



NAURU

MARITIME ADMINISTRATION

FLAG STATE INSPECTION (FSI) (NMA_C16.2018.Rev.1)

1. PURPOSE:

To provide the requirements on Flag State inspections (FSI) for Nauru-registered vessels.

2. APPLICATION:

2.1. All Nauru-registered vessels may be requested to undergo a FSI when determined appropriate by the Administration. This may be on an annual, biennial, or even five-yearly, and frequency is determined by several factors such as vessel type / age / PSC performance / PSC detention etc.

2.2. The following may be exempted from FSI:

2.2.1. Unmanned barges; and

2.2.2. Private or commercial yachts.

2.3. Notwithstanding the above, the Administration reserves the right to request for an FSI on the above exceptions should it be deemed necessary.

3. REFERENCE:

Flag State Inspection Reporting [Form NMA-19_FSI] - <https://naurumaritime.com/forms>

4. DEFINITIONS:

The following abbreviations stand for:

- "ETA/ETD" – Estimated Time of Arrival/Departure
- "FSI" – Flag State Inspection
- "PSC" – Port State Control
- "RO" – Recognized Organization as defined by IMO Resolution A.789(19).

5. CONTENTS:

5.1. The Administration shall provide reasonable notice to the ship owner should a FSI be scheduled for the vessel, and it is the responsibility of the ship owner owners and Masters to present the vessel for timely inspection and advise the Administration on the next available port, ETA and Agent information for arrangement of FSI.

5.2. The scope of FSI shall be in accordance to the Flag State Inspection Reporting [Form NMA-19_FSI] – refer to Section 3 of this circular.

5.3. Preparations for FSI may include the following:

- 5.3.1.** Navigation records, publications, charts, logbooks, Oil Record Book, Cargo Record Book, training records and all similar material must be available for inspection, preferably in one (1) location, such as the bridge.
- 5.3.2.** The Minimum Safe Manning Certificate and the Nauru Certificates of Endorsement for all officers serving on board must be conspicuously posted in or near the chart room. Similarly, the Certificates of Competency of all crew on board must be readily available as such data may be required by the FSI Inspector. In all cases, the FSI Inspector must be given a copy of the current crew list and, if possible, the ship's emergency station bill.
- 5.3.3.** FSI Inspectors have the authority, and have been instructed accordingly, to make a spot check of lifesaving, fire-fighting and general safety conditions covered by SOLAS.
- 5.3.4.** Master may be instructed to call in the RO for examination and/or verification as may be necessary to properly establish the conditions as they exist.
- 5.3.5.** The Master should have lifeboats uncovered and the vessel's fire-fighting equipment and appliances as maintained in their normal stowed positions ready for the FSI Inspector's examination. Sufficient crew should be on board and be prepared to conduct such emergency drills as circumstances may dictate and permit.
- 5.3.6.** The pilot transfer equipment should be accessible and in conformance with Regulation 23 of Chapter V of SOLAS.
- 5.3.7.** To facilitate the efficient conduct of safety inspections, one of the ship's deck officers should be available to accompany the FSI Inspector.
- 5.3.8.** The Administration may grant extensions for vessels that are unable to carry out the requested FSI within the required time frame.
- 5.3.9.** Vessels that fail to carry out the required FSI may result in the suspension of the vessel's registration.

For further assistance, please do not hesitate to contact the Administration at: flag@naurumaritime.com.