



# NIUE SHIP REGISTRY

Website: [www.niueship.com](http://www.niueship.com)

## INSTRUCTIONS FOR FLAG STATE INSPECTIONS (Circular NMC6.2017 (rev0))

**PURPOSE:** Provide the requirements for Flag State inspections.

### 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.

### APPLICATION:

All Niue-flagged vessels shall undergo a FSI annually within six (6) months from the last statutory survey carried out by the RO, except for the following:

- (a) Unmanned barges; and
- (b) Private or commercial yachts; and
- (c) Vessels that have obtained waiver by the Administration.

### CONTENTS:

#### A. ARRANGEMENT AND SCOPE OF FSI

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 vessel's schedule, next available port, ETA/ETD and Agent information for arrangement of FSI.
2. The scope of FSI shall be in accordance to the Flag State Inspection Reporting Form FSI (download at [www.niueship.com](http://www.niueship.com)).

#### B. PREPARATION FOR FSI

1. Preparations for FSI may include the following:
  - 1.1. 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.
  - 1.2. The Minimum Safe Manning Certificate and the original 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. In the case of passenger ships, the certificates of all survival craft/rescue boat crewmen, in particular, must be available to the Flag State 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.

- 1.3. 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.
- 1.4. 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.
- 1.5. 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.
- 1.6. The pilot transfer equipment should be accessible and in conformance with Regulation 23 of Chapter V of SOLAS.

### **C. 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 the required FSI may result in the suspension of the vessel's registration.

Please do not hesitate to contact the Registry at [technical@niuship.com](mailto:technical@niuship.com) or call: +65 6226-2001 for clarification.