



TUVALU SHIP REGISTRY

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MARINE CIRCULAR

MC-8/2005/12/2

06/2024

FOR: Ship Owners, Ship Managers, Ship Operators, Ship Masters, Ship Officers, Classification Societies

SUBJECT: FLAG STATE INSPECTIONS

DEFINITIONS:

The following abbreviations stand for:

- “ETA” – Estimated Time of Arrival
- “FSI” – Flag State Inspection
- “GT” – Gross Tonnage in accordance to ITC 69
- “ITC 69” – International Convention on the Tonnage Measurement of Ships, 1969
- “MODU” – Mobile Offshore Drilling Unit
- “MOU” – Mobile Offshore Unit
- “OBO” – Ore-bulk-oil
- “PSC” – Port State Control
- “RO” – Recognized Organization as defined by IMO Resolution A.789(19).
- “SOLAS” – International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended

The term “Administration” shall mean the Tuvalu Ship Registry.

PURPOSE:

This marine circular provides this Administration’s requirements on the policy, types and procedures for vessel FSI.

REFERENCES:

- 1) Tuvalu Marine Circular MC-11/2005/1 - Instructions for Flag State Inspectors

APPLICATION:

This marine circular applies to all Tuvalu-flagged vessels.

CONTENTS:

1. Requirements

1.1. FSI is intended to assist in maintaining compliance with applicable international safety, security and environmental protection standards. The scope of the inspection is covered by the various forms / checklists asf:

1.1.1. Form FSI - Form for FSI Report;

1.1.2. Form FSIdf - Form for FSI Deficiencies.

The above forms / checklists can be downloaded at <https://tvship.com/forms>.

- 1.2. In general, all Tuvalu-flagged vessels, except those specified in section 2 below, are required to undergo a FSI annually within six (6) months from its last statutory survey carried out by the RO.
- 1.3. In addition to the above, a special or unscheduled FSI may be required by the Administration on a vessel at any time. Single Hull Tank Vessels and Bulk Carriers 15 years of age or more and any vessel granted a waiver of the age limitation to registration may be subject to more frequent FSIs.

2. Exceptions

The following exceptions are exempted from FSI:

- (a) Unmanned barges;
- (b) Private or commercial yachts of any gross tonnage;
- (c) Laid-up vessels;
- (d) Cargo vessels under 500 GT;
- (e) Vessels not performing international voyages; and
- (f) Vessels that the Administration has waived from the requirement of FSI due to reasons accepted by the Administration. The vessels that fall into this category will automatically not be contacted by the Administration for FSI arrangement.

Notwithstanding the above, the Administration reserves the right to carry out an FSI on the above exceptions should it be deemed necessary.

3. Flag State Inspectors

FSIs are carried out under the direction of the Administration by duly appointed Flag State Inspectors.

4. Procedures

- 4.1. The Administration shall notify the ship owner / manager when FSI is required, and it is the responsibility of owners and Masters to present their vessels for timely inspection and advise the Administration on the next available port, ETA and Agent information for arrangement of FSI.
- 4.2. Vessels requiring FSI that are not inspected by the required period may be granted extension if logical reasons are forwarded to the Administration for consideration. Otherwise, FSI will be considered as "overdue" and the vessel's registration may not be approved for renewal.
- 4.3. Please see Appendix I of this circular for the guidance to Masters in preparing for FSI.

Yours sincerely,

Deputy Registrar
Tuvalu Ship Registry

Appendix I

GUIDANCE FOR MASTERS

1. Documents, certificates and publications referred to in "Form FSI" must be readily available, preferably in a central location, for examination and verification by the Flag State Inspector. See Marine Circular MC-1/2011/1.
2. Navigation records, publications, charts, log books, 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.
3. The official Minimum Safe Manning Certificate and the Tuvalu Certificates of Endorsement of each officer 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 Flag State Inspector. In the case of passenger ships, the certificates of all survival craft/rescue boat crewmen in particular must be available to the Inspector. In all cases, the Flag State Inspector must be given a copy of the current crew list and, if possible, the ship's emergency station bill.
4. Flag State Inspectors have the authority, and have been instructed accordingly, to make a spot check of, but not limited to, lifesaving, firefighting and general safety conditions covered by the SOLAS Certificate using the "Form FSI" as guidance. The Master will 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. 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 Flag State Inspector's examination. Sufficient crew should be on board and be prepared to conduct such emergency drills as circumstances may dictate and permit.
6. The pilot transfer arrangements should be accessible and in conformance with Regulation 23 of Chapter V of SOLAS.
7. To facilitate the efficient conduct of inspections, one of the ship's deck officers should be available to accompany the Flag State Inspector.