



# TUVALU SHIP REGISTRY

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## MARINE CIRCULAR

### MC-8/2005/12/2a

06/2016

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

**SUBJECT: FLAG STATE INSPECTION**

#### 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 inspections.

**REFERENCES:** Tuvalu Marine Circular MC-8/2005/12/2b

#### APPLICATION:

This marine circular applies to all Tuvalu flagged vessels and vessels planning to register under Tuvalu.

#### 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 Flag State Inspection Report;
- 1.1.2. Form PreFSI - Checklist for pre-Flag State Inspection; and
- 1.1.3. Form FSIdf - Form for Flag State Inspection Deficiencies.

The above forms / checklists can be downloaded at ([www.tvship.com](http://www.tvship.com)) under the <Forms> section.

- 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; and
- (c) 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. FSI Inspectors**

Inspections are carried out under the direction of the Administration by duly appointed FSI 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 Parts I & II of Form PreFSI must be readily available, preferably in a central location, for examination and verification by the FSI 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. Publications referred to in Part II is obtainable from commercial ship chandlers while some may be found at our website ([www.tvship.com](http://www.tvship.com)). Publications obviously not applicable to a vessel need not be produced; for instance, dry cargo vessels need not obtain tanker safety publications, but OBO type ships should obtain them.
4. The official Minimum Safe Manning Certificate and the original Tuvalu Certificate 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 FSI 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 FSI Inspector must be given a copy of the current crew list and, if possible, the ship's emergency station bill.
5. 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 the SOLAS Certificate using the "Form SOLAS", safety checklist for SOLAS 74/78, provided in Marine Circular MC-8/2005/12/2b. The Master will be instructed to call in the Classification Society for examination and/or verification as may be necessary to properly establish the conditions as they exist.
6. 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.
7. The pilot transfer equipment should be accessible and in conformance with Regulation 23 of Chapter V of SOLAS.
8. To facilitate the efficient conduct of safety inspections, one of the ship's deck officers should be available to accompany the FSI Inspector.