St. Kitts and Nevis International Ship Registry

Flying the Flag of the Federation Worldwide

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CIRCULAR LETTER TO MARITIME REGISTRARS, SHIP OWNERS, SHIP OPERATORS, FLAG STATE INSPECTORS AND RECOGNISED ORGANISATIONS

MARITIME CIRCULAR NO. MC 86 18 **DATE: 14 DECEMBER 2018**

VESSEL INSPECTION SCHEME

The purpose of this Maritime Circular is to advise Maritime Registrars, Ship Owners, Ship Operators, Flag State Inspectors and Recognised Organisations of a mandatory annual survey inspection requirement, from 01 January 2019, for the following applicable vessels:

- Vessels of 30 years and over and trading within Paris Memorandum of Understanding (MoU)
- Vessels which have been detained within the last 12 months, irrespective of the PSC MoU
- Vessels which have been detained twice (2) within the last 24 months, irrespective of the previous Flag State
- Vessels which intend to call within Paris MoU having not entered within the last 12 months

This circular should be read in conjunction with Maritime Circular MC 59 14 – PROCEDURES FOR DEALING WITH PORT STATE CONTROL DETENTIONS & INSPECTIONS OF ST. KITTS & NEVIS REGISTERED SHIPS.

SCHEME PURPOSES

The purpose of the Vessel Inspection Scheme is to continuously improve the safety standards of ships flying the Flag of the Federation and maintain compliance with International Conventions and Regulations. Costs incurred by the inspector will be shared 50/50 amongst the Ship Registry and the ship owner / ship operator.

SCHEDULING INSPECTIONS

Under this scheme, it is a requirement of this Administration to carry out an occasional inspection 5-7 months after the last annual survey carried out by the Recognised Organisation for the ship. Failure to present a ship for the required annual inspection may result in penalty action being taken by this Administration, including priority notices of inspection given to Flag State Inspectors or the Recognised Organisation for the ship. For stronger cases of non-compliance, notices of removal of the ship from the Registry may be given.

An example of the inspection planning:

R/O ANNUAL SURVEY												R/O ANNUAL SURVEY
M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12	M1
					FLAG STATE INSPECTION							

For the purpose of harmonisation with statutory surveys, the Recognised Organisation for the vessel will be required to provide the current survey status upon request for the vessel to allow the required FSI to be conveniently scheduled.

Please note that while consideration will be made to re-schedule any flag state inspection, postponement of inspections in view of RO annual surveys will not be considered.

If a Flag State Inspector is not available to attend the vessel, this Administration will accept an Occasional Survey carried out by the Recognised Organisation for the vessel. The Recognised Organisation must forward the attending surveyors report within 3 working days of the survey taking place.

INSPECTION SCOPE

Inspections will cover all applicable regulations to the vessel. Should an inspector find deficiencies that are classed as ISM related and, in the inspector's professional opinion, ISM is not as required, an additional Safety Management Certificate (SMC) audit by the RO may be required. In the case of serious deficiencies, an additional Document of Compliance (DOC) audit of the ship owner or ship manager may also be required.

Inspectors are required to state appropriate action codes to any deficiencies found during the inspection using the "Section I – Recorded Deficiencies" form. Ship operators must adhere to the time frames granted by the inspector.

Ship Owners and/or Ship Operators will be required to produce a crew list dated the same day as the inspection takes place, for the inspector to verify against seafarer documents held onboard.

EXPANDED WINDOW

As part of this scheme, Flag State Inspectors will be required to grade the vessels condition and Ship Operator/Crew performance during the inspections. Grades will be Very Good, Good, Satisfactory and Poor.

Vessels which have 2 inspections graded as good or higher shall be subject to an increased inspection window of 16 months. Should a vessel be detained during an expanded window, upon review of the PSC Detention report, it will return to the normal Vessel Inspection Scheme window.

If you have any questions on this matter, please do not hesitate to contact us.

Yours truly,

Liam Ryan
International Registrar of Shipping and Seamen