

Circular 306/ 2024

To: Vessel Owners, ISM Managers, Masters, Officers, Deputy Registrars, Recognised Organization, Surveyors and Other Interested Parties

Subject: Tokyo Concentrated Flag State Inspection Campaign

Attachment: Tokyo MoU FSI concentrated Campaign questionnaire

Date: 25th November 2024

Summary

Maritime Cook Islands (MCI) new regime of Flag State Inspection applicable for vessels trading in Tokyo MoU is going to be in force from 1st December 2024 and it is aimed at improving PSC performance of Cook Islands vessels.

Dear Sirs,

We would like to advise you that the MCI new regime of Flag State Inspection applicable for vessels trading in Tokyo MoU is going to be in force from 1st December.

The aim of the new regime is to reduce deficiencies in the Certification, Safety, Pollution Prevention and STCW implementation areas, so as to enhance the standards onboard Cook Islands vessels and reach at the same time the Grey List status in the Tokyo MoU regime.

From the analysis of the Cook Islands vessels PSC performance in the Tokyo MoU during the past 36 months, this Administration has ascertained a lack in the implementation of:

- 1) Certification
- 2) STCW Compliance
- 3) Fire Safety
- 4) Pollution Prevention

A new dedicated Flag State Inspection programme will provide attending MCI inspectors, in addition to the Flag state inspection checklist, that already cover points 1, 3 and 4, with a questionnaire focused to mitigate the above-mentioned areas that resulted in detainable items for the considered period.

We would like to highlight the advantages for shipowners resulting from a new Flag State inspection campaign, that includes also an expanded check of ISM, ISPS and MLC compliance:

- I. Deficiencies identified during an FSI give ISM Managers/Owners the opportunity to work on rectifying the existing non-compliance with applicable regulations, thus improving the vessel standards and be better prepared in case of Port State Control inspections;
- II. Having deficiencies raised by a Flag State Inspection means a lower risk of vessel detention, if all the deficiencies are properly closed in the given due time;
- III. FSI inspections will also give the attending flag inspectors the chance to work with the crew to improve the Safety Management awareness on-board.

The FSI CIC will marry both technical and expanded compliance checks, in order to avoid as many problems as possible during PSC inspections.

In addition, an enhanced focus on ISM compliance will assist managers in improving vessel compliance and safety awareness.

MCI hopes to receive good feedback and pro-active cooperation from all involved parties, in order to reach together the common goal of better PSC performance.

For further information or clarification please contact the Technical Department
technical@maritimecookislands.com

QUESTIONS ANSWERED WITH A “NO” MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF FLAG STATE INSPECTION.

Appendix 1 to FSI inspection report - STCW – Questionnaire

No.	Item	Yes	No	N/A	Notes
1	Do all seafarers hold the appropriate Certificates of Competency (CoC) / Certificates of Proficiency (CoP) relevant to their capacities as required by the Minimum Safe Manning Certificate (MSMC)?				
2	Are the numbers of seafarers serving on board the vessel in conformity with the MSMC?				
3	Do the Master, officers and radio operators specified on the MSMC hold valid Flag endorsements (either Letters of Acknowledgement (LoA) or Endorsement) prior to serving onboard the vessel?				
4	Are seafarers familiarized with their specific duties and with all ship arrangements, installations, equipment, procedures, and ship characteristics that are relevant to their routine or emergency duties?				
5	Do all seafarers hold valid medical fitness certificates in accordance with the STCW Convention, as amended?				
6	Are watchkeeping arrangements and hours of rest in compliance with STCW Code (Chapter VIII) and MLC 2006 and documented appropriately?				
7	Do seafarers hold relevant CoPs or documentary evidence? (Seafarers should hold valid CoPs and documentary evidence in its original form in accordance with their ranking and the type of ship on which they serve) (STCW Code Part B-I/2, Table B-I/2).				
8	For vessels subject to ISPS Code, do all seafarers hold ship security training certificates in line with Regulation VI/5 or VI/6 of the STCW Convention, as amended?				
9	For tanker vessels, do all seafarers hold the required CoP for specialized training for tankers in line with Regulation V/1-1 or V/1-2 of the STCW Convention, as amended?				
10	Is the CoP issued to a master or an officer in accordance with regulation V/1-1 or V/1-2, endorsed by the Flag?				
11	Are original seafarer certificates, including CoCs, CoPs and documentary evidence held onboard?				
12	Can the seafarers on board the vessel communicate effectively with each other in the working language of the vessel?				