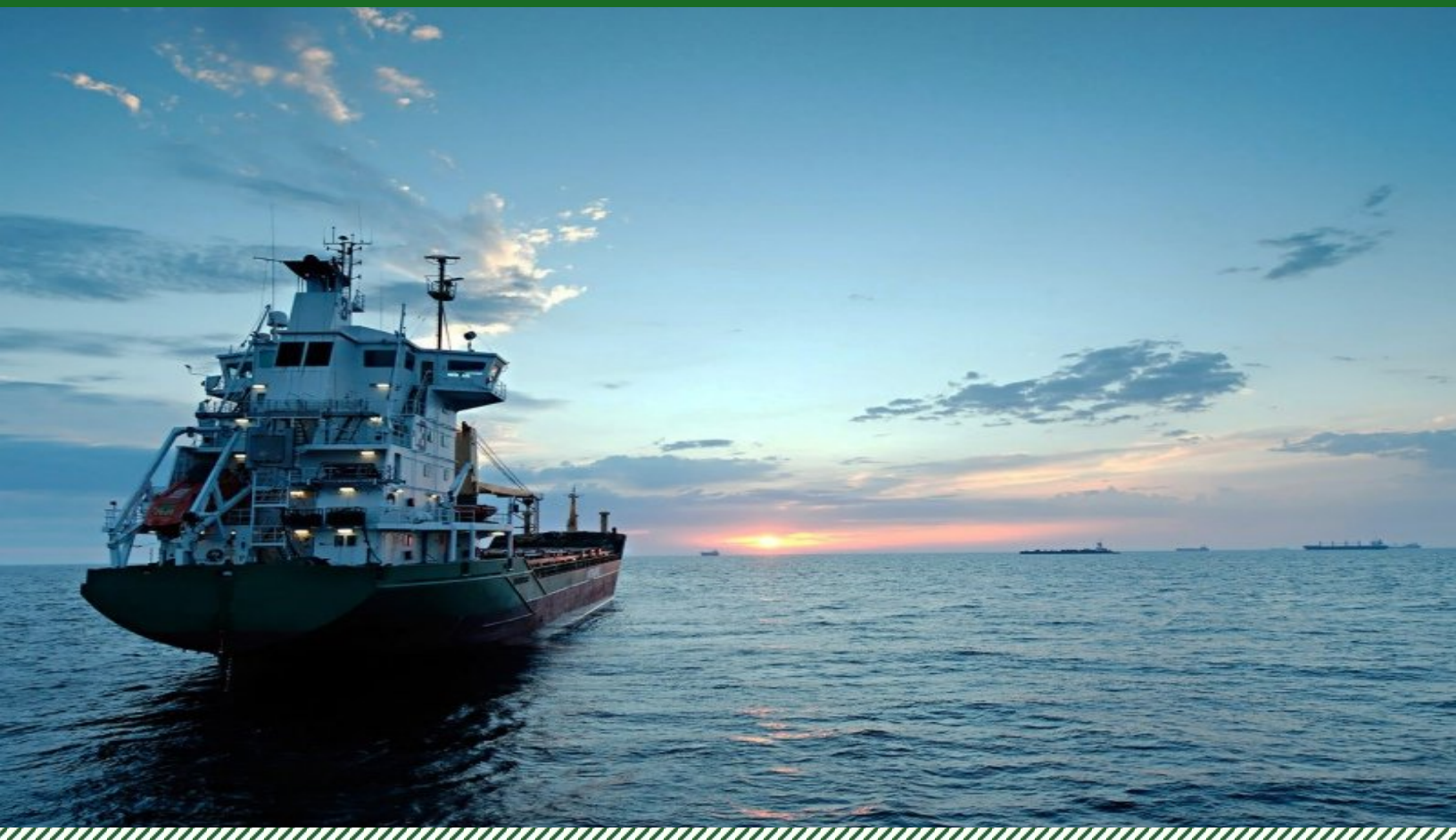
FLAG STATE REQUIREMENTS SUMMARY

ST KITTS & NEVIS

September 2025



OBJETIVE

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.

These are issued periodically and are available at www.skanregistry.com/en/maritime circulars.

MC 148 - 25, July 2025
IMPLEMENTATION OF IRIDIUM GMDSS TERMINAL ACCEPTANCE AND REGISTRATION

The purpose of Marine Circular MC 145 25 (Rev.1), issued on 07 July 2025 by the Saint Kitts & Nevis Administration, is to introduce and enforce the use of Iridium GMDSS terminals on all vessels registered under the Saint Kitts & Nevis flag. This policy takes immediate effect and replaces all previous versions. It applies to all upcoming Flag State Inspections.

- Iridium is now officially recognized as a provider of GMDSS and Maritime Safety Information services.
- Ships can use Iridium GMDSS-approved terminals to meet SOLAS Chapter IV requirements. These can be used as main or backup systems.
- For vessels in Sea Area 4, using Iridium terminals is strongly recommended if the ship already has MF/HF equipment with DSC (and optionally NBDP)
- Only Iridium-authorized service providers can activate or deactivate these terminals. Shipowners must choose a local authorized provider.
- All installed terminals must be reported to the Administration. This is needed to update the vessel's radio license, confirm SOLAS compliance, and add the terminal to the official records.
- All Saint Kitts & Nevis flagged ships must follow this policy during inspections. Equipment and documents must be fully up to date.

MC 146 – 25, July 2025

CONTINUOUS DISCHARGE CERTIFICATE IDENTITY DOCUMENT (DISCHARGE BOOK)

The purpose of this Marine Circular (MC 146 25), issued on 15 July 2025, is to inform all Maritime Registrars, Ship Owners, Ship Managers, and Ship Operators that **all seafarers** serving on a St. Kitts and Nevis flagged vessel are **required to hold a valid Continuous Discharge Certificate (CDC)**, also known as a Discharge Book. This requirement takes **immediate effect**.

- A review with the Government of St. Kitts and Nevis found that CDCs had previously been issued mainly to officers, not to all crew members.
- The current legislation does **not differentiate between officers and ratings**, meaning the requirement applies equally to **all seafarers** onboard.
- The Merchant Shipping Act (CAP.7.05, Part V, section 141) gives the Minister authority to make regulations for issuing, requiring, and managing CDCs for those working on St. Kitts and Nevis ship.
- All seafarers must have completed the **STCW Basic Safety Training (BST)**, which includes modules such as **Sea Survival, Fire Fighting, and Elementary First Aid**, before being eligible for a CDC.
- Any crew member boarding a St. Kitts and Nevis flagged vessel must **hold and present a valid CDC** as proof of compliance with the regulation.

MC 147 – 25, August 2025

APPLICATION FOR SEAFARERS' DOCUMENTS

The purpose of this Maritime Circular (MC 147 25), issued on 1 August 2025, is to provide an update on the procedures and requirements for applying for seafarers' documents with the St. Kitts & Nevis Registry. It also officially **revokes the previously issued MC 30 09** on the same topic.

- Applications for seafarers' certificates can be submitted either via **Seafarer HQ platform** or by **email**.
- **Application Form A15** must be used for all requests. It includes a checklist of required supporting documents (pages 3 and 4), and must be fully completed and submitted through Seafarer HQ. The form is available on the Registry's website.
- Only **fully completed applications** with all required valid supporting documents — including the **Q3 Form** — will be processed. It is the applicant's or representative's responsibility to ensure everything is submitted correctly.
- **Certificates of Endorsement** can only be requested if the seafarer's Certificate of Competency has **at least 6 months of validity remaining**.
- All seafarers must have a **valid medical certificate** when applying for documents. These medical certificates must also have **at least 6 months' validity** remaining.
- This medical certificate requirement aligns with the **Maritime Labour Convention (MLC) 2006**, which emphasizes that seafarers must be medically fit for duty. Certificates must be valid upon joining and during employment onboard.
- Typically, a seafarer's medical exam is valid for 1–2 years depending on age, and must be renewed accordingly.
- In **urgent cases**, a seafarer may temporarily join a vessel with a medical certificate that **expired within the past 3 months**, but a **new certificate must be obtained at the next port**.

MC 148 – 25, August 2025

JOINT CONCENTRATED INSPECTION CAMPAIGN (CIC) ON BALLAST WATER MANAGEMENT BY PARIS MOU AND TOKYO MOU

The purpose of this Maritime Circular is to inform Ship Owners, Ship Managers, Maritime Registrars, Recognized Organisations, Flag State Inspectors, and other stakeholders about the upcoming **joint Concentrated Inspection Campaign (CIC)** on **Ballast Water Management (BWM)**, organized by the **Paris MoU and Tokyo MoU**.

- Port State Control officers will check the following during the campaign:
  - Valid certification under the Ballast Water Management Convention.
  - Approved and up-to-date Ballast Water Management Plan (BWMP).
  - Crew familiarity with implementing the BWMP.
  - Approval and operational status of the Ballast Water Management System.
  - Proper entries in the Ballast Water Record Book.
  - Handling of ballast water sediment.
  - Any valid exemptions in place.
- The CIC will run for **three months**, from **1 September 2025 to 30 November 2025**.
- Inspections will focus on verifying compliance with the Ballast Water Management Convention as part of regular Port State Control inspections.
- Each vessel will be **inspected only once** under this CIC during the campaign period.
- The Administration encourages all relevant parties to **review the CIC checklist** and ensure vessels are compliant with the BWM Convention.
- Ship Owners, Managers, and Operators should ensure that:
  - All documentation is complete and available.
  - Systems are operational.
  - Crews are properly trained and familiar with BWM procedures.
- Flag State Inspectors must **complete the checklist during inspections** and submit a copy to the Administration.

SOLAS 2025

- Safe mooring operations
- Modernization of the GMDSS
- Watertight integrity
- Watertight doors on cargo ships
- Fault-insulation of fire detection
- Life-saving appliances
- Safety of ships using LNG as fuel

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 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.