NAURU
MARITIME ADMINISTRATION

INSTRUCTIONS FOR FLAG STATE INSPECTORS
(NMA_C25.2025.Rev.0)

(a) DEFINITIONS:

The following abbreviations stand for:
1. "EEBD" – Emergency Escape Breathing Devices
2. "FSI" – Flag State Inspection
3. ISM Code" – International Management Code for the Safe Operation of Ships and for Pollution Prevention
4. "ISPS Code" – International Ship and Port Facility Security Code implemented through chapter XI-2 Special measures to enhance maritime security in SOLAS
5. "MLC 2006" – Maritime Labour Convention, 2006
6. "RO" – Recognized Organization as defined by MSC.349(92) / MEPC.237(65)

The term "Administration" shall mean the Nauru Maritime Administration (NMA)

(b) PURPOSE:

As part of the Administration's objective to improve the quality of Nauru-flagged vessels and to monitor the work performed by ROs and nominated surveyors that act on its behalf, the Administration engages suitable shipping professionals with the appropriate experience to carry out FSIs on Nauru-flagged vessels.

(c) REFERENCES:

1. Nauru Shipping Circular NMA C16, Flag State Inspection (FSI).
2. IMO Resolution A.1070(28): IMO Instruments Implementation Code (III CODE)

(d) APPLICATION:

This circular applies to all Nauru-flagged vessels.

(e) CONTENTS:

1. Application and Identification of Flag State Inspectors

1.1. Flag State Inspectors are selected based on their qualification and professional experience. The minimum qualification is as follows:

1.1.1. Hold a Master or Chief Engineer License from one of the STCW member States; or

1.1.2. A degree or equivalent from a tertiary institution within a relevant field of engineering or science

1.2. Those who wish to apply to be a Flag State Inspector shall complete the application FORM NMA-8 INSP which is available for download at: https://naurumaritime.com/forms and submit the required supporting documents stipulated in the application form.

1.3. ID cards with a validity of three (3) years will be issued to approved Flag State Inspectors. The ID card is non-transferable and should only be used when carrying out FSI on Nauru-flagged vessels. The ID card is a property of the Administration and can be revoked without notice, and must be surrendered to the Administration upon demand.

1.4. On the renewal application of the ID cards, Flag State Inspectors shall demonstrate the continuous updating of their knowledge as appropriate to the tasks they are authorized to undertake.

2. Obligations and Responsibilities of Flag State Inspectors

2.1. Flag State Inspectors are to discharge their duties in accordance with current international conventions, codes, guidelines and the national maritime legislation of Nauru. They are also to adhere to any instructions from the Director of Marine, the Registrar, his deputy and other appointed persons.

2.2. The Inspector ID card itself only confirms authority of attendance authority. All Flag State Inspectors shall obtain **case-specific written authorization** from the Administration via email from tech@naurumaritime.com prior to each FSI.

2.3. Flag State Inspectors are strictly prohibited from discussing inspection fees, soliciting or accepting gifts, or engaging in any unlawful or improper conduct

2.4. **Flag State Inspectors must remain independent of the vessels they inspect.** Failure to declare any conflict of interest, or non-compliance with 2.2 or 2.3 will result in suspension or revocation of their Flag State Inspector authorization.

2.5. The Flag State Inspector shall be responsible for:

2.5.1. Conducting inspection of vessels' hull, accommodation, fire-fighting & lifesaving appliances and other applicable shipboard equipment and machinery;

2.5.2. Conducting shipboard audits in relation to ISM Code, ISPS Code and MLC 2006;

2.5.3. Verifying that the actual condition of the Nauru-flagged vessel conforms to the certificates carried on board;

2.5.4. Ensuring that the crew are proficient in carrying out emergency drills such as abandon ship, fire-fighting including rescue, prevention of pollution, Bridge collision and Engine room emergency steering and engine local control, electrical power failure (blackout), etc.;

2.5.5. Collating and compiling vessels' documentation;

2.5.6. Issuing a deficiencies list (if any) by completing FORM NMA-20 DEF(available for download at: https://naurumaritime.com/forms) to the Ship Owner and Master with copy to tech@naurumaritime.com;

2.5.7. Verifying rectification of deficiencies (if any);

2.5.8. Submitting the FSI report by completing FORM NMA-19 FSI (available for download at: https://naurumaritime.com/forms) in a timely manner accompanied by photographs; and

2.5.9. Providing recommendations in line with the requirements of applicable international and national rules and standards.

2.6. Where the vessel is found unfit to proceed to sea or presents an unreasonable threat of harm**,** the Flag State Inspector shall recommend to the Administration that a Flag State Detention to be imposed. Pending the Administration's decision, the Inspector may issue an interim instruction not to sail in the FORM NMA-20 DEF and shall notify the RO and the Administration without delay (within 6 hours)**.**

3. Flag State Inspection Reporting

3.1. Flag State Inspectors shall use FORM NMA-19 FSI and FORM NMA-20 DEF for the FSI report which is to be completed in its entirety and provide an explanation if it is not possible. The FSI report should be submitted to the Administration within 72 hours after FSI completion and shall not be transmitted to another third party without prior authorization from the Administration.

3.2. Inspectors shall endeavour to include sufficient photographs as practicable to illustrate the overall conditon of the vessel in the inspection report:

3.1.1. Overall hull (fore, aft and sides) with vessel's name, port of registry, IMO number, Load Line marks and other relevant markings;

3.1.2. Weather deck areas including forecastle, main deck (port and starboard), poop decks, mast deck, deck machineries including windlass, winches, deck cranes, embarkation/accommodation ladders, air pipe head and closing appliances, etc.

3.1.3. General condition of ballast tanks, cargo tanks/holds including cargo hatch covers.

3.1.4. Fire-fighting appliances (FFA) such as Portable FFA, Fixed fire-fighting system, Fire control stations, engine room isolation valve, main and emergency fire pumps, fire hoses, quick closing valves to fuel tanks, fire-fighter's outfit and equipment, EEBD, means of escape from accommodation, machinery and other spaces, etc.

3.1.5. Lifesaving appliances (LSA) such as lifeboats, rescue boats, and life rafts including securing arrangement of hydrostatic release, etc.

3.1.6. General condition of the bridge and navigation equipment, accommodation spaces, etc.

3.1.7. Overview of engine room and equipment including the main engine, main and emergency generators, boiler and associated fittings, purifiers, steering gear, engine room bilges and pollution prevention equipment such as sewage treatment plant, oil filtering equipment, incinerators, etc.

3.1.8. Any significant defects.

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