

**St. Kitts & Nevis  
International Ship  
Registry**

*Flying the flag of the  
Federation worldwide.*



[www.StKittsNevisRegistry.net](http://www.StKittsNevisRegistry.net)

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**Maritime Circular to Maritime Registrars, Shipowners, Masters, Managers & Operators of St. Kitts & Nevis Ships, Classification Societies, Recognised Organisations, Recognised Security Organisations, Surveyors of Ships & Flag State Inspectors to this Administration, Seafarers & IMO Member States**

**Maritime Circular No. MC/11/09**

**DATE: 1<sup>st</sup> August 2009 (revised 1<sup>st</sup> March 2010)**

**EMERGENCY POSITION INDICATING RADIO BEACONS (EPIRB's)**

All ships, which includes yachts and pleasure vessels, registered with St. Kitts & Nevis International Ship Registry that are over 24m in length and that carry seafarers and operate more than 30 nm from shore are required to carry an EPIRB. We also recommend that ships of less than 24m length or those operating less than 30 nm from shore, especially those which may operate during the hours of darkness, carry an EPIRB.

St. Kitts & Nevis is a subscriber to the COSPAS-SARSAT International Beacon Registration Database (IBRD).

Ships registered with St. Kitts & Nevis International Ship Registry are to submit details of the ships EPIRB to SKANReg Head Office using Form A18 no more than 30 days after registration with us. An example of a correctly completed form is attached and available on our website for reference. The EPIRB details will be entered in the COSPAS-SARSAT International Beacon Registration database (IBRD) for use by Search & Rescue organisations, in the event of the beacon's activation. See [www.cospas-sarsat.org](http://www.cospas-sarsat.org) for further information. We will not send Owners confirmation of the registration. If Owners need this for their records they should ask for this.

Owners should make sure that the EPIRB is properly reprogrammed with the "341" country code for St. Kitts & Nevis by a competent technician. **NOTE** - Any competent technician is allowed to do this, we do not insist on a technician being "authorised" by us.

Owners should also advise **SKANReg** Head Office - again using Form A18 - in the event of any changes in the EPIRB registration details e.g. change of contact name/numbers.

On deletion or bareboat charter out of a ship from **SKANReg**, we will remove the entry for the ship from the IBRD.

When carrying out a survey for the issuance of a Statutory Certificate, e.g. Cargo Ship Safety Radio Certificate, Certificate of Inspection, Certificate of Compliance etc., for a ship which requires to be fitted with an EPIRB for compliance with current National Regulations for such a ship, the attending surveyor **MUST** ensure that the EPIRB has been reprogrammed with the MMSI (prefix 341) assigned to the ship. If this is not possible due to there being no suitable person to carry-out the reprogramming at the port where reflagging is being done, then a remark should be made on the Certificate to the effect that the reprogramming is to be done within 90 days from the initial reflagging survey. It is considered this will generally allow sufficient time for the ship to trade to a port where the reprogramming can be done. The Full-Term Statutory Certificate should not be issued until a properly programmed EPIRB is onboard.

Please be guided accordingly.

Yours truly,

Nigel E Smith  
International Registrar of Shipping and Seamen