ST KITTS & NEVIS INTERNATIONAL SHIP REGISTRY

MARITIME CIRCULAR – MC 143 25

INTERPRETATIONS REGARDING IMPLEMENTATION OF INTERNATIONAL STATUTORY REQUIREMENTS WHICH CONTAIN REFERENCES "TO THE SATISFACTION OF THE ADMINISTRATION" AND "TO BE SPECIFIED BY THE ADMINISTRATION"

1. Purpose

1.1. The purpose of this Maritime Circular is to provide guidance regarding interpretations of this Administration on implementation of international statutory requirements which contain references "*to the satisfaction of the Administration*" and "*to be specified by the Administration*".

1.2. This Maritime Circular is issued to the attention of Recognised Organisations, Maritime Registrars, Shipowners, Ship Managers, Ship Operators and other parties involved.

2. Application

2.1. 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.

2.2. Requirements of this Administration related to "*to the satisfaction of the Administration*" and "*to be specified by the Administration*" are provided in the Annex to this Circular.

2.3. This Administration endeavour to issue a revised Maritime Circular to provide additional information to oversee compliance with any new requirements.

If you have any questions, please contact this office at enquiries@skanregistry.com

Yours truly,

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Deputy International Registrar of Shipping and Seamen

ANNEX I

Interpretations regarding implementation of international statutory requirements which contain references "to the satisfaction of the Administration" and "to be specified by the Administration" in accordance with the International Convention SOLAS-74/88, as amended.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
Chapter II-1 Construction - Structure, subdivision and stability, machinery, and electrical installations		
II-1/3-6/2.3	The construction and materials of all means of access and their attachment to the ship's structure shall be to the satisfaction of the Administration. The means of access shall be subject to survey prior to, or in conjunction with, its use in carrying out surveys in accordance with regulation I/10.	Means of access and openings on the oil tankers of more than 500 gross tons and on the bulk carriers of more than 20000 gross tones should comply with requirements as set in IMO Resolutions MSC.158(78).
II-1/3-6/5.3	For oil tankers of less than 5,000 tons deadweight, the Administration may approve, in special circumstances, smaller dimensions for the openings referred to in paragraphs 5.1. and 5.2 above, if the ability to traverse such openings or to remove an injured person can be proved to the satisfaction of the Administration.	The ability to traverse such openings or to remove an injured person can be proved to satisfaction of ROs.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-1/13/7.1.3	Each power operated sliding watertight door shall be fitted with the necessary equipment to open and close the door using electric power, hydraulic power, or any other form of power that is acceptable to the Administration.	The power gear of the doors shall have either: a centralized hydraulic system with two independent power sources, each consisting of a motor and pump capable of simultaneously closing all doors. In addition, there shall be for the whole installation of hydraulic accumulators of sufficient capacity to operate all the doors at least three times, i.e., closed - open - closed; or an independent hydraulic system for each door with each power source consisting of a motor and pump capable of opening and closing the door. In addition, there shall be a hydraulic accumulator of sufficient capacity to operate the door at least three times, i.e., closed - open - closed; or an independent electrical system and motor for each door with each power source consisting of a motor capable of opening and closing the door. The power source shall be capable of being automatically supplied by a transitional emergency source of electrical power, as required by item 3.1 (see below) in the event of failure of either the main or emergency source of electrical power and with sufficient capacity to operate the door at least three times, i.e. closed - open - closed. 3.1) The capacity of the battery serving as a transitional source of electrical power shall be sufficient for supplying the services listed below during 30 min: .1 lighting and necessary navigation lights; .2 internal communication and announcing systems required in an emergency: .3 general alarm system, fire detection and alarm systems, control devices of fire doors and indicators showing the position of fire; .4 daylight signaling lamps, sound signal means (whistles, gongs, etc.) and other types of signals required under emergency conditions: .5 arrangements for closing watertight doors, their position indicators, and signals warning of their closing. Sequential closing is permitted. .6 ship's security alarm system and AIS installation. Consumers listed in items 3.1.2-3.1.6 may be supplied from their own batteries with capacity sufficient for service during required time.
II-1/ 5-1.1	The master shall be supplied with such information satisfactory to the Administration as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service.	Stability Information is developed on basis of the following IMO requirements: MSC/Circ.456 – Guidelines for the preparation of intact stability information; MSC/Circ.706 Guidance on intact stability of existing tankers during transfer operations; MSC.1/Circ.1228 – Revised guidance to the master for avoiding dangerous situations in following and quartering seas.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-1/5.2 II-1/5.3	The Administration may allow the inclining test of an individual cargo ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the exempted ship can be obtained from such basic data.	. To be inclined are: .1 series-built ships as per para 2; .2 every ship of non-series construction: .3 every ship after reconstruction: .4 ships after major repair, alteration, or modification; .5 ships after installation of permanent solid ballast; .6 ships whose stability is unknown or gives rise to doubts; .7 passenger ships in service at intervals not exceeding five years; .8 fishing vessels in service (of 30 meters length and less) at intervals not exceeding fifteen years; .2 Out of the series of ships under construction at each shipyard the following ships shall be inclined: the first ship, then every fifth ship of the series flying St. Kitts and Nevis flag. For other ships of the series the inclining test may be substituted by the light-weight. However, a series- built ship is to be inclined if structural alterations therein exist compared with the first ship of the series, and these alterations exceed those allowable limits as set in Para 2 of Reg. II-1/5 SOLAS-74 amended by IMO Res. MSC.216(82)
II-1/7.7	If pipes, duels, or tunnels are situated within the assumed extent of damage, arrangements are to be made to ensure that progressive flooding cannot thereby extend to compartments other than those assumed flooded. However, the Administration may permit minor progressive flooding if it is demonstrated that its effects can be easily controlled, and the safety of the ship is not impaired.	When considering the progressive flooding due to submergence of the openings, which lead to undamaged spaces, for the purpose of determination of the probability *s,* the components of ship's damage trim and stability at additional flooding of the appropriate undamaged spaces shall be considered. Regulation 7.7 of IMO Res. MSC.429(98) as amended may be applicable as an interpretation for minor progressive flooding.

II-1/15.2	The arrangement and efficiency of the means for closing any opening in the shell plating shall be consistent with its intended purpose and the position in which it is fitted and to the satisfaction of the Administration.	For the treatment of steps in the bulkhead deck of passenger ships see Explanatory Notes for regulation II-1/13-1. For the treatment of steps in the freeboard deck of cargo ships see Explanatory Notes for regulation II-1/13- 1(Openings in watertight bulkheads and internal decks in cargo ships): 1. If the transverse watertight bulkheads in a region of the ship are carried to a higher deck than in the remainder of the ship, openings located in the bulkhead at the step may be considered as being located above the freeboard deck. 2. All openings in the shell plating below the upper deck throughout that region of the ship should be treated as being below the freeboard deck, similar to the bulkhead deck for passenger ships (see relevant figure under regulation II-1/13 (Openings in watertight bulkheads below the bulkhead deck in passenger ships) above), and the provisions of regulation II-1/15(Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships) should be applied.
II-1/16	The design, materials and construction of all watertight doors, side scuttles, gangway and cargo ports, valves, pipes, ash-chutes and rubbish-chutes referred to in these regulations shall be to the satisfaction of the Administration. Watertight decks, trunks, tunnels, duct keels and ventilators shall be of the same strength as watertight bulkheads at corresponding levels. This means used to make them watertight, and the arrangements adopted for closing openings in them, shall be to the satisfaction of the Administration. Watertight ventilators and trunks shall be carried at least up to the bulkhead deck in passenger ships and up to the freeboard deck in cargo ships.	The design, materials and construction of all watertight doors, side scuttles, gangway and cargo ports etc. shall be in accordance with the standards in place of the recognized organization(s). All shall be constructed in such a manner that it shall be capable of supporting with a proper manner of resistance, the pressure of water and remaining watertight at corresponding levels.

II-1/17	The Administration may require that all reasonable and practicable measures shall be taken to limit the entry and spread of water above the bulkhead deck. Such measures may include…bulkhead deck.	Each watertight subdivision bulkhead, whether transverse or longitudinal, shall be constructed in such a manner that it shall be capable of supporting, with a proper margin of resistance, the pressure due to the maximum head of water which it might have to sustain in the event of damage to the ship but at least the pressure due to a head of water up to the margin line. The construction of these bulkheads shall be in accordance with the standards of a recognised organization. .2.1 Steps and recesses in bulkheads shall be watertight and as strong as the bulkhead at the place where each occurs. Where frames or beams pass through a watertight deck or bulkhead, such deck or bulkhead shall be made structurally watertight without the use of wood or cement. .3 Testing main compartments by filling them with water is not compulsory. When testing by filling with water is not carried out, a hose test shall be carried out where practicable. This test shall be carried out in the most advanced stage of fitting out of the ship. Where a hose test is not practicable because of possible damage to machinery, electrical equipment, insulation, or outfitting items, it may be replaced by a careful visual examination of welded connections, supported where deemed necessary by means such as a dye penetrant test or ultrasonic leak test or an equivalent test. In any case, a thorough inspection of the watertight bulkheads shall be carried out.
II-1/18	In order that the required degree of subdivision shall be maintained, a load line corresponding to the approved subdivision draught shall be assigned and marked on the ship's sides. A ship intended for alternating modes of operation may, if the owners desire, have one or more additional load lines assigned and marked	In such cases the vessel may have more than one freeboard assignments. However, only one load line freeboard mark may be displayed at any time, subject to the confirmation of the attending Recognized Organization after performance of the necessary geometric, strength and stability calculations and surveys, as necessary. ALL assignment book to be provided in such cases.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-1/29.1	Unless expressly provided otherwise, every ship shall be provided with a main steering gear and an auxiliary steering gear to the satisfaction of the Administration. The main steering gear and the auxiliary steering gear shall be so arranged that the failure of one of them will not render the other one inoperative.	For a ship fitted with multiple steering systems, such as but not limited to azimuth propulsors or water jet propulsion systems, the requirement in SOLAS regulation II-1/29.1 is considered satisfied if each of the steering systems is equipped with its own dedicated steering gear.
II-1/29.2.1	All the steering gear components and the rudder stock shall be of sound and reliable construction to the satisfaction of the Administration. Special consideration shall be given to the suitability of any essential component which is not duplicated. Any such essential component shall, where appropriate, utilize antifriction bearings such as ball-bearings, roller-bearings or sleeve-bearings which shall be permanently lubricated or provided with lubrication fittings.	All components used in steering arrangements for ship directional control should be of sound reliable construction to the satisfaction of the classification society. Special consideration should be given to the suitability of any essential component which is not duplicated. Any such essential component should, where appropriate, utilize anti-friction bearings such as ball bearings, roller bearings or sleeve bearings which should be permanently lubricated or provided with lubrication fittings.

II-1/29.3.3	3. The main steering gear and rudder stock shall be: 1. of adequate strength and capable of steering the ship at maximum ahead service speed which shall be demonstrated; 2. capable of putting the rudder over from 35 degrees on one side to 35 degrees on the other side with the ship at its deepest seagoing draught and running ahead at maximum ahead service speed and, under the same conditions, from 35 degrees on either side to 30 degrees on the other side in not more than 28 seconds; 3. operated by power where necessary to meet the requirements of paragraph 3.2 and in any case when the Administration requires a rudder stock of over 120 mm diameter in way of the tiller, excluding strengthening for navigation in ice; and 4. so designed that they will not be damaged at maximum astern speed; however, this design requirement need not be proved by trials at maximum astern speed and maximum rudder angle.	The main steering arrangements for ship directional control should be: 1. of adequate strength and capable of steering the ship at maximum ahead service speed which should be demonstrated; 2. capable of changing direction of the ship's directional control system from one side to the other at declared steering angle limits at an average rotational speed of not less than 2.3°/s with the ship running ahead at maximum ahead service speed; 3. for all ships, operated by power; and 4. so, designed that they will not be damaged at maximum astern speed.
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
II-1/29.4.3	4. The auxiliary steering gear shall be: 1. of adequate strength and capable of steering the ship at navigable speed and of being brought speedily into action in an emergency, 2. capable of putting the rudder over from 15 degrees on one side to 15 degrees on the other side in not more than 60 seconds with the ship at its deepest seagoing draught and running ahead at one half of the maximum ahead service speed or 7 knots, whichever is the greater; 3. operated by power where necessary to meet the requirements of paragraph 4.2 and in any case when the Administration requires a rudder stock of over 230 mm diameter in way of the tiller, excluding strengthening for navigation in ice.	The auxiliary steering arrangements for ship directional control should be: 1. of adequate strength and capable of steering the ship at navigable speed and of being brought speedily into action in an emergency; 2. capable of changing direction of the ship's directional control system from one side to the other at declared steering angle limits at an average rotational speed, of not less than 0.5°/s; with the ship running ahead at one half of the maximum ahead service speed or 7 knots, whichever is the greater; and 3. for all ships operated by power where necessary to meet the requirements of 29.4.2 and in any ship having power of more than 2,500 kW propulsion power per thruster unit. The definition of "declared steering angle limits", given under the interpretation of paragraph 3 above, applies.

II-1/40.2	The Administration shall take appropriate steps to ensure uniformity in the implementation and application of the provisions of this part in respect of electrical installations.	Recognized Organizations should consider instructions of Maritime Administration, national standards in relevant field and IEC 60092 standards when developing normative documents aimed to supervise fulfillment of the SOLAS Convention requirements.
II-1/42.1.3	The location of the emergency source of electrical power and associated transforming equipment, if any, the transitional source of emergency power, the emergency switchboard and the emergency electric lighting switchboards in relation to the main source of electrical power, associated transforming equipment, if any, and the main switchboard shall be such as to ensure to the satisfaction of the Administration that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard or in any machinery space of category A will not interfere with the supply, control, and distribution of emergency electrical power. As far as practicable, the space containing the Emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency electrical power and the emergency switchboard shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment, if any, or the main switchboard.	The location of the emergency source of electrical power and associated transforming equipment, if any, and the main switchboard shall be such as to ensure that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard or in any machinery space of category A will not interfere with the supply, control, and distribution of emergency electrical power. As far as practicable, the space containing the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency power and the emergency switchboard shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment, if any, or the main switchboard.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-1/43.1.3	The location of the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency power, the emergency switchboard and the emergency lighting switchboard in relation to the main source of electrical power, associated transforming equipment, if any, and the main switchboard shall be such as to ensure satisfaction of the Administration that a fire or other casualty in space containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard, or in any machinery space of category A will not interfere with the supply, control and distribution of emergency electrical power. As far as practicable the space containing the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency electrical power and the emergency switchboard shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard.	The location of the emergency source of electrical power and associated transforming equipment, if any, and the main switchboard shall be such as to ensure that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard or in any machinery space of category A will not interfere with the supply, control, and distribution of emergency electrical power. As far as practicable, the space containing the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency power and the emergency switchboard shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment, if any, or the main switchboard.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-1/ 45	1.2 The Administration may require additional precautions for portable electrical equipment for use in confined or exceptionally damp spaces where risks due to conductivity may exist. *2*. Main and emergency switchboards shall be so arranged as to give easy access as may be needed to apparatus and equipment, without danger to personnel. The sides and the rear and, where necessary, the front of switchboards shall be suitably guarded. Exposed live parts having voltages to earth exceeding a voltage to be specified by the Administration shall not be installed on the front of such switchboards. Where necessary, nonconducting mats or gratings shall be provided at the front and rear of the switchboard. *3.2.* The requirement of paragraph 3.1 does not preclude under conditions approved by the Administration the use of: *.1*. impressed current cathodic protective systems; *.2*. limited and locally earthed systems; or *.3*. insulation level monitoring devices provided the circulation current does not exceed 30 mA under the most unfavorable conditions. *3.3.* Where the hull return system is used, all final sub circuits, i.e. all circuits fitted after the last protective device, shall be two- wire and special precautions shall be taken to the satisfaction of the Administration.	Precautions against shock, fire and other hazards of electrical origin should be based on IEC 60092 standards.
II-1/45.3.3	Where the hull return system is used, all final sub circuits, i.e. all circuits fitted after the last protective device, shall be two-wire and special precautions shall be taken to the satisfaction of the Administration.	1. All final sub-circuits should consist of two insulated wires, the hull return being achieved by connecting to the hull one of the busbars of the distribution board from which they originate. 2. Earth wires should be in accessible locations to permit their ready examination and to enable their disconnection for testing of insulation.

II-1/45.5.4	Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks shall be taken to the satisfaction of the Administration.	Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks shall be taken to control such risk: 1. Cables are to be appropriately sheathed according to the intended environment. 2. Cables are to be suitably protected against mechanical damage. 3. Electrical and mechanical segregation of intrinsically safe circuits from other circuits. 4. Effective earthing of metal coverings of cables.
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
II-1/45.9.3	Accumulator batteries shall not be located in sleeping quarters except where hermetically sealed to the satisfaction of the Administration.	Accumulator batteries shall not be located in sleeping quarters except where the batteries are hermetically sealed.
II-1/46.2	Measures shall be taken to the satisfaction of the Administration to ensure that the equipment is functioning in a reliable manner and that satisfactory arrangements are made for regular inspections and routine tests to ensure continuous reliable operation.	Recognized Organizations should consider instructions of Maritime Administration, national standards in relevant field and IEC 60092 standards when developing normative documents aimed to supervise fulfillment of the SOLAS Convention requirements.
Chapter II-2 - Construction - Fire protection, fire detection and fire extinction		
II-2/1.6.2.1.2	The type of foam concentrates for use in chemical tankers shall be to the satisfaction of the Administration taking into account the guidelines developed by the Organization	In pursuance of SOLAS Reg. II-2/1.6.2.1.2 St. Kitts and Nevis International Ship Registry sets that the type of foam concentrates for use in chemical tankers shall satisfy the requirements of the Guidelines for performance and testing criteria and surveys of expansion foam concentrates for fire-extinguishing systems for chemical tankers (MSC/Circ.799).
II-2/1.6.6	Chemical tankers and gas carriers shall comply with the requirements for tankers, except where alternative and supplementary arrangements are provided to the satisfaction of the Administration, having due regard to the provisions of the International Bulk Chemical Code and the International Gas Carrier Code, as appropriate.	Chemical tankers and gas carriers complying with the provisions of the International Bulk Chemical Code and the International Gas Carrier Code are considered as complying with the requirements for tankers carrying crude oil or petroleum products having a flashpoint not exceeding 60°C

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-2/1.3.2	Repairs, alterations and modifications which substantially alter the dimensions of a ship or the passenger accommodation spaces, or substantially increase a ship's service life and outfitting related thereto, shall meet the requirements for ships constructed on or after 1 July 2012 in so far as the Administration deems reasonable and practicable.	To meet the requirements for ships constructed on or after 01.07.2012 substantial alteration of the dimensions of a ship should: Lengthening by adding a new midbody; the new midbody should comply with SOLAS chapter II-2, as amended. Substantial alteration of the passenger accommodation spaces: A vehicle deck converted to passenger accommodation spaces; new accommodation spaces should comply with SOLAS chapter II-2, as amended. Substantial increase of a ship's service life: Renewal of passenger accommodation spaces on one entire deck; renewed accommodation spaces should comply with SOLAS chapter II-2, as amended. However, in this case, means of escapes in the areas not subject to renewal are not required to be reviewed in the light of new requirements.
II- 2/4.2.2.5.1	.1 Oil fuel pipes and their valves and fittings shall be of steel or other approved material, except that restricted use of flexible pipes shall be permissible in positions where the Administration is satisfied that they are necessary. Such flexible pipes and end attachments shall be of approved fire-resisting materials of adequate strength and shall be constructed to the satisfaction of the Administration. For valves fitted to oil fuel tanks and under static pressure, steel or spheroidal graphite cast iron may be accepted. However, ordinary cast iron valves may be used in piping systems where the design pressure is lower than 7 bar and the design temperature is below 60°C.	In pursuance of SOLAS Reg. II-2/4.2.2.5.1 St. Kitts and Nevis International Ship Registry Flexible hose assembly is a short length of metallic or non-metallic hose normally with prefabricated end fittings ready for installation. Flexible hose is intended for permanent connection between a fixed piping system and items of machinery. Flexible hoses in high- pressure fuel oil injection systems shall not be accepted. Flexible hoses should be designed and constructed in accordance with the approved standards. Within prototype testing the following test shall be applied: - Test pressure equal to 1,5 the design pressure; - Burst pressure equal to four times the design pressure; - Fire resistance is considered satisfactory if tested flexible hose subjected to waterproof pressure (0,5 MPa) and fire effect (850 ^{0}C) during 30 min. remains. tight; - Pressure impulse test.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-2/4.5.1.1	Cargo pumprooms, cargo tanks, slop tanks and cofferdams shall be positioned forward of machinery spaces. However, oil fuel bunker tanks need not be forward of machinery spaces. Cargo tanks and slop tanks shall be isolated from machinery spaces by cofferdams, cargo pump-rooms, oil bunker tanks or ballast tanks. Pump-rooms containing pumps and their accessories for ballasting those spaces situated adjacent to cargo tanks and slop tanks and pumps for oil fuel transfer shall be considered as equivalent to a cargo pumproom within the context of this regulation if such pump-rooms have the same safety standard as that required for cargo pump- rooms. Pump-rooms intended solely for ballast or oil fuel transfer, However, need not comply with the requirements of regulation 10.9. The lower portion of the pumproom may be recessed into machinery spaces of category A to accommodate pumps, provided that the deck head of the recess is in general not more than one third of the molded depth above the keel, except that in the case of ships of n o t more than 25,000 t o n s deadweight, where it can be demonstrated that for reasons of access and satisfactory piping arrangements this is impracticable, the Administration may permit a recess in excess of such height, but not exceeding one half of the molded depth above the keel.	Pump-rooms intended solely for ballast transfer need not comply with the requirements of regulation II-2/4.5.10. The requirements of regulation II-. 4.5.10 are only applicable to the pump-rooms where pumps for cargo, such as cargo pumps, stripping pumps, pumps for slop tanks, pumps for COW or similar pumps are provided. Pump-rooms intended solely for ballast transfer need not comply with the requirements of regulation II-2/4.5.10. The requirements of regulation II- 2/4.5.10 are only applicable to the pumprooms, regardless of their location, where pumps for cargo, such as cargo pumps, stripping pumps, pumps for slop tanks, pumps for COW or similar pumps are provided. 1. A void space or ballast water tank protecting a fuel oil tank, in accordance with MARPOL, need not be considered as a “cargo area” as defined in SOLAS regulation II-2/3.6 even though they have a cruciform contact with the cargo oil tank or slop tank. * * As defined by MARPOL 73/78. 2. The void space protecting a fuel oil tank, in accordance with MARPOL, is not considered as a cofferdam as specified in SOLAS regulation II-2/4.5.1.1. Therefore, location of the void space shown in figure 1 should be considered acceptable even though they have cruciform contact with the slop tank.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-2/4.5.1.3	However, where deemed necessary, the Administration may permit main cargo control stations, control stations, accommodation and service spaces forward of the cargo tanks, slop tanks and spaces which isolate cargo and slop tanks from machinery spaces, but not necessarily forward of oil fuel bunker tanks or ballast tanks. Machinery spaces, other than those in category A, may be permitted forward of the cargo tanks and slop tanks provided they are isolated from the cargo tanks and slop tanks by cofferdams, cargo pump-rooms, oil fuel bunker tanks or ballast tanks, and have at least one portable fire extinguisher. In cases where they contain internal combustion machinery, one approved foam-type extinguisher of at least 45 / capacity or equivalent shall be arranged in addition to portable fire extinguishers. If operation of a semi-portable fire extinguisher is impracticable, this fire extinguisher may be replaced by two additional portable fire extinguishers. Main cargo control stations, control stations, accommodation, and service spaces shall be arranged in such a way that a single failure of a deck or bulkhead shall not permit the entry of gas or fumes from the cargo tanks into such spaces. In addition, where deemed necessary for the safety or navigation of the ship, the Administration may permit machinery spaces containing internal combustion machinery not being main propulsion machinery having an output greater than 375 kW to be located forward of the cargo area provided the arrangements are in accordance with the provisions of this paragraph.	Paint lockers, regardless of their use, cannot be located above the tanks and spaces defined in SOLAS II-2/4.5.1.2 for oil tankers and the cargo area for chemical tankers. -

II-2/4.5.3.3	The venting system shall be provided with devices to prevent the passage of flame into the cargo tanks. The design, testing and locating of these devices shall comply with the requirements established by the Administration based on the guidelines developed by the Organization. Ullage openings shall not be used for pressure equalization. They shall be provided with self- closing and tightly sealing covers. Flame arresters and screens are not permitted in these openings.	In pursuance of SOLAS Reg.II-2/4.5.3.3 The design, testing and locating of devices to prevent passage of the flame to the cargo tanks flame arresters shall comply with the requirements IMO Circulars MSC/Circ.677 and MSC/Circ.450. /Rev.1.
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
II-2/4.5.5.1	.1 For tankers of 20,000 tons deadweight and upwards, the protection of the cargo tanks shall be achieved by a fixed inert gas system in accordance with the requirements of the Fire Safety Systems Code, except that, in lieu of the above, the Administration, after having given consideration to the ship's arrangement and equipment, may accept other fixed installations if they afford protection equivalent to the above, in accordance with regulation I/5. The requirements for alternative fixed installations shall comply with the requirements in paragraph 5.5.4.	Alternative fixed installations as mentioned in paragraph 4.5.5.1 may be accepted if relevant trials or otherwise confirm that they afford protection equivalent to the requirements of the Fire Safety Systems Code and satisfy the following requirements: *1*. be capable of preventing dangerous accumulations of explosive mixtures in intact cargo tanks during normal service throughout the ballast voyage and necessary in-tank operations; and *.2*. be so designed as to minimize the risk of ignition from the generation of static electricity by the system itself.
II-2/5.5.2.1	The requirements for inert gas systems contained in the Fire Safety Systems Code need not be applied to: *.1*. chemical tankers and gas carriers when carrying cargoes described in regulation 1.6.1, provided that they comply with the requirements for inert gas systems on chemical tankers established by the Administration, based on the guidelines developed by the Organization;	Inert gas systems contained in the Fire Safety Systems Code need not be applied to: *1*. chemical tankers and gas carriers when carrying crude oil or petroleum products having a flashpoint not exceeding 60°C, provided that they are equipped with inert gas systems satisfying Rules in accordance with Regulation on Inert Gas System on Chemical Tankers, as adopted by IMO Res. A.567(14) Corr.1. *.2*. chemical tankers and gas carriers when carrying flammable cargoes other than crude oil or petroleum products such as cargoes listed in chapters 17 and 18 of the International Bulk Chemical Code, provided that the capacity of tanks used for their carriage does not exceed 3,000 m^3 and the individual nozzle capacities of tank washing machines do not exceed 17.5 m^3/h and the total combined throughput from the number of machines in use in a cargo tank at any one time does not exceed 110 m^3/h.

II-2/4.5.1.4.4	Where cargo wing tanks are provided, cargo oil lines below deck shall be installed inside these tanks. However, the Administration may permit cargo oil lines to be placed in special ducts provided they are capable of being adequately cleaned and ventilated to the satisfaction of the Administration. Where cargo wing tanks are not provided, cargo oil lines below deck shall be placed in special ducts.	On combination carrier's cargo oil lines below deck shall be placed in special ducts equipped with draining and ventilation arrangements.
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
II-2/4.5.6.3	The arrangements for inerting, purging or gas-freeing of empty tanks as required in paragraph 5.5.3.1 shall be to the satisfaction of the Administration and shall be such that the accumulation of hydrocarbon vapors in pockets formed by the internal structural members in a tank is minimized and that: *.1*. on individual cargo tanks, the gas outlet pipe, if fitted, shall be positioned as far as practicable from the inert gas/air inlet and in accordance with paragraph 5.3 and regulation 11.6. The inlet of such outlet pipes may be located either at deck level or at not more than 1 m above the bottom of the tank; *.2*. the cross-sectional area of such gas outlet pipe referred to in paragraph 5.6.3.1 shall be such that an exit velocity of at least. 20 m/s can be maintained when any three tanks are being simultaneously supplied with inert gas. Their outlets shall extend not less than 2 m above deck level; and *.3*. Each gas outlet referred to in paragraph 5.6.3.2 shall be fitted with suitable blanking arrangements.	Fixed inerting arrangements bearing type approval by Recognized Organization may be installed on ships.
II-2/5.2.2.5	In passenger ships, the controls required in paragraphs 2.2.1 to 2.2.4 and in regulations 8.3.3 and 9.5.2.3 and the controls for any required fire-extinguishing system shall be situated at one. control position or grouped in as few positions as possible to the satisfaction of the Administration. Such positions shall have safe access from the open deck.	In pursuance of SOLAS Reg.II-2/5.2.2.5 St. Kitts and Nevis International Ship Registry requires that in passenger ships the controls for any required fire-extinguishing system for machinery spaces shall be situated at one control position or grouped in as few positions as possible. Such positions shall have safe access from the open deck.

II-2/5.6.3	The arrangements for inerting, purging or gas-freeing of empty tanks as required in paragraph 5.5.3.1 shall be to the satisfaction of the Administration and shall be such that the accumulation of hydrocarbon vapors in pockets formed by the internal structural members in a tank is minimized and that:	1. The outlets mentioned in Reg. II-2/4.5.6.3 are to be located in compliance with Reg. II-2/4.5.3.4.1.3 as far as the horizontal distance is concerned. 2. Reference is made to MSC/Circ.677 - Revised standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in oil tankers, and MSC/Circ.450/Rev.1 - Revised factors to be taken into consideration when designing cargo tank venting and gas-freeing arrangements. *(MSC/Circ.1120)*
II-2/7.3.2	The function of fixed fire detection and fire alarm systems shall be periodically tested to the satisfaction of the Administration by means of equipment producing hot air at the appropriate temperature, or smoke or aerosol particles having the appropriate range of density or particle size, or other phenomena associated with incipient fires to which the detector is designed to respond.	In pursuance of SOLAS Reg.II-2/7.3.2 St. Kitts and Nevis International Ship Registry requires that ability of detector testing shall be assured. Testing shall be carried out by means of equipment producing hot air at the appropriate temperature, or smoke or aerosol particles having the appropriate range of density or particle size, or other phenomena associated with incipient fires to which the detector is designed to respond.
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
II-2/7.5.3	There shall be installed throughout each separate zone, whether vertical or horizontal, in all accommodation and service spaces and, where it is considered necessary by the Administration, in control stations, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc., either: *.1*. a fixed fire detection and fire alarm system so installed and arranged as to detect the presence of fire in such spaces and providing smoke detection in corridors, stairways and escape routes within accommodation spaces; or *.2*. an automatic sprinkler, fire detection and fire alarm system of an approved type complying with the relevant requirements of the Fire Safety Systems Code and so installed and arranged as to protect such spaces and, in addition, a fixed fire detection and fire alarm system and so installed and arranged to provide smoke detection in corridors, stairways, and escape routes within accommodation spaces.	In pursuance of SOLAS Reg.II-2/7.3.2 St. Kitts and Nevis International Ship Registry that on passenger ships carrying not more than 36 passengers throughout each separate zone, whether vertical or horizontal, in all accommodation and service spaces and, where it is considered necessary by the Administration, in control except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc., there shall be installed either: a fixed fire detection and fire alarm system so installed and arranged as to detect presence of fire in such spaces and providing smoke detection in corridors, and escape routes within accommodation spaces; or an automatic sprinkler, fire detection and fire alarm system of an approved type complying with the relevant requirements of the Fire Safety Systems Code and so installed and arranged to protect such spaces and, in addition, a fixed fire detection and fire alarm system and so installed and arranged as to provide smoke detection in corridors, stairways, and escape routes within accommodation spaces.

II-2/7.6	A fixed fire detection and fire alarm system or a sample extraction smoke detection system shall be provided in any cargo space which, in the opinion of the Administration, is not accessible, except where it is shown to the satisfaction of the Administration that the ship is engaged on voyages of such short duration that it would be unreasonable to apply this requirement.	In pursuance of SOLAS Reg.II-2/7.3.2 St. Kitts and Nevis International Ship Registry requires that a fixed fire detection and fire alarm system or a sample extraction smoke detection system shall be provided in any cargo space which is not accessible, except where it is shown that the ship is engaged on voyages of such short duration that it would be unreasonable to apply this requirement.
II-2/9.2.2.2.2.1	For ships carrying not more than 36 passengers, bulkheads within accommodation and service spaces which are not required to be "A" class divisions shall be at least "B" class or "C" class divisions as prescribed in the tables in paragraph. 2.2.4. In addition, corridor bulkheads, where not required to be "A" class, shall be "B" class divisions which shall extend from deck to deck except: 1. when continuous "B" class ceilings or linings are fitted on both sides of the bulkhead, the portion of the bulkhead behind the continuous ceiling or lining shall be of material which, in thickness and composition, is acceptable in the construction of "B" class divisions, but which shall be required to meet "B" class integrity standards only in so far as is reasonable and practicable in the opinion of the	Construction of extended bulkhead behind continuous ceilings or linings The extension of the bulkhead should be made of non-combustible material, and the construction of the extension should correspond to the fire class of extended bulkhead. If the extended bulkhead is B-0, then the extension may be made of thin steel plates of 1 mm thickness and tightened (e.g., with mineral wool). Alternatively, B-0 class extensions may be constructed of a suitably supported mineral wool (density at least 100 kg/m^3, thickness at least 50 mm).
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
II-2/9.2.2.3	In addition to complying with the specific provisions for fire integrity of bulkheads and decks of passenger ships, the minimum fire integrity of all bulkheads and decks shall be as prescribed in tables 9.1 and 9.2. Where, due to any particular structural arrangements in the ship, difficulty is experienced in determining from the tables the minimum fire integrity value of any divisions, such values shall be determined to the satisfaction of the Administration.	In pursuance of SOLAS Reg.II-2/9.2.2.3 St. Kitts and Nevis International Ship Registry requires on passenger ships carrying not more than 36 passengers the minimum fire integrity of all bulkheads and decks shall be complying with the requirements set in other regulations of SOLAS Part II-2, but shall satisfy specific provisions be as prescribed in tables 9.1 and 9.2. of the Reg. 9/II-2. Where, due to any particular structural arrangements in the ship, difficulty is experienced in determining from the tables the minimum fire integrity value of any divisions, such values shall be agreed with the Administration in every particular case.

II-2/9.2.2.3.2.5	The Administration shall determine in respect of category. (5) spaces whether the insulation values in table 9.1 shall apply to ends of deckhouses and superstructures, and whether the insulation values in table 9.2 shall apply to weather decks. In no case shall the requirements of category (5) of tables 9.1 or 9.2 necessitates enclosure of spaces which in the opinion of the Administration need not be enclosed	In pursuance of SOLAS Reg.II-2/9.2.2.3.2.5 St. Kitts and Nevis International Ship Registry determines that in respect of category (5) spaces the insulation values in table 9.1 shall apply to ends of deckhouses and superstructures. The insulation values in table 9.2 shall apply to weather decks. The requirements of category (5) of tables 9.1 or 9.2 do not necessitate enclosure of spaces if this proves to the Administration and agreed.
II-2/9.2.3.3.4	External boundaries which are required in regulation 11.2 to be of steel or other equivalent material may be pierced for the fitting of windows and side scuttles provided that there is no requirement for such boundaries of cargo ships to have "A" class integrity. Similarly, in such boundaries which are not required to have "A" class integrity, doors may be constructed of materials which are to the satisfaction of the Administration.	In pursuance of SOLAS Reg.II-2/9.2.3.3.4 St. Kitts and Nevis International Ship Registry determines that external boundaries to be of steel or other equivalent material may be pierced for the fitting of windows and side scuttles provided that there is no requirement for such boundaries of cargo ships to have "A" class integrity. Similarly, in such boundaries which are not required to have “A" class integrity, doors shall be constructed of other materials agreed by the Administration.
II- 2/9.2.4.2.4	External boundaries which are required in regulation 11.2 to be of steel or other equivalent material may be pierced for the fitting of windows and side scuttles provided that there is no requirement for such boundaries of tankers to have “A” class integrity. Similarly, in such boundaries which are not required to have "A" class integrity, doors may be constructed of materials which are to the satisfaction of the Administration.	In pursuance of SOLAS Reg.II-2/9.2.4.2.4 St. Kitts and Nevis International Ship determines that external boundaries on tankers which are required to be of steel or other equivalent material may be pierced for the fitting of windows and side scuttles provided that there is no requirement for such boundaries of tankers to have "A" class integrity. Similarly, in such boundaries which may not be required to have "A" class integrity, doors may be constructed of materials which are to be agreed by the Administration.
II-2/10.2.1.2.1.3	In passenger ships if fitted with periodically unattended machinery spaces in accordance with regulation II-1/54, the Administration shall determine provisions for fixed water fire-extinguishing arrangement for such spaces equivalent to those required for normally attended machinery spaces;	In pursuance of SOLAS Reg.II-2/10.2.1.2.1.3 St. Kitts and Nevis International Ship determines that in all passenger ships fitted with periodically unattended machinery spaces fixed water fire-extinguishing arrangement shall be installed which is at least complying with requirements to those for normally attended machinery spaces;

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-2/10.2.3.2.1	Ships shall be provided with fire hoses, the number and diameter of which shall be to the satisfaction of the Administration.	In pursuance of SOLAS Reg.II-2/10.2.3.2.1 St. Kitts and Nevis International Ship Registry determines that: In passenger ships, there shall be provided at least one fire hose for each of the hydrants On cargo ships of 1000 and more gross tonnage, the number of fire hoses is determined one fire hose per each 30 m of length and one spare fire hose, but not less than five hoses per ship. This number does not include any hoses required for machinery or boiler spaces. A ship carrying dangerous goods shall be equipped with three additional hoses and nozzles in excess of those required above. On cargo ships of less than 1000 gross tonnage, the number of fire hoses shall not be less than three and is calculated in accordance with item 2 above. Internal diameter of fire hoses shall be approximately 64 mm.

II-2/10.3.2.1	Accommodation spaces, service spaces and control stations shall be provided with portable fire extinguishers of appropriate types and in sufficient number to the satisfaction of the Administration.	In pursuance of SOLAS Reg.II-2/10.3.2.1 St. Kitts and Nevis International Ship determines that the minimum number of fire extinguishers at control stations, accommodation and service spaces s h a l l be determined on the basis of 2 fire extinguishers for every 30 m or part thereof, of the deck length on which such spaces are situated, but not less than the number required in accordance with the following provisions: 1. Control stations: 1 foam fire extinguisher for each space. 1 fire extinguisher being permitted to be filled in the corridor for a group of small spaces with a total area of up to 50 sq. m, provided that the entrances to the spaces are adjacent and situated in The same corridor. 1 carbon dioxide fire extinguisher for each space or group of spaces as specified in item 1 containing electrical or radio equipment, as also for chart houses and chart compartments. 1 foam fire extinguisher for each space containing an emergency diesel-generator or a fire diesel-driven pump. 2. Accommodation and service spaces: 1 foam lire extinguisher for every 30 m, or part thereof, of the length of the corridors communicating with accommodation and service spaces. 1 foam fire extinguisher for every 100 m, or part thereof, of area of public spaces. For spaces less than 15 m~ in area fire extinguishers fitted near them may be used. 1 foam fire extinguisher in galleys and bakeries with oil-fired equipment. In galleys and bakeries with electrical, steam, coal- or gas-fired equipment, having the area of more than 50 sq.m. - 1 foam or carbon dioxide fire extinguisher. 1 foam fire extinguisher in other domestic service spaces (where fire extinguishers a r e available in the corridor, at the entrance to the space, provision of fire extinguishers within the space is not compulsory).

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-2/10.5.4	Where, in the opinion of the Administration, a fire hazard exists in any machinery space for which no specific provisions for fire- extinguishing appliances are prescribed in paragraphs 5.1, 5.2 and 5.3, there shall be provided in, or adjacent to, that space such a number of approved portable fire extinguishers or other means of fire extinction as the Administration may deem sufficient.	In pursuance of SOLAS Reg.II-2/10.5.4 St. Kitts and Nevis International Ship Registry determines that in other machinery spaces as they determined in abovementioned Regulation the following portable fire extinguishers shall be provided: 1 carbon dioxide fire extinguisher, for spaces containing main internal combustion or steam machinery, if the total power of the main machinery is less than 740 kW. 2 carbon dioxide fire extinguishers, for spaces containing main internal combustion or steam machinery, if the total power of the main machinery is equal to, or more than, 740 kW. 2 carbon dioxide fire extinguishers per space containing switchboards (in space having an area of 15 sq.m. - 1 carbon dioxide fire extinguisher, near the entrance to the space).
II-2/10.7.1.2	Where it is shown to the satisfaction of the Administration that a passenger ship is engaged on voyages of such short duration that it would be unreasonable to apply the requirements of paragraph 7.1.1 and also in ships of less than 1,000 gross tonnage, the arrangements in cargo spaces shall be to the satisfaction of the Administration, provided that the ship is fitted with steel hatch covers and effective means of closing all ventilators and other openings leading to the cargo spaces.	In pursuance of SOLAS Reg.II-2/10.7.1.2 St. Kitts and Nevis International Ship Registry determines that spaces for general cargoes except dangerous goods may not be fitted with fixed fire extinguishing systems in the following cases: in passenger ships engaged in short voyages; in passenger ships of less than 1000 gross tonnage, provided the ship is fitted with portable fire- fighting equipment for cargo spaces, as well as with steel hatch covers and effective closing appliances of all ventilating and other openings leading to cargo spaces.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-2/13.3.4	Emergency Escape Breathing Devices. The Administration shall determine number and location.	In pursuance of SOLAS Reg.II-2/13.3.4 St. Kitts and Nevis International Ship Registry determines below minimum requirements to EEBD to be available aboard on St. Kitts and Nevis flagged ships: Within accommodation spaces Within accommodation spaces of ships of any type, at least 2 pcs. In passenger ships, 2 pcs. in each main vertical zone. In passenger ships carrying more than 36 passengers, in addition to those required in 1.2, two additional EEBD shall be provided in each main vertical zone. Requirements in 1.2 and 1.3 are not applied to stairway enclosures comprising separate main vertical zones and to main vertical zones at both ends of a ship which do not have spaces of categories 6, 7, *8* or 12 as specified in Reg.II-2/9.2.2.3 of SOLAS-74; Machinery spaces In machinery spaces of ships of all types such number of EEBD shall be available, which shall be not less than the number of ship personnel of persons usually manning the space. Spare EEBD Provision shall be made for at least two spare EEBD for passenger ships and at least one spare EEBD for cargo ships. EEBD for training purpose At least one EEBD exclusively for training purpose shall be available in ship of any type. EEBD for training purpose should be provided with relevant marking. EEBD complying with the requirements of the Fire Safety Systems Code and approved by St. Kitts and Nevis International Ship Registry may be applied in St. Kitts and Nevis flagged ships. Number and location of the EEBD onboard shall be agreed by St. Kitts and Nevis International Ship Registry and shall be indicated on Fire Control Plan.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-2/15.2.4.1	General arrangement plans shall be permanently exhibited for the guidance of the ship's officers, showing clearly for each deck the control stations, the various fire sections by "A" class divisions, the sections enclosed by "B" class divisions together with particulars of the fire detection and fire alarm systems, sprinkler installation, the fire-extinguishing appliances, means of access to different compartments, decks, etc., and the ventilating system including particulars of the fan control positions, the position of dampers and identification numbers of the ventilating fans serving each section. Alternatively, at the discretion of the Administration, the details may be set out in a booklet, a copy of which shall be supplied to each officer, and one copy shall always be available on board in an accessible position. Plans and booklets shall be kept up to date; any alterations thereto shall be recorded as soon as practicable. Description of such plans and booklets shall be in the language or languages required by the Administration. If the language is neither English nor French, a translation into one of those languages shall be included.	In pursuance of SOLAS Reg.II-2/15.2.4.1 St. Kitts and Nevis International Ship Registry determines that general arrangement plans shall be permanently exhibited for the guidance of the ship's officers, as required by the above Regulation, however, details of General arrangement plans may be set out in a booklet, a copy of which shall be supplied to each officer, and one copy shall at all times be available on board in an accessible position. Plans and booklets shall be translated into English.
II-2/19.2 (table 19.2 and Remarks there to).	The hazards of substances in this class (Class 4.3 – *remark by translator*) which may be carried in bulk are such that special consideration must be given by the Administration to the construction and equipment of the ship involved in addition to meeting the requirements enumerated in this table.	In pursuance of SOLAS Reg.II-2/19.2 regarding carriage of substances in class 4.3 in bulk St. Kitts and Nevis International Ship Registry determines that in addition to requirements set in Reg. II-2/19.2 the following should be considered. Class 4.3 substances possess the common property, when in contact with water, of evolving flammable gases. In some cases, these gases are liable to spontaneous ignition. In view of. he carriage of Class 4.3 booklet Substances in Bulk" which shall advise special operating practices and list managerial procedures. The above booklet shall be developed by a recognized organization or design institute shall be approved by the Administration or on behalf of the Administration.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
II-2/19.3.1.2	The quantity of water delivered shall be capable of supplying four nozzles of a size and at pressures as specified in regulation 10.2, capable of being trained on any part of the cargo space when empty. This amount of water must be applied by equivalent means to the satisfaction of the Administration.	The number and position of hydrants should be such that at least two of the required four jets of water, when supplied by single lengths of hose, may reach any part of the cargo space when empty; and all four jets of water, each supplied by single lengths of hose, may reach any part of ro-ro cargo spaces.
II-2/19.3.2	Electrical equipment and wiring shall not be fitted in enclosed cargo spaces or vehicle spaces unless it is essential for operational purposes in the opinion of the Administration. However, if electrical equipment is fitted in such spaces, it shall be of a certified safe type for use in the dangerous. environments may be exposed unless It is possible to completely isolate the electric system (e.g. by removal of links in the system, other than fuses). Cable penetrations of the decks and bulkheads shall be sealed against the passage of gas or vapor. Through runs of cables and cables within the cargo spaces shall be protected against damage from impact. Any other equipment which may constitute a source of ignition of flammable vapor shall not be permitted.	Electrical equipment and wiring shall not be fitted in enclosed cargo spaces unless it is essential for operational purposes in the opinion of the Administration. However, if Electrical equipment is fitted in such spaces; it shall be of a certified safe type for use in the dangerous environments to which it may be exposed unless it is possible to completely isolate the electrical system. Cable penetrations of the decks nd bulkheads shall be sealed against the passage of gas or vapor. Through runs of cables and cables within the cargo spaces shall be generally inspected against damage impact/ Any other equipment which may constitute a source of ignition of flammable vapor shall not be permitted
II-2/20.4.1	The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The type of detectors and their spacing and location shall be to the satisfaction of the Administration taking into account the effects of ventilation and other relevant factors. After being installed the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Administration.	In pursuance of SOLAS Reg.II-2/20.4.1 St. Kitts and Nevis International Ship determines that the type of automatic detectors their spacing and location shall satisfy the following requirements, taking into account the effects of ventilation and other relevant factors: Maximum floor area for detector, maximum distance apart between centres maximum distance away from bulkheads for installation of automatic heat and smoke detectors shall satisfy the requirements set in Ch. 9 of the Fire Safety Systems Code (IMO Res. MSC.98(73)). After installation, the system shall be tested in operation within usual conditions of and shall be checked to verify availability for immediate action.

Chapter III - Life-saving appliances and arrangements		
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
III/4.2.2	Before giving approval to life-saving appliances and arrangements, the Administration shall ensure that such life-saving appliances and arrangements have successfully undergone, to the satisfaction of the Administration, tests which are substantially equivalent to those specified in those recommendations.	Tests of life-saving appliances and arrangements shall fully satisfy provisions of IMO Resolution MSC.81(70) - Revised Recommendation on Testing of Life-Saving Appliances (amended by Resolution MSC.226(82).
III/7.3	An immersion suit, complying with the requirements of section. 2.3 of the Code or an anti-exposure suit complying with section 2.4 of the Code, of an appropriate size, shall be provided for every person assigned to crew the rescue boat or assigned to the marine evacuation system party. If the ship is constantly engaged in warm climates where, in the opinion of the Administration thermal protection is unnecessary, this protective clothing need not be carried.	Taking into account provisions of Circular MSC/Circ 1046 – "Guidelines for the Assessment of Thermal Protection" St. Kitts and Nevis International Ship Registry determined the following areas where above exemptions may be applied: Geographical sectors (degree latitude) between 30'N and 30'S; The Mediterranean Sea – areas to the South of latitude 35'N. The Mediterranean Sea during summer season (from 1st of April till 31st of October); 20-mile coastal area along African coast which does not belong to items 1) and 2)
III/32.3.2	An immersion suit complying with the requirements of section 2.3 of the Code shall be provided for every person on board the ship. However, for ships other than bulk carriers, as defined in regulation IX/1, these immersion suits need not be required if the ship is constantly engaged on voyages in warm climates where, in the opinion of the Administration, immersion suits are unnecessary.	Taking into account provisions of Circular MSC/Circ 1046 – "Guidelines for the Assessment of Thermal Protection" St. Kitts and Nevis International Ship Registry determined the following areas where above exemptions may be applied: Geographical sectors (degree latitude) between 30'N and 30'S; The Mediterranean Sea – areas to the South of latitude 35'N. The Mediterranean Sea during summer season (from 1st of April till 31st of October); 20-mile coastal area along African coast which does not belong to items 1) and 2) above.

Chapter V – Safety of navigation		
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
V/1.4	The Administration shall determine to what extent the provisions of regulations 15 - 28 do not apply to the following categories of ships: *.1*. ships below 150 gross tonnage engaged on any voyage; *.2*. ships below 500 gross tonnage not engaged on international voyages; and *.3*. fishing vessels.	Whether specific requirements by the Maritime Administration regarding navigation equipment have not been determined, requirements subject to gross tonnage as set in Chapter V of SOLAS shall be applied. It is suggested to equip such ships in accordance with table **1** indicates below.
V/23.3.3.1.3	Safe and convenient access to, and egress from, the ship shall be provided by either: 1. A pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that. 1.1. it is clear of any possible discharges from the ship; 1.2. it is within the parallel body length of the ship and, as far as 1.3. is practicable, within the mid-ship half length of the ship; each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;	Safe and convenient access to, and egress from, the ship shall be provided by either: 1. a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that: *1.4.* the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15^{o}; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes; or 2. an accommodation ladder in conjunction with the pilot ladder (i.e., a combination arrangement), or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m.

NAVIGATIONAL DEVICES, APPLIANCES, AND INSTRUMENTS WHICH SHALL BE INSTALLED ON BOARD OF SEA-GOING SELF-PROPELLED SHIPS WITH GROSS TONNAGE LESS THAN 150 TONS ENGAGED IN ANY KIND OF VOYAGES AND THOSE WITH TONNAGE LESS THAN 500 TONES NOT ENGAGED IN INTERNATIONAL VOYAGES

Navigational devices, appliances, and instruments which shall be installed on board of every ship with tonnage less than 500 tones shall be provided depending on the gross tonnage of the ship in accordance with Table 1. Above table is applied to ships with gross tonnage less than 150 tones, engaged in any kind of voyages, and to ships with tonnage less than 500 tones not engaged in international voyages.

Table 1

п/п	Navigational equipment	Number of items for ships of gross tonnage[1]				Remarks
		<150	>=150	>=300	<500	
1	Standard magnetic compass	1	1	1	1	The compass shall be complete with a pelorus or bearing device independent of any power supply to take bearings over an arc of the horizon of 360^0
2	Spare magnetic compass	—	1	1	1	Shall be interchangeable with the standard magnetic compass. Not required where complete doubling of standard magnetic compass is provided (See Note 6)
3	Radionavigation system/systems receiver	1	1	1	1	The ship's position shall be established by automatic means
4	Radar with:	—	—	1	1	
	.1 electronic plotting aid (EPA)	—	—	1	—	
	.2 automatic tracking aid (ATA)	—	—	—	1	
	.3 automatic radar plotting aid (ARPA)	—	—	—	—	
5	Transmitting heading device	—	—	1[4]	1[4]	
6	Echo sounder	—	—	1	1	—
7	Speed and distance measuring device	—	—	1	1	Shall measure speed and the distance run through the water
8	Automatic identifications system (AIS)	—	—	1[6]	1	—

9	Sound reception system	1	1	1	1	Required in ships with totally enclosed navigating bridge and OMBO ships (One Man Bridge Operated)
10	Electronic chart display and information system (ECDIS)	—	1	1	1	Back-up arrangements using electronic aids or paper nautical charts shall be provided.
11	Indicators of:					The indicators shall be readable from the conning position
	.1 rudder angle	—	—	—	1	
	.2 propeller revolutions, the force and direction of thrust	—	—	—	1	
	.3 pitch and operational mode o f controllable pitch propeller(s)	—	—	—	1	
	.4 force and direction of lateral thrust	—	—	—	1	
12	Radar reflector	1	—	—	—	—
13	Hand lead, set	1	1	1	1	—
14	Navigational sextant	—	—	1	1	—
15	Marine chronometer	—	—	1	1	Two chronometers are required in passenger ships and special purpose ships of more than 300 gross tonnage
16	Stopwatch	—	1	1	2	—
17	Star globe or any equivalent instrument	—	—	—	1	Not required in ships of restricted areas of navigation R2, R2-RSN, R3, R3-RSN (or analogous)
18	Prismatic binocular	1	1	1	2	—
19	Anemometer	—	—	1	2	Not required in ships of restricted area of navigation R3(or analogous)
20	Aneroid barometer	—	1	2	2	—
21	Inclinometer	1	1	1	2	—

“1”-Including passenger ships irrespective of size.
“2”-Remote transmission of the standard magnetic compass dial readings to the principal steering position is required

“3”-The radio navigation system used (global navigation satellite system or terrestrial radio navigation system) shall be available for use at all times throughout the intended voyage.
“4”-Provision shall be made for transmitting heading information for input to the equipment referred to in items 4 and 8 of the Table.
“5”-Not required provided the ship is fitted with a gyrocompass to transmit heading information for input to the equipment referred to in items 4, 11 of the Table.
“6”-Provision shall be made for transmitting heading information for input to the equipment referred to in items 4, 11 of the Table, and for supplying Heading information shall be supplied visually at the emergency steering position.
The heading information shall be supplied visually at the emergency steering position by a gyrocompass repeater.
“7”-Installation of “B”- Class AIS equipment permitted.
“8”-Not required provided corrected paper nautical charts are available on board for route planning and route monitoring throughout the intended voyage.
“9”-To be fitted where controllable pitch propeller(s) is/are provided.
“10”-To be fitted where thruster(s) is/are provided.
“11”-Not required where the ship's effective echoing area is sufficient lo enable detection by radar at 9GHz and 3GHz (corresponding to a wavelength of 3 and 10 cm, respectively).

“12”-SHIP’S AREA OF NAVIGATION:
R1 - Navigation in sea areas at seas with a wave height of 8,5 m with 3 per cent probability and with ships proceeding not more than 200 miles away from the place of refuge and with an allowable distance between the places of refuge not more than 400 miles;
R2 - Navigation in sea areas at seas with a wave height of 7,0 m with 3 per cent probability with ships proceeding from the place of refuge not more than 100 miles and with an allowable distance between the places of refuge not more than 200 miles;
R2-RSN - River-sea navigation at seas with a wave height of 6,0 m with 3 per cent probability with ships proceeding from the place of refuge:
In open seas up to 50 miles and with an allowable distance between the places of refuge not more
than 100 miles, in enclosed seas up to 100 miles and with an allowable distance between the places of refuge not more than 200 miles;
R3-RSN - River-sea navigation at seas with a wave height of 3,5 m with 3 per cent probability with due regard for particular restrictions on the area and conditions of navigation resulting from the wind and wave conditions of the basins with determination of a maximum allowable distance from the place of refuge which in no case shall be more than 50 miles;
R3 - Harbor, roadstead and coastal navigation within limits established by the recognized organization in each case.

Remarks: 1. non-self-propelled ships intended for being towed and pushed at sea, as well as for long period anchorage outside the port aquatorium or the roadstead and having people on board shall be provided with binoculars, hand lead and inclinometer.

LSA Code - International Life-Saving Appliance Code		
Regulation Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
4.4.7.5	All lifeboats shall be fitted with sufficient watertight lockers or compartments to provide for the storage of the small items of equipment, water and provisions required by paragraph 4.4.8. The lifeboat shall be equipped with a means for collecting rainwater, and in addition if required by the Administration a means for producing drinking water from seawater with a manually powered desalinator. The desalinator must not be dependent upon solar heat, nor on chemicals other than seawater. Means shall be provided for the storage of collected water.	The lifeboat shall be equipped with a means for collecting rainwater or with the desalinator to produce drinking water from seawater. The desalinator must not be dependent upon solar heat, nor on chemicals other than seawater.
5.1.1.4	Rescue boats, which are a combination of rigid and inflated construction, shall comply with the appropriate requirements of this section to the satisfaction of the Administration.	Provisions of Section 5.1 of the LSA Code comply with the requirements of St. Kitts and Nevis International Ship Registry.
5.1.3.7	Each buoyancy compartment shall be fitted with a non-return valve for manual inflation and means for deflation. A safety relief valve shall also be fitted unless the Administration is satisfied that such an appliance is unnecessary.	Fitting the safety relief valve is mandatory.

6.1.2.9	The lowering speed of a fully equipped life raft without persons onboard shall be to the satisfaction of the Administration. The lowering speed of other survival craft, fully equipped but without persons on board, shall be at least 70% of that required by paragraph 6.1.2.8.	The lowering speed of a fully equipped life raft without persons onboard and of other survival craft, fully equipped but without persons on board, shall be not less than 50% and 70% of speed, respectively, as calculated below: The speed at which the fully loaded survival craft or rescue boat is lowered to the water shall not be less than that obtained from the formula: S=0,4+0,02H, where S is the lowering speed in metres per second and H is the height in metres from the davit head to the waterline with the ship at the lightest sea- going condition.
6.1.2.10	The maximum lowering speed shall be established by the Administration having regard to the design of the survival craft or rescue boat, the protection of its occupants from excessive forces, and the strength of the launching arrangements taking into account inertia forces during an emergency stop. Means shall be incorporated in the appliance to ensure that this speed is not exceeded.	The maximum lowering speed shall be established by the recognized organization having regard to the design of the survival craft or rescue boat, the protection of its occupants from excessive forces, and the strength of the launching arrangements taking into account inertia forces during an emergency stop.
6.2.1.3.6	The platform if fitted shall be fitted with a stabilizing system to the satisfaction of the Administration.	The platform (if fitted) shall be fitted with a stabilizing system to the satisfaction of the recognized organization.
Regulation Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
7.2.2.1	The public address system shall be a loudspeaker installation enabling the broadcast or messages into all spaces where crew members or passengers, or both, are normally present, and to muster stations. It shall allow for the broadcast of messages from the navigation bridge and such other places on board the ship as the Administration deems necessary.	The public address system shall be a loudspeaker installation enabling the broadcast or messages into all spaces where crew members or passengers, or both, are normally present, and to muster stations. Such spaces shall not include underdeck passages, boatswain stores, hospitals, pump rooms. The system shall allow for the broadcast of messages from the navigation bridge and other places on board the ship if necessary.

Interpretations regarding implementation of international statutory requirements which contain references "to the satisfaction of the Administration" and "shall comply with the requirements of the Administration."

International Convention on Load Lines, 1966/1988

Annex I - Regulations for Determining Load Lines - Chapter II - Conditions of Assignment of Freeboard		
Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
14.2	Coamings and hatchway covers to exposed hatchways on decks above the superstructure deck shall comply with the requirements of the Administration.	Coamings and hatchway cover to exposed hatchways on decks above the superstructure deck shall comply with the requirements of the designer (shipyard) and shall be approved by the recognized organization
Annex I/I- 8	The ring, lines and letters shall be painted in white or yellow on a dark ground or in black on light ground. They shall also be permanently marked on the sides of the ships to the satisfaction of the Administration. The marks shall be plainly visible and, if necessary, special arrangements shall be made for this purpose.	"Permanently marked" is considered to include welding of the marks on the sides of the ship provided the usual precautions as to material, electrodes, etc., are observed.

Annex I/I- 2	(1) Ships with mechanical means of propulsion or lighters, barges, or other ships without independent means of propulsion, shall be assigned freeboards in accordance with the provisions of Regulations 1-40 inclusive of this Annex. (2) Ships carrying timber deck cargoes may be assigned, in addition to the freeboards prescribed in paragraph (1) of this Regulation, timber freeboards in accordance with the provisions of Regulations 41-45 inclusive of this Annex. (3) Ships designed to carry sail, whether as the sole means of propulsion or as a supplementary means, and tugs, shall be assigned freeboards in accordance with the provisions of Regulations 1-40 inclusive of this Annex. Such additional Freeboard shall be required as determined by the Administration.	Where freeboards are required to be increased, because of such consideration as strength (Regulation 1), location of shell doors (Regulation 21) or side scuttles (Regulation 23) or other reasons, then: a) the height of Door Sills, Regulation 12 hatchway coamings, Regulation 15(1) Sills of machinery space openings, Regulation 17 miscellaneous openings, Regulation 18 ventilators, Regulation 19 air pipes, Regulation 20 b) the scantlings of hatch cover, Regulations 15 and 16, c) freeing arrangements, Regulation 24 and means for protection of crew, Regulation 25 d) windows and side scuttles on the actual freeboard deck may be as required for a superstructure deck, provided the summer freeboard is such that the resulting draught will not be greater than that corresponding to the minimum freeboard calculated from an assumed freeboard deck situated at a distance equal to a standard superstructure height below the actual freeboard deck. Similar considerations may be given in cases of draught limitation on account of bow height (Regulation 39). Footnote: This UI is also applicable to Regulation 2(5) of 1988 Protocol.

Annex I/II-15	Where pontoon covers used in place of portable beams and covers are made of mild steel the strength shall be calculated with the assumed loads given in paragraph (4) of this Regulation, and the product of the maximum stress thus calculated and the factor 5 shall not exceed the minimum ultimate strength of the material. They shall be so designed as to limit the deflection to not more than 0.0022 times the span. Mild steel plating forming the tops of covers shall be not less in thickness than one per cent of the spacing of stiffeners or 6 millimeters (0.24 inches) if that is greater. For ships of not more than 100 meters (328 feet) in length the requirements of paragraph (5) of this Regulation are applicable. (8) The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel to the satisfaction of the Administration.	To avoid stresses and deflections exceeding those given in this Regulations along construction elements of variable cross section, the required section modulus calculated as for construction elements of constant cross section is to be increased by a factor K expressed by: $K = 1+(3.2\alpha-\gamma-0.8)/(7+0.4)$ where $\alpha = I1/Io$, $\gamma = W1/Wo$. The value of factor K obtained by the formula is not to be less than unity. I1, Io, W1 and Wo are indicated on the sketch below: The moment of inertia is likewise to be increased by the factor C expressed by C = 1 + $8\cdot\alpha3\cdot(1-\beta)/ (0.2 + 3\sqrt{(\beta)})$ where $\alpha = I1/Io$, $\beta = I1/Io$ The value of factor C obtained by the formula is not to be less than unity. I1 and Io are indicated on the sketch above. The use of the above formulae is limited to the determination of the strength of hatch beams and covers in which abrupt changes in the section of the face material do not occur along the length of the beam or cover. Footnote: This UI is also applicable to Regulations 15(4), 15(5), 15(6), 15(7) and 16 of the 1988 Protocol.

Annex I/II-16	The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel to the satisfaction of the Administration. Means for Securing Weathertightness (4) The means for securing and maintaining weather tightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions, and for this purpose tests for tightness shall be required at the initial survey and may be required at periodical surveys and at annual inspections or at more frequent intervals.	To avoid stresses and deflections exceeding those given in the above Regulations along construction elements of variable cross section, the required section modulus calculated as for construction elements of constant cross section is to be increased by a factor of K expressed by: $K=1+(3.2^{\alpha}-\gamma-0.8)/(7+0.4)$ where $\alpha = I1/Io$, $\gamma = W1/Wo$. The value of factor K obtained by the formula is not to be less than unity. I1, Io, W1 and Wo are indicated on the sketch below: The moment of inertia is likewise to be increased by the factor C expressed by: C = 1 + $8\cdot \alpha 3\cdot(1-\beta)/(0.2 + 3\sqrt{(\beta)})$ where $\alpha = I1/Io$, $\beta = I1/Io$ The value of factor C obtained by the formula is not to be less than unity. I1 and Io are indicated on the sketch above. The use of the above formulae is limited to the determination of the strength of hatch beams. and covers in which abrupt changes in the section of the face material do not occur along the length of the beam or cover. Footnote: This UI is also applicable to Regulations 15(4), 15(5), 15(6), 15(7) and 16 of

Annex I/II-25	Guard rails or bulwarks shall be fitted around all exposed decks. The height of the bulwarks or guard rails shall be at least 1 m from the deck, provided that where this height would interfere with the normal operation of the ship, a lesser height may be approved, if the Administration is satisfied that adequate protection is provided.	(a) Fixed, removable, or hinged stanchions shall be fitted about 1,5 m apart. (b) At least every third stanchion shall be supported by a bracket or stay. In lieu of this, flat steel stanchions shall be of increased breadth agreed by the Administration, and aligned with member below deck unless the deck plating thickness exceeds 20 mm. (c) Wire ropes may only be accepted in lieu of guard rails in exceptional circumstances and then only in limited lengths. (d) Lengths of chain may only be accepted in lieu of guard rails if they are fitted between two fixed stanchions and/or bulwarks. (e) The openings between courses should be in accordance with Regulation 25(3) of the Convention. (f) Wires shall be made taut by means of turnbuckles. (g) Removable or hinged stanchions shall be capable of being locked in the upright position.

Interpretations regarding implementation of international statutory requirements which contain references "to the satisfaction of the Administration" and "to be specified by the Administration."

MARPOL - International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)

Annex I to MARPOL 73/78

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
14.3	Ships, such as hotel ships, storage vessels, etc., which are stationary except for non-cargo-carrying relocation voyages need not be provided with oil filtering equipment. Such ships shall be provided with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water. All oily bilge water shall be retained on board for subsequent discharge to reception facilities.	Ships, such as hotel ships, storage vessels, etc., which are stationary except for non-cargo-carrying relocation voyages need not be provided with oil filtering equipment. Such ships shall be provided with a holding tank having a volume adequate for total retention on board of oily bilge water. Calculation of capacity of the above tanks shall be submitted by the ship owner or his legal representative for consideration to the recognized organization as a part of the single passage plan.
14.4	The Administration shall ensure that ships of less than 400 gross tonnage are equipped, as far as practicable, to retain on board oil or oily mixtures or discharge them in accordance with the requirements of regulation 15.6 of this Annex.	Any ship of less than 400 gross tonnage is equipped, as far as practicable, with a 15-ppm bilge separator and with an oil residues (sludge) tank. Above ship may be provided only with tank for collecting bilge water on condition that such ship is solely engaged on voyages within the specific areas as defined in Annex I to MARPOL 73/78.
18.5	Notwithstanding the provisions of paragraph 2 of this regulation, the segregated ballast conditions for oil tankers less than 150 meters in length shall be to the satisfaction of the Administration.	In determining the segregated ballast conditions for oil tankers less than 150 meters in length Guidance to Administrations concerning draughts recommended for segregated ballast tankers below 150 m in length shall be followed (Appendix 1 to the Unified Interpretations of Annex I).

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
18.8.2	The arrangements and operational procedures for dedicated clean ballast tanks shall comply with the requirements established by the Administration. Such requirements shall contain at least all the provisions of the revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks adopted by the Organization by resolution A.495(XII).	Every product carrier of 40,000 tonnes deadweight and above delivered on or before 1 June 1982, may alternatively operate with dedicated clean ballast tanks instead of segregated ballast tanks subject to compliance with the requirements of paragraphs 8.1 – 8.4 of the regulation 18 of the Annex I to MARPOL 73/78. The arrangements and operational procedures for dedicated clean ballast tanks shall comply with the revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks adopted by the resolution A.495(XII).
18.8.4	Every product carrier operating with dedicated clean ballast tanks shall be provided with a Dedicated Clean Ballast Tank Operation Manual detailing the system and specifying operational procedures. Such a Manual shall be to the satisfaction of the Administration and shall contain all the information set out in the Specifications referred to in subparagraph 8.2 of this regulation. If an alteration affecting the dedicated clean ballast tank system is made, the Operation Manual shall be revised accordingly.	Dedicated Clean Ballast Tank Operation Manual shall comply with the requirements set by the resolution A.495(XII).

18.10	Oil tankers delivered on or before 1 June 1982, as defined in regulation 1.28.3, having special ballast arrangements. *.1*. Where an oil tanker delivered on or before 1 June 1982, as defined in regulation 1.28.3, is so constructed or operates in such a manner that it complies at all times with the draught and trim requirements set out in paragraph 2 of this regulation without recourse to the use of ballast water, it shall be deemed to comply with the segregated ballast tank requirements referred to in paragraph 6 of this regulation, provided that all of the following conditions are complied with: *.1*. operational procedures and ballast arrangements are approved by the Administration; *.2*. agreement is reached between the Administration and the Governments of the port States Parties to the present convention concerned when the draught and trim requirements are achieved through an operational procedure; and *.3*. The International Oil Pollution Prevention Certificate is endorsed to the effect that the oil tanker is operating with special ballast arrangements. *.2*. In no case shall ballast water be carried in oil tanks except on those rare voyages when weather conditions are so severe that, in the opinion of the master, it is necessary to carry additional ballast water in cargo tanks for the safety of the ship. Such additional ballast water shall be processed and discharged in compliance with regulation 34 of this Annex and in accordance with the requirements of regulations 29, 31 and 32 of this Annex, and entry shall be made in the Oil Record Book referred to in regulation 36 of this Annex. *.3*. An Administration which has endorsed a Certificate in accordance with subparagraph 10.1.3 of this regulation shall communicate to the Organization the particulars thereof for circulation to the Parties to the present Convention.	Oil tankers delivered on or before 1 June 1982, having special ballast arrangements is so constructed or operates in such a manner that it complies at all times with the draught and trim requirements set out in paragraph 2 of the regulation 18 of Annex I to MARPOL 73/78 without recourse to the use of ballast water, and provided that conditions set in item 10 of the regulation 18 of above Annex are complied with. Operational procedures and ballast arrangements shall be approved by the recognized organization in accordance with the resolution A.495(XII). In order to communicate to the Organization, recognized organizations shall communicate to the Administration when the International Oil Pollution Prevention Certificate is endorsed to the effect that the oil tanker is operating with special ballast arrangements.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
23.3	For combination carriers between 5,000 tonnes deadweight (DWT) and 200,000 m^3 capacity, the mean oil outflow parameter may be applied, provided calculations are submitted to the satisfaction of the Administration, demonstrating that after accounting for its increased structural strength, the Combination carrier has at least equivalent oil out flow performance to a standard double hull tanker of the same size having an $OM \leq 0.015$.	For combination carriers between 5,000 tonnes deadweight (DWT) and 200,000 m^3 capacity, the mean oil outflow parameter may be applied, provided calculations are submitted, demonstrating that after accounting for its increased structural strength, the combination carrier has at least. equivalent oil out flow performance to a standard double hull tanker of the same size having a $OM \leq 0.015$. Developed calculation shall be approved by the recognized organization. *Remarks:* For oil tankers delivered on 1 of January 2010 or later the mean oil outflow parameter is effective as determined in the regulation 23 of the Annex I to MARPOL 73/78 taking into account provisions of the resolutions MEPC.122(52) amended by MEPC.146(54). For every cargo tank the mean oil outflow parameter shall be calculated considering the following: pressure "*p*" shall be determined as maximum inert gas overpressure, which exists at the side of non-return valve outlet arrangement, installed fore from the deck water-gate valve or equal to 5 kPA if that be greater. However, it is not necessary to set "p" greater than maximum pressure into the tank, according to adjustment of the vapor balancer (see Unified Interpretation of Annex I to MARPOL 73/78 - Regulation 23.7.3.2 (*Accidental oil outflow performance*)).

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
25.5	An Administration may credit as reducing oil outflow in case of bottom damage, an installed cargo transfer system having an emergency high suction in each cargo oil tank, capable of transferring from a breached tank or tanks to segregated ballast tanks or to available cargo tankage if it can be assured that such tanks will have sufficient ullage. Credit for such a system would be governed by the ability to transfer oil equal to one half of the largest of the breached tanks involved in two hours and by availability of equivalent receiving capacity in ballast or cargo tanks. The credit shall be confined to permitting calculation of O_S according to formula (III). The pipes for such suctions shall be installed at least at a height not less than the vertical extent of the bottom damage v_S. The Administration shall supply the Organization with the information concerning the arrangements accepted by it, for circulation to other Parties to the Convention.	An approved installed cargo transfer system complying with the requirements of the item 5 of regulation 25 of Annex I to MARPOL 73/78 may be credited as reducing oil outflow in case of bottom damage. Whether installed cargo transfer system connects two cargo tanks or more, than valves or other insulation systems to segregate tanks from each other shall be applied. In order to communicate to the Organization, recognized organizations shall communicate to the Administration regarding systems approved in accordance with regulation 25.5.
28.3.4	The Administration shall be satisfied that the stability is sufficient during intermediate stages of flooding.	Every oil tanker of 150 gross tonnage and above, shall comply with the subdivision and damage stability criteria ad shall be provided with the Information relative to loading and damaged stability in accordance with regulation 28 of Annex I to MARPOL 73/78. Information related to loading and damaged stability shall be approved by a recognized organization.
30.6.5.2	…such part flow arrangements comply with the requirements established by the Administration, which shall contain at least all the provisions of the Specifications for the Design, Installation and Operation of a Part Flow System for Control of Overboard Discharges adopted by the Organization.	Part flow arrangements shall comply with the requirements set in Appendix 4 to the Unified Interpretations of Annex I of MARPOL 73/78.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
30.7	Every oil tanker of 150 gross tonnage and above delivered on or after 1 January 2010, as defined in regulation 1.28.8, which has installed a sea chest that is permanently connected to the cargo pipeline system, shall be equipped with both a sea chest valve and an inboard isolation valve. In addition to these valves, the sea chest shall be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of a positive means that is to the satisfaction of the Administration. Such a positive means is a facility that is installed in the pipeline system in order to prevent, under all circumstances, the section of pipeline between the sea chest valve and the inboard valve being filled with cargo.	Equipment and arrangements for the discharge to the sea of ballast water oil or contaminated water from cargo tank areas of oil tankers as well as ships fitted with cargo spaces which are constructed and utilized to carry oil in bulk of aggregate capacity of 200 cubic meters or more shall comply with the requirements of regulation 30 of Annex I to MARPOL 73/78 and shall be equipped with a sea chest valve connected to the cargo piping system and equipped with the positive insulating mean, approved by a recognized organization, to prevent, under all circumstances, the section of pipeline between the sea chest valve and the inboard valve being filled with cargo.
33.2	Crude oil washing installation and associated equipment and arrangements shall comply with the requirements established by the Administration. Such requirements shall contain at least all the provisions of the Specifications for the Design, Operation and Control of Crude Oil Washing Systems adopted by the Organization. When a ship is not required, in accordance with paragraph 1 of this regulation, to be, but is equipped with crude oil washing equipment, it shall comply with the safety aspects of the above-mentioned Specifications.	Crude oil washing pipelines and associated equipment and arrangements (pipelines, tank washing machines, pumps, stripping and ballast pipelines) shall comply with the Specifications for the design, operation and control of crude oil washing systems adopted by resolution A.446(XI) and amended by the resolution A.497(XII) and as further amended by resolution A.897(21).

35.1	Every oil tanker operating with crude oil washing systems shall be provided with an Operations and Equipment Manual detailing the system and equipment and specifying operational procedures. Such a Manual shall be to the satisfaction of the Administration and shall contain all the information set out in the specifications referred to in paragraph 2 of regulation 33 of this Annex. If an alteration affecting the crude oil washing system is made, the Operations and Equipment Manual shall be revised accordingly.	Every oil tanker operating with crude oil washing systems shall be provided with an Operations and Equipment Manual in accordance with the resolution MEPC.3(XII) amended by the resolution MEPC.81(43).
36.9	For oil tankers of less than 150 gross tonnage operating in accordance with regulation 34.6 of this Annex, an appropriate Oil Record Book should be developed by the Administration.	The Oil Record Book shall comply with the form given in Appendix III to Annex I to MARPOL 73-78.
39.3	In verifying compliance with this Annex in relation to platforms configured as FPSOs or FSUs, in addition to the requirements of paragraph 2, Administrations should take account of the Guidelines developed by the Organization.	In verifying compliance with this Annex in relation to platforms configured as FPSOs or FSUs, in addition to the requirements of paragraph 2, "Guidelines for the application of the revised MARPOL Annex I requirements to FPSOs and FSUs" as established by the resolution MEPC.139(53) amended by the resolution MEPC.142(54) should be taken into account.

Annex IV to MARPOL 73/78

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
2.2	The Administration shall ensure that existing ships, according to subparagraphs 1.3 and 1.4 of this regulation, the keels of which are laid or which are of a similar stage of construction before 2 October 1983 shall be equipped, as far as practicable, to discharge sewage in accordance with the requirements of regulation 11 of the Annex.	Existing ships, of 400 gross tonnes and above, engaged in international voyages, the keels of which are laid or which are of a similar stage of construction before 2 October 1983 are equipped, as far as practicable, to discharge sewage in accordance with the requirements of regulation 11 of the Annex. Such ships at least shall be equipped with collecting tanks with sufficient capacity and with necessary pipelines with standard discharge connection to discharge sewage to reception facilities.

9	Every ship which, in accordance with regulation 2, is required to comply with the provisions of this Annex shall be equipped with one of the following sewage systems: *.1*. a sewage treatment plant which shall be of a type approved by the Administration, taking into account the standards and test methods developed by the Organization*, or *.2*. a sewage comminuting and disinfecting system approved by the Administration. Such a system shall be fitted with facilities to the satisfaction of the Administration, for the temporary storage of sewage when the ship is less than 3 nautical miles from the nearest land, or *.3*. a holding tank of the capacity to the satisfaction of the Administration for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed to the satisfaction of the Administration and shall have a means to indicate visually the amount of its contents. *) Refer to the Recommendation on International effluent standards and guidelines for performance tests for sewage treatment plants adopted by the Organization by resolution MEPC.2(VI) and Resolution MEPC.159(55) - Revised Guidelines on Implementation of Effluent Standards and Performance Tests for Sewage Treatment Plants. For existing ships national specifications are acceptable.	Every ship to which requirements of Annex VI are applied shall be equipped with: *.1*. a sewage treatment plant which holding type approval by the recognized organization in accordance with the resolution MEPC.2(VI) or resolution MEPC.159(55), as applicable, or *.2*. a sewage comminuting and disinfecting system approved by the recognized organization, or *.3*. a holding tank of the capacity for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. Ship owner shall submit calculation of holding tank capacity for approval to recognized organization. The holding tank shall be constructed to the satisfaction of the recognized organization.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
11.1.1	Subject to the provisions of regulation 3 of this Annex, the discharge of sewage into the sea is prohibited, except when: .1 the ship is discharging comminuted and disinfected sewage using a system approved by the Administration in accordance with regulation 9.1.2 of this Annex at a distance of more than 3 nautical miles from the nearest land, or sewage which is not comminuted or disinfected at a distance of more than 12 nautical miles from the nearest land, provided that in any case, the sewage that has been stored in holding tanks shall not be discharged instantaneously but at a moderate rate when the ship is en route and proceeding at not less than 4 knots; the rate of discharge shall be approved by the Administration based upon standards developed by the Organization**); or **) Reference to Resolution MEPC.157(55) - Recommendation on Standards for the Rate of Discharge of Untreated Sewage from Ships	To assure ability to discharge sewage which is not comminuted or disinfected from the holding tank in the areas determined in the regulation. 11.1.1 of Annex IV to MARPOL 73/78 the Calculation of the Rate of Discharge of Untreated Sewage shall be submitted by the ship owner to the recognized organization for approval. Calculation shall be based on the standards set in the Resolution MEPC.157(55) - Recommendation on Standards for the Rate of Discharge of Untreated Sewage from Ships.

Annex V to MARPOL 73/78

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
6.3.2	(b). The Government of each Party to the Convention shall ensure that all ships entitled to fly its flag, before entering the Antarctic area, have sufficient capacity on board for the retention of all garbage while operating in the area and have concluded arrangements to discharge such garbage at a reception facility after leaving the area.	Every ship shall be equipped with garbage collection and retention devices. Ship owner shall submit to the recognized organization the calculation of total capacity of garbage receptacles.

Interpretations regarding implementation of international statutory requirements which contain references "to the satisfaction of the Administration" and "to be specified by the Administration" International Code on Intact Stability (IS Code 2008), as amended.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
Chapter 7/7.5.4.3	Side scuttles, together with their glasses and deadlights, should be of substantial construction to the satisfaction of the competent authority	Construction shall meet the requirements of the Recognized Organization rules and same to be submitted to the Flag Administration for final acceptance.
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
Chapter 7/7.7.3.2	The coamings of ventilators should be as high as practicable. On the working deck the height above deck of coamings of ventilators, other than machinery space ventilators, should be not less than 760 mm and on superstructure decks not less than 450 mm. When the height of such ventilators may interfere with the working of the vessel their coaming heights may be reduced to the satisfaction of the competent authority. The height above deck of machinery space ventilator openings should be to the satisfaction of the competent authority.	Heights of the coamings of ventilators shall meet the requirements of the Recognized Organization rules and same to be submitted to the Flag Administration for final acceptance
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
Chapter 7/7.8.3.6	Freeing ports over 0.3 m in depth should be fitted with bars spaced not more than 0.23 m nor less than 0.15 m apart or provided with other suitable protective arrangements. Freeing port covers, if fitted, should be of approved for construction. If devices are considered necessary for locking freeing port covers during fishing operations, they should be to the satisfaction of the competent authority and easily operable from a readily accessible position.	Freeing port covers, if fitted, should be of approved for construction. If devices are considered necessary for locking freeing port covers during fishing operations, they should be to the satisfaction of the Recognized Organization and easily operable from a readily accessible position.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
Chapter 2/2.3	Alternative means for determining the wind heeling level. (Lwl) may be accepted, to the satisfaction of the Administration, as an equivalent to calculation in 2.3 .2. When such alternative tests are carried out, reference shall be made based on the Guidelines developed by the Organization. The wind velocity used in the tests shall be 26 m/s in full scale with uniform velocity profile. The value of wind velocity used for ships in restricted services may be reduced to the satisfaction of the Administration.	Calculations to be carried out as per the requirements of the Recognized Organization and same to be submitted to the Flag Administration for final acceptance.
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
Part B/Chapter 2/2.1.3.1	The general intact stability criteria given in part A, 2.2.1 to 2.2.3 should apply to fishing vessels having a length of 24 m and over, with the exception of requirements on the initial metacentric height GM (part A, 2.2.4), which, for vessels, should not be less than 0.35 m for single deck vessels. In vessels with complete superstructure or of 70 m in length and over the metacentric height may be reduced to the satisfaction of the Administration but in no case should be less than 0.15 m	Criteria shall follow the provisions of the Code, but the initial metacentric height cannot be less than 0.15 m in any case.
Regulation, Item	**Statutory requirement**	**Interpretation/requirement of St. Kitts and Nevis International Ship Registry**
Chapter 4/4.1.6.2.1	The accuracy of the computational results and actual data used by the calculation program for the particular ship on which the program will be installed should be to satisfaction of the Administration.	Program installed to the vessels shall be acceptable and approved by the Recognized Organization and shall be submitted to PISR for final acceptance

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
Chapter 7/7.8.3.7	In vessels intended to operate in areas subject to icing, covers and protective arrangements for freeing ports should be capable of being easily removed to restrict ice accumulation. The size of opening and means provided for removal of these protective arrangements should be to the satisfaction of the competent authority.	Size of opening and means provided for removal of these protective arrangements should be to the satisfaction of the Recognized Organization. Flag Administration to be consulted prior final approval

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
Annex I/2.6.7	it should be possible to demonstrate the required performance to the satisfaction of the Administration during the inclining test. (Inclinometers)	To be type approved and in line with the requirements of the Recognized Organization

Interpretations regarding implementation of international statutory requirements which contain references "to the satisfaction of the Administration" and "to be specified by the Administration"

Fire Safety Systems (FSS) Code

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
Chapter 5/2.1.1.4	Containers for the storage of fire extinguishing medium, piping and associated pressure components shall be designed to pressure codes of practice to the satisfaction of the Administration having regard to their locations and maximum ambient temperatures expected in service	Refer to 9 ISO standards. Also, always shall meet the requirements of the RO.
Chapter 5/2.1.2.3	Spare parts for the system shall be stored on board and be to the satisfaction of the Administration	Spare parts shall meet the requirements of the Recognized Organization and Flag Administration to be consulted prior approval.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
Chapter 5/2.3	Requirements of steam systems. The boiler or boilers available for supplying steam shall have an evaporation of at least 1 kg of steam per hour for each 0.75 m^3 of the gross volume of the largest space so protected. In addition to complying with the foregoing requirements, the systems in all respects shall be as determined by, and to the satisfaction of, the Administration.	The system shall follow always the requirements of the Code and UIs in place.
Chapter 6/3.1.3	The system shall be capable of fire extinction and manufactured and tested to the satisfaction of the Administration based on the guidelines developed by the Organization.	The system shall follow the guidelines as refer to MSC. Circ. 1384. Always shall meet the requirements of the Recognized Organization.
Chapter 6/3.4.1	After installation the pipes, valves, fittings, and assembled systems shall be tested to the satisfaction of the Administration, including functional testing of the power and control systems, water pumps, foam pumps, valves, remote and local release stations, and alarms. Flow at the required pressure shall be verified for the system using orifices fitted to the test line. In addition, all distribution piping shall be flushed with fresh water and blown through with air to ensure that the piping is free of obstructions.	Functional tests to be conducted following in all aspects the requirements of the Recognized Organization and other applicable standards. Flag Administration to be consulted in case of any dispute.
Chapter 9/2.3.1.2	Smoke detectors required in all stairways, corridors and escape routes within accommodation spaces shall be certified to operate before the smoke density exceeds 2% obscuration per meter, when tested according to standards EN: 54:2001 and IEC 60092-504. Alternative testing standards may be used as determined by the Administration. Smoke detectors to be installed in other spaces shall operate within sensitivity limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or oversensitivity.	Smoke detectors shall always be tested according to the standards of EN: 54:2001 and IEC 60092-504. In case-by-case basis Flag Administration to be consulted in case of needed.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
Chapter 9/2.3.1.3	Heat detectors shall be certified to operate before the temperature exceeds 78^0C but not until the temperature exceeds 54^0C, when the temperature is raised to those limits at a rate less than 1^oC per min, when tested according to standards EN: 54:2001 and IEC 60092-504. Alternative testing standards may be used as determined by the Administration. At higher rates of temperature rise, the heat detector shall operate within temperature limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or oversensitivity	Heat detectors shall always be tested according to the standards of EN: 54:2001 and IEC 60092-504. In case-by-case basis Flag Administration to be consulted in case of needed.
Chapter 10/2.3.1.1	At least one smoke accumulator shall be located in every enclosed space for which smoke detection is required. However, where a space is designed to carry oil or refrigerated cargo alternatively with cargoes for which a smoke sampling system is required, means may be provided to isolate the smoke accumulators in such compartments for the system. Such means shall be to the satisfaction of the Administration.	Such means of isolation shall be in line with the requirements of the Recognized Organization and in accordance with the approved plans from their side. Flag Administration to be consulted prior final approval.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
Chapter 12/2.2.2.1	Any diesel-driven power source for the pump shall be capable of being readily started in its cold condition down to temperature of 0oC by hand (manual) cranking. Where ready starting cannot be assured, if this is impracticable, or if lower temperatures are likely to be encountered, and if the room of the diesel driven power source is not heated, electric heating of the diesel engine cooling water or lubricating oil system shall be fitted, to the satisfaction of the Administration. If hand (manual) starting is impracticable, the Administration may permit compressed air, electricity, or other sources of stored energy, including hydraulic power or starting cartridges to be used as a means of starting. These means shall be such as enabling the diesel-driven power source to be started at least six times within a period of 30 min and at least twice within the first 10 min.	Electric heating as required by the said regulation shall follow the requirements of the Recognized Organization and UIs in place. The Flag Administration to be consulted in case of need.
Chapter 14/2.2.2.1	Foam from the fixed foam system shall be supplied by means of monitors and foam applicators. Prototype tests of the monitors and foam applicators shall be performed to ensure the foam expansion and drainage time of the foam produced does not differ more than +- 10% of that determined in paragraph 2.2.1.4. When medium-expansion ratio foam (between 21:1 and 200:1 expansion ratio) is employed, the application rate of the foam and the capacity of a monitor installation shall be to the satisfaction of the Administration. At least 50% of the foam solution supply rate required shall be delivered from each monitor. On tankers of less than 4000 tonnes deadweight the Administration may not require installation of monitors but only applicators. However, in such a case the capacity of each applicator shall be at least 25% of the foam solution supply rate required.	When medium-expansion ratio foam (between 21:1 and 200:1 expansion ratio) is employed, the application rate of the foam and the capacity of a monitor installation shall be to the satisfaction of the Recognized Organization and UIs in place. The Flag Administration to be consulted in case of need.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
Chapter 15/2.2.1.1	The inert gas system referred to in chapter II-2 of the Convention shall be designed, constructed, and tested to the satisfaction of the Administration. It shall be designed to be capable of rendering and maintaining the atmosphere of the relevant cargo tanks non-flammable.	The revised standards of testing shall be followed (MSC/Circ.677 as amended by MSC/Circ. 1009 and MSC.1/Circ. 1324) and revised factors as per MSC/Circ.731)
Chapter 16/2.1.1	The fixed hydrocarbon gas detection system referred to in chapter II-2 of the Convention shall be designed, constructed, and tested to the satisfaction of the Administration based on performance standards developed by the Organization	The guidelines for the design, construction and testing of fixed hydrocarbon gas detection system (MSC/Circ.1370) shall be followed as well as requirements of the Recognized Organization.

Interpretations regarding implementation of international statutory requirements which contain references “to the satisfaction of the Administration” and “to be specified by the Administration” International

Code of Safety for High-Speed Craft (HSC) Code as amended.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
1.4.12	Category A craft" is any high-speed passenger craft: operating on a route where it has been demonstrated to the satisfaction of the flag and port States that there is a high probability that in the event of an evacuation at any point of the route all passengers and crew can be rescued safely within the least of: the time to prevent persons in survival craft from exposure causing hypothermia in the worst intended conditions, the time appropriate with respect to environmental conditions and geographical features of the route, or 4 hours; and carrying not more than 450 passengers.	The craft shall follow the requirements of the appropriate provisions of the Code and subject to the approval by the Recognized Organization. The Flag Administration to be consulted in case-by-case basis if needed.
7.7.1.3.2	Smoke detectors shall be certified to operate before the smoke density exceeds 12.5 % obscuration per metre, but not until the smoke density exceeds 2% obscuration per metre. Smoke detectors to be installed in other spaces shall operate within sensitivity limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or over- sensitivity.	Smoke detectors to follow the requirements of the type approval certification and manufacturers and to be in compliance with the provisions of the Recognized Organization. The Flag Administration to be consulted in case-by-case basis if needed.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
7.17.3.1.2	The quantity of water delivered shall be capable of simultaneously supplying the arrangements required by 7.17.3.1.3 for the largest designated cargo space and the four nozzles of a size and at a pressure as specified in 7.7.5, capable of being trained on any part of the cargo space when empty. This requirement shall be met by the total capacity of the main fire pump(s) not including the capacity of the emergency fire pump, if fitted. This of water may be applied by equivalent means to the satisfaction of the Administration.	The amount of the water to be in line with the provisions and requirements of the Recognized Organization and with the UIs in place as amended. The Flag Administration to be consulted in case-by-case basis if needed.
8.1.3.2	Before giving approval to life-saving appliances and arrangements, the Administration shall ensure that such life-saving appliances and arrangements: are tested to confirm that they comply with the requirements of this chapter, in accordance with the recommendations of the Organization*; or have successfully undergone, to the satisfaction of the Administration, tests which are substantially equivalent to those specified in those recommendations	Revised recommendation on testing of life-saving appliances, adopted by the Organization by resolution MSC.81(70) shall be followed in all cases. Otherwise Flag Administration to be consulted.
8.1.4.2	Before giving approval to novel life-saving appliances or arrangements, the Administration shall ensure that such appliances or arrangements provide safety standards at least equivalent to the requirements of this chapter and have been evaluated and tested in accordance with the recommendations of the Organization; or have successfully undergone, to the satisfaction of the Administration, evaluation and tests which are substantially equivalent to those recommendations.	The Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances and Arrangements, adopted by the Organization by resolution A.520(13) shall be followed in all cases. Otherwise Flag Administration to be consulted.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
8.1.6	Except where otherwise provided in this Code, life-saving appliances required by this chapter for which detailed specifications are not included in the LSA Code shall be to the satisfaction of the Administration.	LSAs specifications to follow the requirements and provisions set up from the Recognized Organization. Otherwise Flag Administration to be consulted
10.2.4.9	Oil fuel pipes and their valves and fittings shall be of steel or other approved material*, except that restricted use of flexible pipes shall be permissible in positions where the Administration is satisfied that they are necessary. Such flexible pipes and end attachments shall be approved fire-resisting materials of adequate strength and shall be constructed to the satisfaction of the Administration	The recommendations published by the International Organization for Standardization, in particular, publication ISO 15540:1999 – Ships and marine technology – fire resistance of hose assemblies – test methods, and ISO 15541:1999 – Ships and marine technology. Fire resistance of hose assemblies – Requirements for the test bench shall be followed.
12.6.4.4	Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks shall be taken to the satisfaction of the Administration.	Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks shall be taken to control such risk: Cables to be appropriately sheathed according to the intended environment. Cables to be suitably protected against mechanical damage. Electrical and mechanical segregation of intrinsically safe circuits from other circuits. Effective earthing of metal coverings of cables.
13.1.2	The equipment and its installation shall be to the satisfaction of the Administration. The Administration shall determine to what extent the provisions of this chapter do not apply to craft below 150 gross tonnage.	See above same subject refers to such vessels

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
14.16.1	Every craft shall carry personnel qualified for distress and safety radiocommunication purposes to the satisfaction of the Administration. The personnel shall be holders of certificates specified in the Radio Regulations as appropriate, any one of whom shall be designated to have primary responsibility for radiocommunications during distress incidents.	All Flag Administration instructions through MCs/MNs to be followed as amended
14.17	A record shall be kept to the satisfaction of the Administration and as required by the Radio Regulations, of all incidents connected with the radiocommunication service which appear to be of importance to the safety of life at sea.	Provisions of the Convention as well as MNs/MCs in place to be followed.
15.3.1	The operating station shall be placed above all other superstructures so that the operating crew are able to gain a view all around the horizon from the navigating workstation. Where it is impractical to meet the requirements of this paragraph from a single navigating workstation, the operating station shall be designed so that an all-round view of the horizon is obtained by using two navigating workstations combined or by any other means to the satisfaction of the Administration.	Provisions of the Code as well as the requirements of the Recognized Organization to be followed at each time Otherwise Flag Administration to be consulted.

Regulation, Item	Statutory requirement	Interpretation/requirement of St. Kitts and Nevis International Ship Registry
19.2	The craft and equipment shall be maintained to the satisfaction of the Administration; in particular: routine preventive inspection and maintenance shall be performed to a schedule approved by the Administration, which shall have regard at least in the first instance to the manufacturer's schedule; in the performance of maintenance tasks, due regard shall be paid to maintenance manuals, service bulletins acceptable to the Administration and to any additional instructions of the Administration in this respect; all modifications shall be recorded, and their safety aspects investigated. Where it could have any effect on safety, the modification, together with its installation, shall be to the satisfaction of the Administration; The duties of the operating crew in respect of maintenance and repairs and the procedure for obtaining assistance with repairs when the craft is away from the base port shall be clearly defined; the master shall report to the maintenance organization any defects and repairs which are known to have occurred during operations; and records of defects and their correction shall be maintained and those defects of recurrent nature, or those which adversely affect craft or personal safety, shall be reported to the Administration.	Provisions of the Code as well as the requirements of the Recognized Organization to be followed at each time Otherwise Flag Administration to be consulted. Also, the MNs/MCs as amended to be followed in case of application.