the principles of safe manning and the

requirements of the Maritime Labour Convention 2006 (MLC), particularly regarding hours of work and rest.

- New Form: The annex includes the revised Form A12 for initial issuance, amendment, or renewal of the MSMC, along with updated guidelines and manning scales.

MC 19 – 09, March 2025

AUTHORIZATION OF SERVICE PROVIDERS FOR LIFE-SAVING APPLIANCES

This section outlines the criteria and conditions under which service providers may be authorized to perform services on vessels registered under this Administration.

- Only service providers authorized by this Administration are permitted to perform services. In certain cases, providers authorized by another Administration may also be accepted.
- Authorization may be granted to service providers that present a valid certificate of compliance or competence issued by a classification society that is a member of IACS (International Association of Classification Societies).
- Authorization periods:
 - 1 year: Authorization granted only to perform services on a specific vessel.
 - 5 years: Authorization granted without restrictions on the number of vessels.

MC 140 – 25, April 2025

CASUALTY REPORTING

In accordance with the guidelines of Resolution MSC.255(84), which adopts the Casualty Investigation Code, all vessels under this Administration are required to submit:

- An initial report via email, which must include the following information:
 - Name of the vessel and IMO number

- Date and time of the incident
 - Description of the incident and details of any other vessels involved
 - Location of the vessel and, if at sea, the next port of call
 - If applicable, notification to the coastal State authorities
- The CRF 1 form must be completed and sent to mail@skanregistry.com.

MC 142 – 25, June 2025

IMPLEMENTATION OF REVISED FLAG INSPECTION (FSI) FORM: FSI FORM 22_REV.01

The use of the updated Flag State Inspection form (FSI FORM 22_Rev.01) is mandatory for all vessels registered under the Saint Kitts and Nevis flag. This new form replaces all previous versions and is to be used with immediate effect.

- Expanded inspection sections: MARPOL Annexes I–VI, ISM, ISPS, MLC, life-saving appliances, fire safety, electrical systems, hull integrity, and PSC history.
- Clear and structured declaration and certification sections for both the Inspector and the Master.
- Inclusion of new statutory requirements in line with recent IMO amendments and PSC MOU updates.
- Improved formatting and checklist layout for easier use.

MC 143 – 25, June 2024

Interpretations Regarding Implementation Of International “Statutory Requirements Which Contain References “To The Satisfaction Of The Administration” And “To Be Specified By The Administration”

This Marine Circular applies to the IMO Mandatory Instruments as well as any other Convention to which the Federation of Saint Christopher (St Kitts) and Nevis is a signatory.

The requirements of the Administration related to “to the satisfaction of the Administration” and “to be specified by the Administration” are provided in the Annex in the Circular.

The Administration endeavors to issue a revised Maritime Circular to provide additional information to oversee compliance with any new requirements.

MC 144 – 25, March 2025

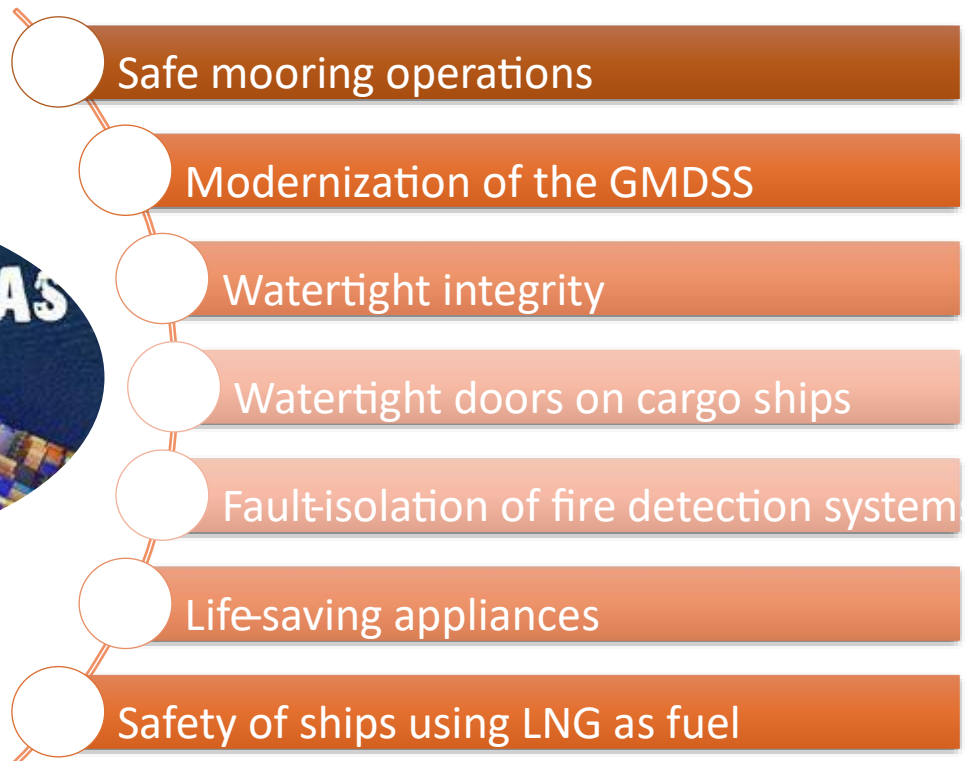
COMPLIANCE WITH THE HONG KONG CONVENTION ON SHIP RECYCLING

This Circular informs about the requirements of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, which will enter into force on June 26, 2025. From that date:

- All vessels over 500 GT are required to develop and maintain an Inventory of Hazardous Materials (IHM)
 - identifying the quantity and location of hazardous materials onboard, divided into three parts:
 - ship structure or equipment materials,
 - operational waste, and
 - stored supplies.
- Vessels must be recycled only at authorized facilities operating under the jurisdiction of a State party to the Convention. For vessels flying the flag of a non-party State, the Convention still applies when calling at ports of party States, requiring compliance with provisions such as carrying the IHM, recycling at authorized facilities, and having a Ship-Specific Recycling Plan.
- Recognized Organizations to conduct related surveys, issues
 - The Statement of Compliance,
 - The International Certificate of Inventory of Hazardous Materials, and
 - The International Ready for Recycling Certificate on its behalf.
- For vessels built before the Convention enters into force
 - Part I of the IHM must be developed within five years or prior to recycling.
 - Parts II and III must be prepared before the recycling process and may be completed by the crew or a hazardous materials expert appointed by the ship owners or managers.

The certificates and IHM must be completed and issued prior to arrival at authorized recycling facilities.

SOLAS 2025



Towards SOLAS 2026

The 105th session of the IMO's Maritime Safety Committee in April 2022 was the last session to adopt amendments to the 2024 update of SOLAS and the related mandatory codes. Amendments adopted less than 18 months before 1 January 2024 would normally be pushed to the next four-year cycle of entry into force.

The IMO has, however, recognized that the COVID-19 situation has caused delays in some ongoing work and has hence introduced an ad hoc mid-term amendments cycle. The next update of SOLAS will therefore enter into force on 1 January 2026 and will include **amendments adopted before 1 July 2024**.

WHICH AMENDMENTS BECOME EFFECTIVE FROM JANUARY 2025

- Amendments to the IMSBC Code - Solid bulk cargoes are added (14 cargoes) and deleted (1 cargo) in Appendix 1 'Individual List of Solid Bulk Cargoes'. They also explicitly identify 'bulk density (as required by SOLAS regulation XII/10)' as one of the cargo information that shippers must provide to ships prior to loading.
- Amendments to BWM Convention – Amendments in relation to the form of “Ballast Water Record Book”

WHICH AMENDMENTS BECOME EFFECTIVE FROM MAY 2025

- Amendments to MARPOL Annex VI in relation to the low-flashpoint fuels and other fuel oil related issues, marine diesel engine replacing a steam system, accessibility of the data in the IMO Ship Fuel Consumption Database (IMO DCS), and inclusion of data on transport work and enhanced level of granularity in the IMO DCS.
- Amendments to BWM Convention in relation to the use of electronic record book.

WHICH AMENDMENTS BECOME EFFECTIVE FROM JANUARY 2026

- Amendments to SOLAS chapter II-2 - The prohibition of using oil fuel with a flashpoint of less than 60°C
- Amendments to SOLAS Regulations.II-1/3-13. Information on new requirements on lifting appliances and anchor handling winches.
- Amendments to SOLAS Prohibition on the use and storage of fire-extinguishing media containing PFOS (SOLAS Reg.II-2/10.11 Fire-extinguishing media restrictions).
- Amendments to SOLAS – Safety measures for non-SOLAS ships operating in the polar waters (SOLAS Reg.XIV/3-1).
- Amendments to SOLAS – Oil fuel quality (SOLAS Reg.II-2/4)
- Amendments to SOLAS - Fire detection and fire alarm system for control stations and cargo control rooms (SOLAS Reg.II-2/7)
- Amendments to SOLAS – Fires safety existing ro-ro passenger ships (SOLAS Reg.II-2/20)
- Amendments to Grain Code - New loading condition for the carriage of grain
- Amendments to IGC Code to permit the use of high-manganese austenitic steel as a cryogenic material having minimum design temperature -165°C.
- Amendments to the LSA Code - Revised recommendation on testing of life-saving appliances, Chapter 4/4.6 ventilation of totally enclosed lifeboats, Chapter 2 In water performance of life jackets, Chapter 6 Lowering speed of survival crafts and rescue boats and Chapter 4 Single fall and hook system for launching lifeboats or rescue boats.