



# Kiribati Ship Registry

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## MARINE CIRCULAR 3/2007

17 January 2025

**TO** : Ship Owners, Ship Managers, Ship Operators, Flag State Inspectors

**SUBJECT** : FLAG STATE INSPECTION

**PURPOSE** :

This circular provides the requirements for Flag State Inspection for Kiribati-flagged vessels.

### REFERENCES :

- (a) FORM FSI – Flag State Inspection Report
- (b) FORM DEF – Flag State Inspection Report  
(download at: <https://www.kiribaship.com/form>)
- (c) Marine Circular 40/2017 – Port State Control Detention  
(download at: <https://www.kiribaship.com/marinecircular>)

### DEFINITIONS :

The following abbreviations stand for:

- “ETA” – Estimated Time of Arrival
- “ETD” – Estimated Time of Departure
- “FSI” – Flag State Inspection
- “PSC” – Port State Control
- “RO” – Recognized Organization as defined by IMO Resolution A.789(19)
- “SOLAS” – The International Convention for the Safety of Life at Sea, 1974, as amended

The term “**Administration**” shall mean the Kiribati Ship Registry.

### APPLICATION :

All Kiribati-flagged vessels ships regardless of type or propulsion are generally requested to undergo an annual FSI, however, the Administration reserves the right to request for additional FSIs should it be deemed necessary, e.g. in the case of a PSC detention.

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1. The Administration shall provide reasonable notice should a FSI be scheduled for the vessel, and it is the responsibility of the ship owner and Master to present the vessel for timely inspection and advise the Administration on the next available port, ETA and Agent information for arrangement of FSI.
2. The scope of the FSI shall be in accordance to the Flag State Inspection Report – FORM FSI and FORM DEF – refer to the REFERENCES of this circular.
3. FSI may include the following where applicable:
  - 3.1. Navigation records, publications, charts, logbooks, 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.



- 3.2. The Minimum Safe Manning Certificate and the Certificates of Endorsement for all officers 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 all cases, the FSI Inspector must be given a copy of the current crew list and, if possible, the ship's emergency station bill.
- 3.3. 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 SOLAS.
- 3.4. 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.
- 3.5. 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 FSI Inspector's examination. Sufficient crew should be on board and be prepared to conduct such emergency drills as circumstances may dictate and permit.
- 3.6. The pilot transfer equipment should be accessible and in conformance with Regulation 23 of Chapter V of SOLAS.
- 3.7. To facilitate the efficient conduct of safety inspections, one of the ship's deck officers should be available to accompany the FSI Inspector.
- 3.8. The Administration may grant extensions for vessels that are unable to carry out the requested FSI within the required time frame.
- 3.9. Vessels that fail to carry out the required FSI may result in the suspension of the vessel's registration.

Yours sincerely,

Deputy Registrar  
Kiribati Ship Registry