

Palau International Ship Registry



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MARINE CIRCULAR 144.3

To: ALL SHIPOWNERS, MANAGERS, MASTERS, and REGISTRATION OFFICERS OF MERCHANT SHIPS, FLAG STATE INSPECTORS AND RECOGNIZED ORGANIZATIONS.

Subject: ANNUAL SAFETY INSPECTIONS

1. References

- 1.0 Palau Maritime Regulations Chapters 2.13 and 5.16
- 1.1 Title 7 of the Palau National Code Section 630 (Act)

2. Purpose

Pursuant to the requirements of Palau Maritime Regulations Chapters 2.13 and 5.16, and Title 7 of the Palau National Code Section 630, each ship sailing under the Palau Flag shall be subject to Annual Safety Inspection (ASI), in order to determine whether it complies with the International Conventions and Regulations that Palau is member of. Annual Safety Inspections (ASIs) shall be carried out once a year, within a time window of three (3) months prior or after the designated anniversary date of the ship's registration. Such inspection(s) will be carried out by Flag State Inspectors accredited by the Palau Ship Registry Administrator.

Certain ships may be subject to special/additional as well as more frequent inspections whether circumstances merit this, in order to attain the aforementioned aims.

3. Applicability

This Marine Circular applies to all Palau ships registered or to be registered under the Act, with the exception of the below:

- Unmanned Barges
- Private or Pleasure yachts
- Vessels under construction
- Vessels under laid up status, out of service and on bareboat out charter

4. Anniversary date

The anniversary date is considered the date in which the ship is registered as indicated in the Certificate of Registry.



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5. Annual Safety Inspections scheme for Palau Flag ships:

5.1 For new registered ships, the first Annual Safety Inspection (ASI), shall be carried out not later than 90 days after the date of vessel's registration, without any undue delay and/or extension of the said period.

5.2 For existing ships, the required Annual Safety Inspection (ASI), shall be carried annually, and within a time window of three (3) months, prior or after the anniversary date.

6. Arranging the Inspection

6.1 The owner(s)/operator(s), charterers and other responsible for the operation of ship sailing under Palau Flag, as well as their agents or representatives, and the Master of such ship shall be under obligation to admit the Flag State Inspectors on board, cooperate with them, assist them providing local transportation to and from the vessel, and allow them to fully carry out the inspection, ensuring that an inspector is provided with safe access to areas of the ship that require to be inspected. Inspections shall be carried out in a suitable, convenient and safe port. In case of justifiable force majeure, Palau Ship Registry Administrator, may postpone the ship's inspection, depending on the ship's schedule and the availability of the Flag State Inspector.

7. Deficiencies

7.1 Upon ship's inspection, the surveyor will hand over to the Master a copy of the Flag State Inspection report, including a deficiency list, if applicable. The Master shall sign the Flag State Inspection Report. The FSI Report shall be included in the implemented SMS, if applicable, and ready to be presented to the PSCOs, if required, as clear evidence for the actions taken by the Flag/Master for any open deficiencies*

Deficiencies are to be categorized as follows:

- Remarks: statement of fact made during ASI and substantiated by objective evidence
- Minor Deficiencies: deficiencies which would not justify ship's detention by Port State Control or endanger the ship, its crew and the environment
- Major Deficiencies: serious deficiencies which may lead to the ship's detention by Port State Control or endanger the ship affecting her structural integrity or safe operation, its crew and environment

8. Closure of the Deficiencies

8.1 Any deficiencies noted, must be rectified by the Master, Owners and/or the Managers/Operators of the ship, within the agreed due date listed in the FSI report without undue delay.



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8.2 Palau Ship Registry Administrator shall be informed by email for the proper rectification of the deficiencies. Photos and/or supporting documents reflecting the rectification of the deficiencies may also be requested to be submitted.

Remarks

The Flag State Inspector will ask the Master to close the Remarks, prior to departure of the ship or within an agreed time schedule. Correction of the deficiencies shall be reported to the Palau Ship Registry Administrator as per 8.2.

Minor Deficiencies

The Master will be asked to rectify the deficiencies and to confirm to the Flag State Inspector, prior to departure, when all deficiencies have been rectified. The FSI may board the ship again before departure, to check the correction of the deficiencies, if necessary. A follow up inspection may also be carried out at ship's next port(s) of call, in order a FSI to ascertain the correction of the deficiencies posed within the agreed due date. Correction of the deficiencies shall be reported to the Palau Ship Registry Administrator as per 8.2.

Major Deficiencies

Palau International Ship Registry Administrator may ask the ships'RO to carry out an occasional survey rectifying the imposed deficiencies. An expanded examination to the ship's r hull, machinery and statutory surveys may be requested if deemed necessary. At the completion of the RO surveys, additional deficiencies may be imposed by the RO that affect the structural integrity of the ship or pose a threat to the environment. Upon completion of the RO survey relevant report shall be provided to PISR and the ship's Statutory Certificates may be suspended.

The RO will have to perform a survey before re-issue and/or endorse the suspended Statutory Certificates, upon written consent by Palau Ship Registry Administrator.

If the RO surveyor is not available at the port of inspection, the Flag State Inspector may authorize the vessel's departure (to his satisfaction for the correction of the major deficiencies) to next port, where a survey by the RO's surveyor shall be performed.

Correction of the deficiencies shall be reported to the Palau Ship Registry Administrator as per 8.2.



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9. Ships which are out of service, “laid up” or on “bareboat charter”

During the period that the ship will be out of service, in “lay up” status or bareboat charter out to a foreign registry, the requirement of ASI may be suspended.

ASI shall be carried out within 45 days from the date that the vessel will be put again in service and/or recommissioning, under Palau flag.

10. Contact

Any inquiries concerning the subject for this Marine Circular should be directed to the Head Office of Palau International Ship Registry at technical@palaureg.com

This Marine Circular enters into force on March 01st 2019.

*Palau Ship Registry administrator requests to all port authorities well co-operation and understanding, and to consider that the open deficiencies as listed in the FSI report is a clear evidence of actions taken, in order ship’s condition to be upgraded in all aspects, and same shall not be recorded as deficiencies that may warrant detention of the ship.

On below mention link you can find also the Checklist CL-003 Annual Safety Inspection Checklist.

https://www.palaureg.com/information-centre/online-library/marine-documents/?swoof=1&product_cat=reports-and-checklists&paged=1

****This Marine Notice supersedes
Marine Notice 144.2****

Click [here](#) or use the below QR Code
for the list of the last updated Marine
Circular

