

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

*Flying the flag of the
Federation worldwide.*



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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/37/10 (Replaces MC/16/09)

DATE: 1st September 2010

LONG RANGE IDENTIFICATION AND TRACKING OF SHIPS (LRIT)

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Introduction

SOLAS Chapter IV Regulation 19.1 has been amended to include LRIT requirements for Flag States and their ships. LRIT is a security and safety system that allows Flag Administrations to track ships registered under their flag and allows tracking of any vessel entering a zone of up to 1000 nautical miles from an Administrations coastline. The compliance date was 31st December 2008. LRIT applies to all passenger ships including high speed craft, cargo ships of 300 tonnes and above and Mobile Offshore Drilling Units (MODU) when underway. Ships are required to automatically report their identity, the date, the time and their position four times each day. Ships constructed on or after 31st December 2008 must be fitted with LRIT in their construction phase. Ships constructed before then have been phased in depending on their operational area. Ships approved for sea areas A1 and A2 or A1, A2, A3 had to comply no later than the first radio survey after 31st December 2008. Ships operating in sea areas A4 had to comply no later than the first radio survey after 1st July 2009. Ships which operate **only in sea area A1** and which are fitted with Automatic Identification Systems (AIS) are exempted from the requirements of LRIT.

National Data Centre

Since 1st August 2010, St. Kitts & Nevis International Ship Registry (**SKANReg**) has contracted with the following Service Provider to operate our National Data Centre. Any questions regarding your interaction with our National Data Centre should be sent to them with a cc to **SKANReg**.

Fulcrum Maritime Systems.
Suite 3, Park Mews
15 Park Lane
Hornchurch, Essex
RM11 1BB
UK

Fulcrum's Maritime Assistance Centre is available by telephone, Monday through Sunday 24x7, 365 days to respond to questions regarding the use of their services. The phone number for such 'Helpline' is +44 1708 788400 x 408. Normal enquiries can be made on +44 1708 388400 or via email to Irit.admin@fulcrum-maritime.com.

Fulcrum's website www.fulcrum-maritime.com gives other useful information about LRIT.

Testing ASP's

We have additionally appointed Authorised Service Providers (ASP) for testing. Full details of the testing ASP's are on our website.

Ship owners should contact these ASP's for conformance testing of their LRIT equipment. The ASP will test the equipment. There will be a fee involved for this that will have to be paid by the Owners to the ASP. **The ASP will issue a Conformance Certificate to the ship with a copy to us. SKANReg do not issue the Conformance Certificate, this is issued by the Testing ASP.**

After 31st December 2008 when a Safety Radio survey is carried out, the Recognised Organisation (Class Society) will check that the equipment is operating satisfactorily and that it has been set up to transmit the position of the ship 4 times daily to our National Data Centre.

Reflagging into SKANReg

For a ship flagging into **SKANReg**, including those ships that are Bareboat Chartering In, at the reflagging survey, the Recognised Organisation will check that the equipment is operating satisfactorily and that it has been set up to transmit the position of the ship 4 times daily to our National Data Centre. **Therefore, at least 7 days before the date of the reflagging Safety Radio Survey owners should send an email to Fulcrum advising them of the date of the Radio Survey so that Fulcrum can remotely turn on the LRIT equipment (Poll the equipment) and start it transmitting the ships position to our National Data Centre.**

Owners are required to submit a copy of the Conformance Test Certificate as part of the application for registration.

We will accept a Conformance Test Certificate carried out for another flag by one of the ASP's we have authorised when a ship flags into **SKANReg**. **However, if a ship coming onto our flag does not have a Conformance Test Certificate issued by one of our recognised ASP's, the owner will have to get one from one of our authorised ASP's within 30 days of reflagging and submit this to SKANReg.**

Reflagging out of SKANReg, including Bareboat Charter Out

When an Owner applies for deletion of a ship or to Bareboat Charter it out from **SKANReg**, we will instruct Fulcrum to cease transmissions from the ship. Owners are reminded to advise **SKANReg** when they are selling or reflagging a ship as they will be responsible for the costs of any transmissions that continue to be sent to the National Data Centre if their ship is reflagged.

Instructions as to when it is permissible for a vessel to cease LRIT transmissions

In general all vessels should continue to transmit information at a rate of once every 6 hours and should not switch off their LRIT units or reduce the frequency of transmission. The following information is given as guidance to Owners, Operators, Managers and Masters as to when they are authorised to vary the transmission of LRIT position information.

The only exceptions to this are as follows:

- a) Where the vessel is in dry-dock or undergoing modification in a shipyard or in port for a period where continued interruption of the system would cause undue problems.
- b) Where the vessel is to be placed in long term lay-up to reduce the transmission rate or to stop transmission for a set period and agreement received.

In such cases the Master should advise the following that LRIT transmissions will cease:

- SKANReg Head Office – mail@stkittsnevisregistry.net
- Our LRIT National Data Centre – lrit.admin@fulcrum-maritime.com and
- the local Port Administration

Wherever possible a minimum of 5 working days notice prior to the LRIT transmission ceasing should be given.

Additionally, 48 hrs prior notice of its departure must be given and the LRIT unit must be re-activated and switched on 6 hours before departing to ensure a poll can be received and viewed.

In either case, if notice is not given and as a result additional costs are incurred by the National Data Centre, such costs may be reclaimed from the shipowner by SKANReg.

In addition to this an entry is to be made in the Official Log Book indicating the time and date the unit was switched off and a corresponding entry made as to when the unit is re-started and transmissions recommenced.

If a terminal is shut down under the above circumstances, the Master should immediately inform the local Port State Authorities of his decision to cease transmitting LRIT information and confirm this to **SKANReg**.

Whilst it is the vessels responsibility to ensure that the shipboard system is operational and transmitting at all times these instructions provide for times when the system may need to be shut down. It is imperative that these instructions are followed as a failure to

comply with any of these instructions could lead to the vessel being detained or denied entry by the local Port State Authorities.

SKANReg monitor LRIT transmissions from a vessel and will contact the Owners/Operators/Managers if their vessel ceases to transmit and ask for an explanation.

Exemption from the requirements of LRIT

Although the provisions of Regulation V/19-1 do not include any expressed provisions which allow or enable an Administration to grant exemptions from, or equivalents to, the requirement to transmit LRIT information, in exceptional circumstances this Administration may be prepared to grant an exemption for a single voyage from the requirements from SOLAS V/19-1 subject to the following recommendations contained within IMO Circular MSC.1/Circ.1295.

- 1) The ship is to provide a copy of the voyage or passage plan for the specific voyage to:
 - a. The Recognised Organisation (Class) responsible for issuing the SOLAS Certification
 - b. The Contracting Government within whose jurisdiction the port or place to which the ship is proceeding to is located and
 - c. To the Contracting Governments of the coast of which the ship might be navigating and
 - d. any changes thereto; OR
- 2) Report its position at 6 – hourly intervals during the voyage, to the aforesaid Contracting Governments.

Ship Owners & Operators wishing to be exempted from the requirements of SOLAS V/19-1 are not required to apply to this Administration for the Exemption mentioned above, but should apply direct and provide evidence of compliance with the above to the Recognised Organisation(s) and/or authorised Surveyors of Ships responsible for carrying out surveys and issuing certification for the voyage in question.

We will keep our website updated with information about LRIT matters.

Maritime Circular MC/16/09 dated 1st August 2009 is hereby withdrawn.

Thanking you for your cooperation in this matter.

Yours sincerely,



Nigel E Smith
International Registrar of Shipping & Seamen

Attachments

IMO Document References at time of issue of this Maritime Circular

| <u>Document Nbr.</u> | <u>Document information</u> |
|-----------------------|---|
| MSC.202(81) | LRIT Regulation |
| MSC263(84) | Revised Performance Standards and Functional Requirements |
| MSC1-Circ.1259 | Interim Revised Technical Specifications for the LRIT System |
| MSC.1/Circ.1259/Rev.1 | LONG-RANGE IDENTIFICATION AND TRACKING SYSTEM |
| MSC1-Circ.1294 | LONG-RANGE IDENTIFICATION AND TRACKING SYSTEM TECHNICAL DOCUMENTATION (PART II) (Part I of the Technical documentation, issued under cover of MSC.1/Circ.1259) |
| MSC1-Circ.1298 | GUIDANCE ON THE IMPLEMENTATION OF THE LRIT SYSTEM (This circular revokes MSC.1/Circ.1256) |
| MSC1-Circ.1299 | TRANSITIONAL ARRANGEMENTS AND MEASURES FOR ACCELERATING THE COMPLETION OF THE ESTABLISHMENT OF THE LRIT SYSTEM |
| MSC1-Circ.1307 | GUIDANCE ON THE SURVEY AND CERTIFICATION OF COMPLIANCE OF SHIPS WITH THE REQUIREMENT TO TRANSMIT LRIT INFORMATION (This circular revokes MSC.1/Circ.1296) |
| MSC1-Circ.1308 | GUIDANCE TO SEARCH AND RESCUE SERVICES IN RELATION TO REQUESTING AND RECEIVING LRIT INFORMATION (The circular revokes MSC.1/Circ.1297) |