



# REPUBLIC OF THE MARSHALL ISLANDS

MARITIME ADMINISTRATOR

Marine Notice

No. 5-034-1

Rev. 6/15

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

**SUBJECT: Safety Inspection Program**

**Reference: RMI Maritime Regulations ([MI-108](#)), section 5.34**

**PURPOSE:**

The purpose of this program is to verify that vessels are being maintained in substantial compliance with applicable safety, security, and pollution prevention requirements pursuant to Republic of the Marshall Islands (RMI) [law](#) and [international conventions](#) to which the RMI is a party. The safety inspection program is also intended to assist owners and operators with maintaining compliance with applicable international and RMI safety, security and environmental protection standards.

This Notice supersedes Rev. 8/13 and reflects the removal of the annexed inspection form, the addition of hyperlinks to referenced documents throughout and the addition of Annex II on sources for publications listed in the Operational Safety Inspection Supplement ([MSD 252SUPP](#)).

**APPLICABILITY:**

This Notice applies to all Republic of the Marshall Islands (RMI) flagged vessels and vessels entering the registry, with the exception of commercial and private yachts.

**REQUIREMENTS:**

**1.0 Initial Safety Inspections**

All RMI flagged vessels are required to undergo an initial safety inspection within 60 days of (a) registration, (b) re-registration should the re-registration result in both a change of ownership and management, (c) prior to resuming service at the end of an official lay-up period in excess of six (6) months or (d) following any substantial structural alteration. In addition, an initial safety inspection may be required at the discretion of the RMI Maritime Administrator (the “Administrator”) when there is either a change in ownership or a change in management.

**2.0 Annual Safety Inspections**

Pursuant to the requirements of RMI [Maritime Regulation](#) 5.34, all RMI flagged vessels are required to undergo an annual safety inspection with the following exceptions:

- Unmanned barges;
- Private yachts of any gross tonnage;
- Yachts subject to annual Compliance Verification;
- Cargo vessels under 400 gross tonnage;
- Vessels under construction; and
- Vessels during an official lay-up period.

### **3.0 Semi-Annual Safety Inspections**

Passenger vessels, including high speed passenger ferries, are required to undergo safety inspections at six (6) month intervals.

### **4.0 Periodic Safety Inspections**

Special purpose or uniquely constructed vessels may be subject to periodic inspection at assigned intervals of less than one (1) year.

### **5.0 Special Safety Inspections**

In addition to the above, a special or unscheduled safety inspection may be required by the Administrator on a vessel at any time. Single Hull Tank Vessels and Bulk Carriers 15 years of age or more and any vessel granted a waiver of the age limitation to registration shall be subject to a comprehensive initial inspection and at least one (1) additional special inspection during the first year in the registry.

### **6.0 Nautical Inspectors**

Inspections are carried out under the direction of the Administrator, by duly appointed Nautical Inspectors.

### **7.0 Procedures**

7.1 It is the responsibility of owners and Masters to present their vessels for timely inspection when a required inspection is due. [Marine Safety](#) services should be advised as to the vessel's next available port, ETA and Agent information.

7.1.1 Owners or operators of vessels and offshore platforms engaged in the offshore seabed resource exploration, development and production industries operating in remote or hard to reach areas where an RMI Nautical Inspector is not available, and vessels not expressly covered by the Safety of Life at Sea Convention 1974 may have their vessels inspected in accordance with the Alternate Inspection Program defined in RMI Marine Notice [5-034-2](#).

7.2 Vessels not inspected by the due date will be considered as "overdue" and follow-up procedures will be initiated by Marine Safety services.

### **8.0 Inspection Forms and Guidance**

Guidance for Masters (Operational Safety Inspection for Ships) is attached in Annex I.

The latest versions of [inspection forms](#) may be downloaded from the website.

## ANNEX I

### GUIDANCE FOR MASTERS

1. Documents, certificates and publications referred to in Parts A & B of Operational Safety Inspection Supplement ([MSD 252SUPP](#)) must be readily available, preferably in a central location, for examination and verification by the Nautical Inspector. See Marine Notice [1-000-3](#).
2. 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.
3. Publications referred to in Part B are obtainable from the sources listed in Annex II of this Notice. Publications obviously not applicable to a vessel need not be produced; e.g., dry cargo vessels need not obtain tanker safety publications, but OBO type ships should obtain them.
4. The official Minimum Safe Manning Certificate and the original RMI Certificate of Competence of each officer serving on board and particulars of any foreign certificates held must be readily available as such data may be required by the Nautical Inspector. The RMI Seafarer's Identification and Record Book of each crewmember must be presented to the Nautical Inspector for examination. In the case of passenger ships, the certificates of all survival craft/rescue boat crewmen in particular must be available to the Inspector. In all cases, the Inspector must be given a copy of the current crew list and, if possible, the ship's emergency station bill.
5. Nautical Inspectors have the authority, and have been instructed accordingly, to make a spot check of lifesaving, fire fighting and general safety conditions covered by the SOLAS Certificate using the Operational/Safety Checklist (RMI form [MSD 338](#)). The Master will be instructed to call in the Classification Society for examination and/or verification as may be necessary to properly establish the conditions as they exist.
6. The Master should have lifeboats uncovered and the vessel's firefighting equipment and appliances as maintained in their normal stowed positions ready for the Nautical Inspector's examination. Sufficient crew should be on board and be prepared to conduct such emergency drills as circumstances may dictate and permit.
7. The pilot transfer equipment should be accessible and in conformance with Regulation 23 of Chapter V of SOLAS.
8. To facilitate the efficient conduct of safety inspections, a ship's senior deck and engineering officers should be available to accompany the Nautical Inspector.

## ANNEX II

### 1.0 **International Maritime Organization (IMO) Publications**

In addition to the major international conventions and mandatory codes dealing with safety and pollution prevention, a series of other useful publications are available from [IMO](#).

### 2.0 **International Chamber of Shipping (ICS), International Shipping Federation (ISF) and Oil Companies International Marine Forum (OCIMF)**

Publications can be ordered from either [ICS](#), [ISF](#) or [OCIMF](#) or purchased from the printer:

Witherby Publishing Group.  
4 Dunlop Square  
Livingston  
Edinburgh EH54 8SB  
UNITED KINGDOM  
Tel: +44 (0)1506 463 227  
Fax: +44 (0)1506 468 999

or

Marisec Publications  
12 Carthusian Street  
London EC1M 6EB  
UNITED KINGDOM  
Tel: +44 (0)20 7417 8844  
Fax: +44 (0)20 7417 8877

### 3.0 **Miscellaneous Publications**

Publications may be obtained from:

#### 3.1 International Telecommunications Union ([ITU](#))

Place des Nations 1211  
20 Geneva  
SWITZERLAND

#### 3.2 World Health Organization ([WHO](#))

Publications Center  
49 Sheridan Avenue  
Albany, New York USA

#### 3.3 The Stationery Office ([TSO](#))

P.O. Box 29  
Norwich NR3 1GN  
UNITED KINGDOM  
Tel (Customer Service): +44 (0)870 600 5522

(enter below title in search box)

“Code of Safe Working Practices for Merchant Seamen”

(NOTE: Company-provided instructions are acceptable in lieu of the above.)