



NIUE SHIP REGISTRY

Website: www.niueship.com

INSTRUCTIONS FOR FLAG STATE INSPECTIONS (Circular NMC6.2017 (rev1))

A. PURPOSE:

Provide the Flag's requirements for Flag State inspections.

B. DEFINITIONS:

The following abbreviations stand for:

- "COC" – Certificates of Competency
- "COE" – Certificates of Endorsement based on STCW I/10
- "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)

The term "Administration" shall mean the Niue Ship Registry.

C. APPLICATION:

1. All Niue-flagged 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. The following may be exempted from FSI:
 - 2.1. Unmanned barges; and
 - 2.2. Private or commercial yachts.
3. Notwithstanding the above, the Administration reserves the right to request for an FSI on the above exceptions should it be deemed necessary.

D. CONTENTS:

1. ARRANGEMENT AND SCOPE OF FSI
 - 1.1. 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.
 - 1.2. The scope of FSI shall be in accordance to the Flag State Inspection Reporting "Form FSI" (please download at <https://niueship.com/form>).
2. PREPARATION FOR FSI (Non-exhaustive)
 - 2.1. 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.
 - 2.2. The Minimum Safe Manning Certificate and the Niue COE of each officer serving on board must be conspicuously posted in or near the chart room. Similarly, the COCs of all crew on board must be readily available as such data may be required by the Flag State inspector.

- 2.3. 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.
- 2.4. Flag State 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.
- 2.5. 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.
- 2.6. 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 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.
- 2.7. The pilot transfer equipment should be accessible and in conformance with SOLAS Chap V Regulation 23.

E. EXTENSIONS

1. The Administration may grant extensions for vessels that are unable to carry out the FSI within the required time frame.
2. Vessels that fail to carry out FSI when requested may result in the suspension of the vessel's registration.

Please do not hesitate to contact the Registry at technical@niवेशip.com or call: +65 6226-2001 for clarification.