

**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 SKANReg,
Seafarers & IMO Member States**

Maritime Circular No.MC/61/15

DATE: Feb 2015

This circular replaces circular MC/38/10 to reflect changes in the implementation date of BNWAS for different categories of ships.

BRIDGE NAVIGATIONAL WATCH SYSTEM (BNWAS)

The 2013 amendments to SOLAS Ch.V as adopted by IMO Res MSC.350(92) have resulted in new implementation dates for vessels constructed before 1 July 2002 to be fitted with BNWAS and are shown in Table 2 of this circular .

The implementation dates for vessels constructed after 1 July 2002 to be fitted with BNWAS remain as shown in Table 1.

The 2009 amendments to SOLAS Ch. V as adopted through IMO Res. MSC.282 (86) require carriage of a Bridge Navigational Watch Alarm System (BNWAS) complying with IMO performance standards.

For existing ships, the equipment should be installed in connection with first annual, periodical or renewal survey after the dates given in the attached table and as required under the amendments to SOLAS Ch. V Reg. 19. Type approved certificates for the installed equipment should be available on board at all times for third party inspection since installation of equipment.

Saint Kitts & Nevis International Ship Registry may exempt ships which installed BNWAS prior to July 2011 from compliance with the performance standards contained in MSC.128 (75).

Saint Kitts & Nevis may exempt ships from application of this regulation when such ships will be taken permanently out of service before their first annual, periodical or renewal survey when the implementation date becomes mandatory for BNWAS for their type of vessel as specified in the table below.

Yours truly,

Nigel E Smith
International Registrar of Shipping and Seamen



Table 1**Bridge Navigational Watch Alarm System (BNWAS) Implementation Dates****VESSELS CONSTRUCTED ON OR AFTER 1 JULY 2002**

NEW SHIPS			
SHIP TYPE	GROSS TONNAGE	DATE OF CONSTRUCTION	IMPLEMENTATION DATE
Passenger	All	On or after 1 July 2011	1 July 2011
Cargo	150 or more		
EXISTING SHIPS			
SHIP TYPE	GROSS TONNAGE	DATE OF CONSTRUCTION	IMPLEMENTATION DATE
Passenger	All	Before 1 July 2011	1 st Survey * on or after 1 July 2012
Cargo	3000 or more		1 st Survey * on or after 1 July 2012
	Between 3000 and 500		1 st Survey * on or after 1 July 2013
	Between 500 and 150		1 st Survey * on or after 1 July 2014

Table 2**Bridge Navigational Watch Alarm System (BNWAS) Implementation Dates****VESSELS CONSTRUCTED BEFORE 1 JULY 2002**

SHIP TYPE	GROSS TONNAGE	DATE OF CONSTRUCTION	IMPLEMENTATION DATE
Passenger	All	Before 1 July 2002	1 st Survey * on or after 1 July 2016
Cargo	3000 or more		1 st Survey * on or after 1 July 2016
	Between 3000 and 500		1 st Survey * on or after 1 July 2017
	Between 500 and 150		1 st Survey * on or after 1 July 2018

ANNEX 2

**RESOLUTION MSC.350(92)
(Adopted on 21 June 2013)**

**AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its ninety-second session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2014, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2015 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;
5. ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

* * *

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

**CHAPTER III
LIFE-SAVING APPLIANCES AND ARRANGEMENTS**

**Part B
Requirements for ships and life-saving appliances**

Regulation 19 – Emergency training and drills

1 The existing text of paragraphs 2.2 and 2.3 is replaced with the following:

"2.2 On a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 h, musters of newly-embarked passengers shall take place prior to or immediately upon departure. Passengers shall be instructed in the use of the lifejackets and the action to take in an emergency.

2.3 Whenever new passengers embark, a passenger safety briefing shall be given immediately before departure, or immediately after departure. The briefing shall include the instructions required by regulations 8.2 and 8.4, and shall be made by means of an announcement, in one or more languages likely to be understood by the passengers. The announcement shall be made on the ship's public address system, or by other equivalent means likely to be heard at least by the passengers who have not yet heard it during the voyage. The briefing may be included in the muster required by paragraph 2.2. Information cards or posters or video programmes displayed on ships video displays may be used to supplement the briefing, but may not be used to replace the announcement."

2 After existing paragraph 3.2, a new paragraph 3.3 is inserted as follows:

"3.3 Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months."

3 Existing sections 3.3 and 3.4 are renumbered as 3.4 and 3.5, respectively. In the renumbered paragraph 3.4.2, the reference "paragraph 3.3.1.5" is replaced by the reference "paragraph 3.4.1.5"; and in the renumbered paragraph 3.4.3, the reference "paragraphs 3.3.4 and 3.3.5" is replaced by the reference "paragraphs 3.4.4 and 3.4.5"

4 After the renumbered section 3.5, the following new section is added:

"3.6 Enclosed space entry and rescue drills

3.6.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization*.

* Refer to the *Revised Recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27).

3.6.2 Each enclosed space entry and rescue drill shall include:

- .1 checking and use of personal protective equipment required for entry;
- .2 checking and use of communication equipment and procedures;
- .3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
- .4 checking and use of rescue equipment and procedures; and
- .5 instructions in first aid and resuscitation techniques."

5 In paragraph 4.2, at the end of subparagraph .3, the word "and" is deleted; at the end of subparagraph .4, the period "." is replaced by the word "; and"; and after subparagraph .4, the following new subparagraph is added:

- "5 risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization .

* Refer to the *Revised Recommendations for entering enclosed spaces aboard ships*, adopted by the Organization by resolution A.1050(27)."

6 In paragraph 5, after the words "fire drills,", the words "enclosed space entry and rescue drills," are inserted.

CHAPTER V SAFETY OF NAVIGATION

Regulation 19 – Carriage requirements for shipborne navigational systems and equipment

7 In subparagraph 1.2.1, the words "1.2.2 and 1.2.3" are replaced with the words "1.2.2, 1.2.3 and 1.2.4".

8 In subparagraph 1.2.2, the word "and" at the end of the subparagraph is deleted and in subparagraph 1.2.3, the full stop "." is replaced with the word "; and".

9 After the existing subparagraph 1.2.3, the following new subparagraph is added:

- "4 be fitted with the system required in paragraph 2.2.3, as follows:
- .1 passenger ships irrespective of size, not later than the first survey* after 1 January 2016;
 - .2 cargo ships of 3,000 gross tonnage and upwards, not later than the first survey* after 1 January 2016;
 - .3 cargo ships of 500 gross tonnage and upwards but less than 3,000 gross tonnage, not later than the first survey* after 1 January 2017; and

- .4 cargo ships of 150 gross tonnage and upwards but less than 500 gross tonnage, not later than the first survey after 1 January 2018.

The bridge navigational watch alarm system shall be in operation whenever the ship is underway at sea.

The provisions of paragraph 2.2.4 shall also apply to ships constructed before 1 July 2002.

* Refer to the Unified interpretation of the term first survey referred to in SOLAS regulations (MSC.1/Circ.1290)."

- 10 After the new subparagraph 1.2.4, the following new paragraph is added:

"1.3 Administrations may exempt ships from the application of the requirement of paragraph 1.2.4 when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs 1.2.4.1 to 1.2.4.4."

CHAPTER XI-1 SPECIAL MEASURES TO ENHANCE MARITIME SAFETY

Regulation 1 – Authorization of recognized organizations

- 11 The existing text of regulation 1 is replaced with the following:

"The Administration shall authorize organizations, referred to in regulation I/6, including classification societies, in accordance with the provisions of the present Convention and with the Code for Recognized Organizations (RO Code), consisting of part 1 and part 2 (the provisions of which shall be treated as mandatory) and part 3 (the provisions of which shall be treated as recommendatory), as adopted by the Organization by resolution MSC.349(92), as may be amended by the Organization, provided that:

- (a) amendments to part 1 and part 2 of the RO Code are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention;
- (b) amendments to part 3 of the RO Code are adopted by the Maritime Safety Committee in accordance with its Rules of Procedure; and
- (c) any amendments adopted by the Maritime Safety Committee and the Marine Environment Protection Committee are identical and come into force or take effect at the same time, as appropriate."

ANNEX 1

**RESOLUTION MSC.282(86)
(adopted on 5 June 2009)**

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-sixth session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2010, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;
3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2011 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF
LIFE AT SEA, 1974, AS AMENDED**

**CHAPTER II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY
AND ELECTRICAL INSTALLATIONS**

**Part A-1
Structure of ships**

Regulation 3-5 – New installation of materials containing asbestos

1 The existing text of paragraph 2 is replaced by the following:

“From 1 January 2011, for all ships, new installation of materials which contain asbestos shall be prohibited.”

**Part C
Machinery installations**

Regulation 35-1 – Bilge pumping arrangements

2 The following new paragraph 2.6.3 is added after the existing paragraph 2.6.2:

“2.6.3 Provisions for the drainage of closed vehicle and ro-ro spaces and special category spaces shall also comply with regulations II-2/20.6.1.4 and II-2/20.6.1.5.”

**CHAPTER V
SAFETY OF NAVIGATION**

Regulation 19 – Carriage requirements for shipborne navigational systems and equipment

3 In paragraph 2.1, the existing subparagraph .4 is replaced by the following:

“.4 nautical charts and nautical publications to plan and display the ship’s route for the intended voyage and to plot and monitor positions throughout the voyage. An electronic chart display and information system (ECDIS) is also accepted as meeting the chart carriage requirements of this subparagraph. Ships to which paragraph 2.10 applies shall comply with the carriage requirements for ECDIS detailed therein;”.

4 In paragraph 2.2, the new subparagraphs .3 and .4 are added after the existing subparagraph .2 as follows:

- “.3 a bridge navigational watch alarm system (BNWAS), as follows:
- .1 cargo ships of 150 gross tonnage and upwards and passenger ships irrespective of size constructed on or after 1 July 2011;
 - .2 passenger ships irrespective of size constructed before 1 July 2011, not later than the first survey* after 1 July 2012;
 - .3 cargo ships of 3,000 gross tonnage and upwards constructed before 1 July 2011, not later than the first survey* after 1 July 2012;
 - .4 cargo ships of 500 gross tonnage and upwards but less than 3,000 gross tonnage constructed before 1 July 2011, not later than the first survey* after 1 July 2013; and
 - .5 cargo ships of 150 gross tonnage and upwards but less than 500 gross tonnage constructed before 1 July 2011, not later than the first survey* after 1 July 2014.

The bridge navigational watch alarm system shall be in operation whenever the ship is underway at sea;

- .4 a bridge navigational watch alarm system (BNWAS) installed prior to 1 July 2011 may subsequently be exempted from full compliance with the standards adopted by the Organization, at the discretion of the Administration.”

* Refer to the Unified interpretation of the term “first survey” referred to in SOLAS regulations (MSC.1/Circ.1290).

5 After the existing paragraph 2.9, the new paragraphs 2.10 and 2.11 are added as follows:

“2.10 Ships engaged on international voyages shall be fitted with an Electronic Chart Display and Information System (ECDIS) as follows:

- .1 passenger ships of 500 gross tonnage and upwards constructed on or after 1 July 2012;
- .2 tankers of 3,000 gross tonnage and upwards constructed on or after 1 July 2012;
- .3 cargo ships, other than tankers, of 10,000 gross tonnage and upwards constructed on or after 1 July 2013;
- .4 cargo ships, other than tankers, of 3,000 gross tonnage and upwards but less than 10,000 gross tonnage constructed on or after 1 July 2014;
- .5 passenger ships of 500 gross tonnage and upwards constructed before 1 July 2012, not later than the first survey* on or after 1 July 2014;

- .6 tankers of 3,000 gross tonnage and upwards constructed before 1 July 2012, not later than the first survey* on or after 1 July 2015;
- .7 cargo ships, other than tankers, of 50,000 gross tonnage and upwards constructed before 1 July 2013, not later than the first survey* on or after 1 July 2016;
- .8 cargo ships, other than tankers, of 20,000 gross tonnage and upwards but less than 50,000 gross tonnage constructed before 1 July 2013, not later than the first survey* on or after 1 July 2017; and
- .9 cargo ships, other than tankers, of 10,000 gross tonnage and upwards but less than 20,000 gross tonnage constructed before 1 July 2013, not later than the first survey* on or after 1 July 2018.

2.11 Administrations may exempt ships from the application of the requirements of paragraph 2.10 when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs .5 to .9 of paragraph 2.10.”

* Refer to the Unified interpretation of the term “first survey” referred to in SOLAS regulations (MSC.1/Circ.1290).

CHAPTER VI CARRIAGE OF CARGOES

6 The title of chapter VI is replaced by the following:

“CARRIAGE OF CARGOES AND OIL FUELS”

Regulation 1 – Application

7 At the beginning of paragraph 1, the words “Unless expressly provided otherwise,” are added and the existing word “This” is replaced by the word “this”.

Regulation 5-1 – Material safety data sheets

8 The existing text of the regulation is replaced by the following:

“Ships carrying oil or oil fuel, as defined in regulation 1 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, shall be provided with material safety data sheets, based on the recommendations developed by the Organization*, prior to the loading of such oil as cargo in bulk or bunkering of oil fuel.”

* Refer to the Recommendations for material safety data sheets (MSDS) for MARPOL Annex I oil cargo and oil fuel, adopted by the Organization by resolution MSC.286(86), as may be amended.

APPENDIX CERTIFICATES

Record of Equipment for the Passenger Ship Safety Certificate (Form P)

9 In the Record of Equipment for the Passenger Ship Safety Certificate (Form P), in section 5, a new item 14 is inserted as follows:

“14 Bridge navigational watch alarm system (BNWAS)”.

Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E)

10 In the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E), in section 3, a new item 14 is inserted as follows:

“14 Bridge navigational watch alarm system (BNWAS)”.

Record of Equipment for the Nuclear Passenger Ship Safety Certificate (Form PNUC)

11 In the Record of Equipment for Nuclear Passenger Ship Safety Certificate (Form PNUC), in section 5, a new item 15 is inserted as follows:

“15 Bridge navigational watch alarm system (BNWAS)”.

Record of Equipment for the Nuclear Cargo Ship Safety Certificate (Form CNUC)

12 In the Record of Equipment for Nuclear Cargo Ship Safety Certificate (Form CNUC), in section 5, a new item 14 is inserted as follows:

“14 Bridge navigational watch alarm system (BNWAS)”.

* * *

FOOTNOTE TO BE ADDED TO SOLAS REGULATION V/18

In the existing footnote to paragraph 2, the following reference is added after the last reference:

“Performance standards for a bridge navigational watch alarm system (BNWAS) (resolution MSC.128(75))”.
