

# 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**

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## **IMO VESSEL & COMPANY NUMBERING & CARIBSHIP IDENTITY NUMBERS: MARKING OF SHIPS AT TIME OF REFLAGGING**

As measures to comply with SOLAS Regulation and enhance maritime safety, security and environmental protection and to facilitate the prevention of maritime fraud, schemes are used to assign unique numbering to all types of ships, ship-owners & managers (the Company) as further described below. Lloyd's Register-Fairplay (LRF) has been tasked by IMO with running these schemes and issuing the IMO Ship Identification Number, Company and Registered Owner Identification Numbers and maintaining the database and audit trail of these numbers. The scheme may assign numbers to Companies and/or Registered Owners of ships not required to have IMO ship identification numbers. LRF also work with Caribbean countries in the administering of the Caribbean Ship Numbering Scheme (Caribship Number).

### **IMO Vessel Numbering**

IMO Resolution A 600(15) - in brief - makes it compulsory for all self-propelled sea-going merchant vessels over 100 gross tons to be assigned a unique 7-digit identification number; the main exceptions being warships and those on government service, those with a wooden hull construction, sailing vessels, oil rigs and pleasure craft.

### **IMO Company Numbering**

The IMO Company numbering scheme is mandatory for SOLAS vessels since 1st January 2009 through adoption of Resolution MSC.194(80) on Company and Registered Owner Identification Numbers. These numbers will be shown on CSR, ISM and ISPS certificates.

LRF have a free website to look up Company and Registered Owner Numbers. This is;  
[www.imonumbers.lrfairplay.com](http://www.imonumbers.lrfairplay.com)

**SKANReg** inserts these numbers on the Continuous Synopsis Record (CSR) as well as the Certificate of Registry, Minimum Safe Manning Certificate, Ship Radio Station Licence and other pertinent certificates issued by **SKANReg**.

### **CaribShip Identity Numbers**

These are assigned for the identification of ships to each Member or Observer State of the Caribbean Port State Control Committee of which St. Kitts & Nevis is one.

The ships concerned are generally ships of less than 100 GT that can carry cargo and/or passengers. Additionally, larger ships not eligible for an IMO ship number under IMO Resolution A.600 (15) may be included.



The CaribShip number is an alpha numeric number consisting of eight digits. The first two digits represent an alpha flag code pertaining to the country of registration or licence followed by a six digit numeric unique to the ship or craft. The prefix two digit alpha flag code will change on registration or licence transferring to another registration authority but the six digit number assigned to each ship or craft will remain unique throughout its life in the Caribbean area, irrespective of name changes and never be applied to another ship or craft.

In the case of St. Kitts & Nevis, the first two digits are 'SK' and the remaining six are within the range 075000 - 077499.

This Administration assigns CaribShip Numbers to the following ships;

- all ships below 100GT,
- pleasure yachts, including those used for partly for commercial purposes
- non-propelled craft,
- oil rigs
- other ships that are not eligible for an IMO Ship Number.

**Actions required by Classification Societies, Recognised Organisations & Surveyors.**

Determine from the Company and/or Owner their IMO Identification Number and insert this on Certificates issued under the ISM & ISPS Codes on behalf of this Administration.

The surveyor who carries out the survey when the ship is reflagged to St. Kitts & Nevis **IS TO ENSURE** that any type of ship when 100GT and more is marked with IMO Ship Identification Number on a conspicuous and permanent place as per SOLAS Chapter XI-1 regulation-3 which makes the marking plainly visible. The marking its size and colour contrast should be in accordance with SOLAS XI-1, Regulation-3.5.1, 2, 3 & 4.

The surveyor who carries out the survey when the ship is reflagged to St. Kitts & Nevis **IS TO ENSURE** that CaribShip number, for ships of less than 100 GT as stated above is marked on a conspicuous and permanent part of the stern on a dark background in white or yellow letters, or on a light background in black letters, the letters being not less than 5 centimetres high and of proportionate breadth, or, where this is not possible by any of the alternative methods given below:—

- to be engraved on plates of metal, wood or plastic, secured to the main beam (or, if there is no main beam, to a readily accessible visible permanent part of the structure) with rivets or through bolts with the ends clenched or screws with the slots removed;
- By engraving on plates of metal or of plastic or by cutting in on a shaped wooden chock. Where a shaped wooden chock is used it should be secured to the hull through bolts, the ends being clenched, or
- By individual glass reinforced plastic letters and numbers approximately 2mm in thickness. These to be fixed to the hull with epoxy adhesive, and painted with suitable paint and coated with translucent epoxy resin;
- Where metal or plastic plates have been used these must be fixed by the use of epoxy adhesives. Metal or plastic plates secured by adhesives should be coated with translucent epoxy resin after they have been fixed in position.

### **Actions Required by Maritime Registrars**

On receipt of an enquiry or Application for Registration, if the applicant does not know the IMO Company and Registered Owner Numbers, Maritime Registrars should check the previously mentioned website so that they can be inserted into the Application for Registration (Form A1) in the sections provided. If they have not yet been issued the Applicant should apply for them before submitting an Application for Registration. Application for numbers for new companies can also be made on the above website.

### **Actions Required by Shipowners, managers and others making an application for the registration of a ship**

If the applicant does not know the IMO Company and/or Registered Owner Numbers, they should check the previously mentioned website so that they can be inserted into the Application for Registration (Form A1) in the sections provided. If IMO numbers have not yet been issued the Applicant should apply for them before submitting an Application for Registration. If the volume of enquiries to Lloyds Register –Fairplay is such that the Applicant considers they must submit the Application Form A1 before receipt of an IMO number, they should contact the Registrar for advice. Application for numbers for new companies can also be made on the above website.

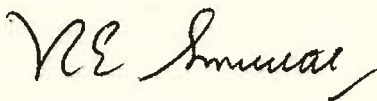
### **NOTE**

*"Company" means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the International Safety Management Code.*

*"Registered Owner" is the owner specified on a ship's Certificate of Registry issued by St. Kitts & Nevis International Ship Registry.*

Please be guided accordingly.

Yours truly,



Nigel E Smith  
International Registrar of Shipping and Seamen