

**REPUBLIC OF
THE MARSHALL ISLANDS
MARITIME ADMINISTRATOR**

**Marine Notice
No. 5-034-5
07/15**

TO: ALL SHIPOWNERS, OPERATORS, MASTERS, AND OFFICERS OF MERCHANT SHIPS AND RECOGNIZED ORGANIZATIONS

SUBJECT: MEASURES TO IMPROVE COMPLIANCE OF RMI VESSELS IN UNITED STATES PORTS

- References:**
- (a) RMI Maritime Regulations ([MI-108](#)), Chapter 5, Marine Inspections
 - (b) RMI Marine Notice [2-011-20](#), Notice of Intended Entry into Port
 - (c) RMI Maritime Regulations ([MI-108](#)), Section 2.11.11
 - (d) RMI Maritime Act ([MI-107](#))
 - (e) RMI Critical Items Checklist

PURPOSE:

The purpose of this Notice is to inform and raise the awareness of shipowners, operators, Masters, and officers and Recognized Organizations (ROs) of the recent increase in detentions of vessels, including Republic of the Marshall Islands (RMI) flagged vessels, calling in United States (US) ports and to reinforce performance and compliance measures as provided for in the RMI Maritime Act (MI-107) and RMI Regulations (MI-108). These performance and compliance measures are for the benefit of the entire RMI registered fleet and are not intended to penalize a ship, its crew, shipowners, or operators.

All vessels calling at any port, including US ports, are required to comply fully with national and international standards for safety, security, environmental protection and the welfare of seafarers.

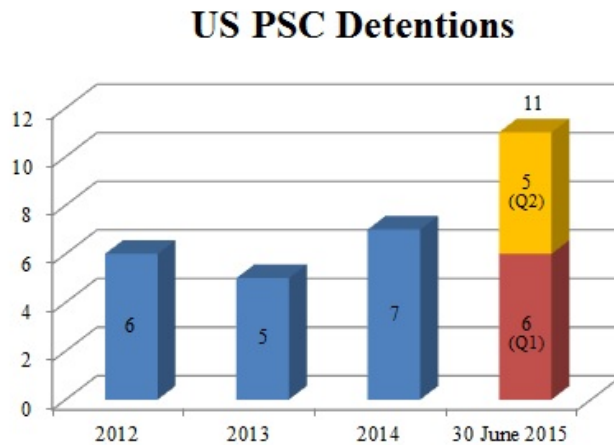
BACKGROUND:

The RMI Maritime Administrator (the “Administrator”) has noted a marked increase in the number of ships being detained due to a single substandard condition. Although the Administrator frequently publishes Marine Notices (MNs), Marine Safety Advisories (MSAs) and other guidance regarding prevention methods, substandard conditions are still being found during port State control (PSC) examinations and other boardings. Such conditions include:

- a blocked or tied open quick closing fuel oil valve;
- the hypermist fire extinguishing system not ready for use, not lined up in automatic mode or with the water supply valve shut rather than open;
- inoperable oily water separator (OWS) or oil content meter (OCM) or not being able to demonstrate proper operation of the OWS and OCM;

- failure of the crew to adequately carry out a fire or abandon ship drill;
- items such as smoke detectors rendered inoperable by actions of the crew;
- substandard cleanliness or condition of the engine room; and/or
- failure to report inoperable equipment, such as:
 - fire dampers or other fire protection and extinguishing systems; and/or
 - emergency fire pumps not fully operational or not able to take suction in ballast condition.

In the first two quarters of the 2015 calendar year, the detention rate of RMI flagged vessels in US ports has increased to a level more than double the previous year.



The increase in PSC detentions appears to be due to a number of factors including:

- non-reporting of inoperable equipment or systems;
- an overall lack of maintenance of critical shipboard systems;
- a lack of preparedness for a PSC examination including a lack of knowledge of the crew to successfully demonstrate normal shipboard equipment and procedures; and
- an increased scrutiny of vessel compliance and crew performance by PSC officials.

At this current rate and without the attention of all parties involved in the operation of a ship, it is likely that the RMI will not be able to sustain its US Coast Guard (USCG) QUALSHIP 21 status.

The Administrator has noted that well operated ships are being detained for a single substandard condition. Therefore, the Administrator urges all shipowners, operators, Masters, and officers, and ROs to assess their applicable procedures and operations, the capability of crewmembers, and the effectiveness of safety management systems.

APPLICABILITY:

In order to maintain the high quality of the RMI registered fleet, this Notice applies to all RMI flagged vessels calling at US ports. The Administrator will apply the performance and compliance measures found herein to the degree necessary on a case-by-case basis.

REQUIREMENTS:

1.0 Prior to Arrival at a US Port

In accordance with MN 2-011-20, all vessels entering US ports are required to submit a **copy** of the Notice of Arrival (NOA) to the Administrator at NOA@register-iri.com when submitting the NOA to the USCG. Repeated failure to submit a copy of the NOA to the Administrator may result in actions by the Administrator such as an additional audit of the vessel or the Company's Safety Management System (SMS).

- 1.1 All vessels arriving at US ports are required to list any non-operational equipment or systems on their NOA. Proactively listing inoperative equipment on the NOA and notifying the Administrator can often prevent adverse PSC actions. Therefore, vessel operators that fail to list non-operational equipment or systems on the NOA may be subject to an immediate International Safety Management (ISM) Code audit and/or a letter of warning to the Master. Repeated failures to report non-operational equipment or systems on the NOA may result in suspension of the Master's RMI seafarer documents and/or an additional audit of the vessel or Company SMS.
- 1.2 Prior to arrival in a US port, the Master and Chief Engineer shall complete, sign, and submit the Critical Items Checklist found in Appendix 1 of this Notice. Failure to complete the Critical Items Checklist may be cause for suspension of the officers' RMI seafarer documents and/or an additional audit of the vessel or Company SMS.

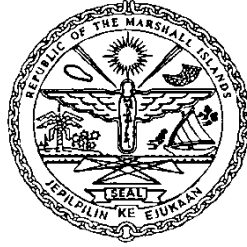
2.0 Detentions in US Ports

- 2.1 Any vessel that is detained in a US port will be subject to:
 - .1 an immediate Special Inspection by the Administrator prior to sailing in order to determine the root cause of the detention (all costs resulting from the detention including the cost of the Special Inspection and any administrative actions made necessary as a result of the detention may be charged to the shipowner or operator);
 - .2 an additional survey by the RO for any and all statutory certificates that were the subject of the deficiency(ies) causing the vessel to be detained; and
 - .3 where an ISM deficiency resulted in the detention, an ISM audit of the SMS onboard the vessel will be required prior to sailing, the scope of which shall be as stipulated by the Administrator.
- 2.2 Any ISM Company for a vessel detained in a US port will be subject to the:
 - .1 submission of a corrective action plan by the Company to address the underlying root cause of the substandard condition or conditions which resulted in the detention of the vessel; and
 - .2 at the discretion of the Administrator, an immediate audit of the Company's Document of Compliance (DOC), the scope of which shall be as stipulated by the Administrator.

3.0 ROs

- 3.1 ROs shall immediately notify the Administrator when they are requested to clear PSC deficiency codes 30, 17, 15, 16, 40, 50 and/or 60 as a result of a US PSC examination.
- 3.2 If a detention was related to an item on a statutory certificate issued by an RO within the three (3) months prior to the detention, the Administrator may require the RO to conduct an internal audit of the office that performed the statutory survey. Findings of the audit shall be shared with the Administrator. Any corrective action(s) shall be subject to the approval of the Administrator.
- 3.3 If a detention was related to an item on a statutory certificate issued by an RO within the month prior to the detention, the Administrator may suspend the surveyor from attending RMI flagged vessels and/or require an external audit of the RO by the Administrator. The location and scope of the audit shall be determined by the Administrator.
- 3.4 If an RO surveyor attended an RMI vessel in the three (3) months prior to a detention to conduct any Class or statutory surveys and the surveyor did not report an observed detainable deficiency, or where the RO surveyor exercising due diligence should have observed and reported a detainable deficiency, the Administrator may suspend the surveyor from attending RMI flagged vessels and/or require an external audit of the RO by the Administrator. The location and scope of the audit shall be determined by the Administrator.

APPENDIX 1



REPUBLIC OF THE MARSHALL ISLANDS

MARITIME ADMINISTRATOR

CRITICAL ITEMS CHECKLIST

For all merchant vessels – the below Checklist is to be completed, signed and submitted to the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) prior to arrival at a United States (US) port. Failure to follow these guidelines could lead to a possible detention by the Administrator or PSC authorities.

VESSEL NAME:	OFFICIAL NO.:
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REQUIREMENTS FOR ALL VESSELS

<input type="checkbox"/>	All ships equipped with MEPC.107(49) Oil Content Meters (OCM) must ensure that the Engineering Department staff can retrieve the “historical data” upon request by PSC authorities. All engine room alarm history, Oil Record Book (ORB) entries, OCM history and tank soundings must match with respect to dates and tank levels. Any deviation must be investigated, corrected, and if necessary reported to flag. The use of “white out” is not permitted in ORBs. All OCM seals must be intact and not tampered. All ships must demonstrate that the Oily Water Separator (OWS), OCM, if equipped, and 3-way valve are fully operational and crew able to test in accordance with written test procedures.
<input type="checkbox"/>	Ensure OWS piping systems are in accordance with ship’s approved drawings.
<input type="checkbox"/>	No fuel oil, lube oil or hydraulic leaks on operating machinery and no oil soaked lagging.
<input type="checkbox"/>	No soft patches on piping systems. If found, contact the Maritime Administrator immediately.
<input type="checkbox"/>	No excessive bilge water in the engine room (or any other fire hazards in all machinery spaces).
<input type="checkbox"/>	Bilge high level alarm system demonstrated fully operational.
<input type="checkbox"/>	Smoke detector alarm system demonstrated fully operational. Vessel must have onboard a means to test the smoke detection and fire detection system which is approved by the manufacturer. Cigarettes/cigarette lighters are not permitted for testing these systems.
<input type="checkbox"/>	All quick closing fuel valves are working properly without binding. No temporary blocks to force valves in the open position. All pneumatic lines connected.
<input type="checkbox"/>	Steering gear tested in all modes including local and emergency without binding or uncontrolled hydraulic oil leaks. All steering alarms are fully operational.
<input type="checkbox"/>	Main fire pumps – US Coast Guard (USCG) PSC will likely require one (1) fire hose rigged forward and one (1) from the bridge wing - and demonstrate two (2) straight steady streams of water with adequate pressure at the local gauge. Consideration must be given for extremely cold weather during the winter months.
<input type="checkbox"/>	Emergency fire pump must be fully operational under any ballast or loaded condition and provide two (2) straight steady streams of water as described above.
<input type="checkbox"/>	No leaks or temporary patches in the fire line or significant uncontrolled leaks in the packing glands or mechanical seals when fire pumps are energized.
<input type="checkbox"/>	Emergency generator is tested in all starting modes and can accept the electrical load. Starting batteries fully charged and in good condition.
<input type="checkbox"/>	Machinery space ventilation dampers tested to ensure that they close tightly and there is no mechanical binding.

<input type="checkbox"/>	Stack dampers tested to ensure that they close tightly and there is no mechanical binding or light leakage observed from inside the stack space.
<input type="checkbox"/>	No cement boxes unless the vessel's Classification Society (Class) has fully documented it.
<input type="checkbox"/>	No overdue Conditions of Class.
<input type="checkbox"/>	All lifeboat and rescue boat engines must start immediately and the rudders have good freedom of movement and no binding. Consideration must be given for extremely cold weather during the winter months.
<input type="checkbox"/>	All lifeboat windows must have good visibility and not partially obscured, hazed or opaque. No cracks or fractures.
<input type="checkbox"/>	No cracks or fractures in the lifeboat hulls or temporary repairs of any kind.
<input type="checkbox"/>	All lifeboat food rations are in 100% airtight packing and not expired.
<input type="checkbox"/>	All firefighting suits must be in satisfactory condition, with the face mask in good order. No dry rotted rubber mask straps. Jackets, pants and gloves must not have any holes or rips in the material. Aluminized coating intact and in good condition.
<input type="checkbox"/>	All fire screen doors must immediately slam fully shut when closed with no hold backs keeping doors in the open position.
<input type="checkbox"/>	No missing, paint covered, or plugged fixed CO ₂ / water mist system nozzles.
<input type="checkbox"/>	Boats must be able to be launched and retrieved.
<input type="checkbox"/>	Charts, publications and voyage plan are prepared in good manner.
<input type="checkbox"/>	Vessels equipped with water mist systems should verify that all valves are in the correct alignment (OPEN) and to ensure that the system is FULLY operational. Also the system must be in "AUTOMATIC MODE" and not "MANUAL MODE" and system is "on."
<input type="checkbox"/>	Master, officers and crew ready for fire and abandon ship drill as directed by USCG PSC officers.
<input type="checkbox"/>	All officers and ratings required by the vessel's Minimum Safe Manning Certificate have the appropriate and unexpired national and flag State documents for their capacities.

ADDITIONAL REQUIREMENTS *(for tankers only)*

<input type="checkbox"/>	The Inert Gas Generator system is fully operational.
<input type="checkbox"/>	Overboard Discharge Monitoring Equipment (ODME) is fully operational.
<input type="checkbox"/>	The high alarm (95%) and high-high alarm (98%) to be operating with audio-visual alarms as required.

List of any non-operational equipment:

FAILURE TO FOLLOW THIS CHECKLIST COULD LEAD TO THE VESSEL BEING DETAINED BY THE ADMINISTRATOR AND/OR PSC AUTHORITIES

By signing below, I certify that I have reviewed and verified each item found on the Critical Items Checklist. I also certify that if there is a problem with any item on the Checklist, I will notify the Administrator immediately and a TEC-02 form (if applicable) will be submitted. I understand that adverse actions can be taken against my Officer's license by the Administrator for failure to report a problem where required.

Master Signature / RMI Certificate No.

Print Name

Date

Chief Engineer Signature / RMI Certificate No.

Print Name

Date

COMPLETED FORM IS TO BE EMAILED TO inspections@register-iri.com