



Technical Circular

No.: 015/2025

Date: 2nd April 2025

Subject: Liberia Marine Notice PSC-002(Rev. 03/25) Reg. Measure to Maintain the Quality of the Liberian Registry Fleet.

1. The Liberian Administration has noted an increase in repeatable areas of noncompliance, which have led to ships getting detained within different PSC regimes. Consequently, the Administration has decided to establish the following additional measures with immediate effect:
 - Additional requirements for vessels calling US ports.
 - Case-by-case analysis of inspection reports that show repetitive failures in the implementation of the ISM Code on board, requiring closer monitoring by the issuing entity of the SMC and/or this Administration.
2. If the vessel is detained, the case will be analyzed to determine the conditions that led to this result by the administration. If upon completion of the analysis, the Administration determines that the vessel wasn't maintained properly or did not rectify deficiencies found during a previous attendance, the ship may be cancelled or put in a different registration category, which could imply additional frequency of inspections and more costs for the owners or operators while being registered with Liberia.
3. Vessels which are found to have repetitive deficiencies during Flag or Port State Control Inspections may be considered for deletion from the Registry.
4. Every vessel calling US ports must fill up and send to the Administration at NOA@liscr.com a pre arrival check list (RLM 258) at least 96 hours prior the calling the first US port. For the checklist, which must be signed by the Master and the Chief Engineer, and additional information, please refer to Marine Operations Note 04/2025 attached to this circular.
5. For vessels calling a port in China, Europe or Australia, the prearrival checklist (RLM 258) is to be submitted as soon as a port in the concerned areas is identified as the next port of arrival.
6. Considering the vessel's dynamic risk factor, the Administration may assign a Flag State Inspector to assist the vessel during its call to China, Europe, USA or Australian Ports, or to provide a Dynamic Prevention Checklist. This decision will depend on whether the Corrective Action Report of the last PSC and FSI have been submitted and approved by the Administration.



. This Technical Circular and the material contained in it is provided only for the purpose of supplying current information to the reader and not as an advice to be relied upon by any person.

. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

7. In addition to the above actions, every bulk carrier or container ship over 10 years old calling US ports could be subject to an additional inspection by a Liberian Flag Inspector at the last port before the first port to be called in the US.
8. If an inspection is required by the Administration at the first US port or the last foreign port and the Liberian inspector is not available, the Recognized Organization responsible for the issuance of the statutory certificates on behalf of Liberia are to be contacted to carry out an occasional survey to verify that:
 - deficiencies found in the past 12 months during Port State and Flag State inspections have been fully rectified;
 - there are no overdue Conditions of Class or mandatory statutory surveys; and,
 - provisions listed on any active dispensations are being complied with.
9. Masters/operators to send a copy of the Advanced Notice of Arrival submitted to the USCG, 96 hours prior to reaching any US port. Please refer to Marine Operations Note 05/2025 attached in this circular.
10. Master to input the correct port Code in the AIS for the first US port to be called at least 96 hours in advance. For vessels visiting several US ports, the subsequent correct port codes are to be submitted to the AIS as soon as possible.
11. Ship owners/ operators and masters of Liberian flagged ships are advised to be guided by above and ensure compliance.

Enclosure:

1. Liberia Marine Notice PSC 002
2. Liberia Marine Operations Note 04/2025
3. Liberia Marine Operations Note 05/2025

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Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA

LIBERIA MARITIME AUTHORITY

Marine Notice

PSC-002
Rev. 03/25

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

SUBJECT: Measures to Maintain the Quality of the Liberian Registry Fleet

Reference: (a) PSC-001 Measures to Improve Compliance and Minimize Risk of Port State Control
(b) Marine Operations Note 04/2025 Pre-Arrival Deficiency Checklist for Vessels arriving to Australia, China, Europe and USA

Supersedes: Marine Notice PSC-002, dated 03/24

The following changes have been made:

- a. Reference (b) has been updated – revised prearrival checklist RLM-258 has been published.

PURPOSE: This Notice establishes measures to maintain the Liberian Registry's high performance of its fleet in the Port State Control regimes worldwide.

APPLICABILITY: This Notice applies to Owners, Operators, Masters, Ship Officers and Recognized Organizations (ROs) of Liberian flagged vessels.

REQUIREMENTS:

Based on the current PSC trends and risks associated with our strategic objective of maintaining a high-quality registry the Administration feels obliged to remind shipowners, operators, ISM companies and class societies of their responsibility to ensure that ships are maintained in compliance with all Liberian and International Maritime Regulations.

1.0 Measures

- 1.1 The Administration has increased the number of attendances to ensure that ships are in compliance with the appropriate regulations. Through regularly scheduled inspections, additional audits and the Dynamic Prevention Program (in-house AI risk software), parties, to whom this Notice applies, are informed about potential areas associated with noncompliance and that may lead to detentions or vessel control actions.

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Inquiries concerning the subject of this Notice should be directed to the Office of the Deputy Commissioner, Republic of Liberia, the Liberian International Ship & Corporate Registry, 22980 Indian Creek Drive., Suite 200, Dulles, VA 20166, USA. The most current version of all Marine Notices are available in the Online Library at:

<http://www.lisrc.com>

1.2 The Administration has noted an increase in repeatable areas of noncompliance, which have led to ships getting detained within different PSC regimes. Consequently, in an effort to maintain our quality objective, the Administration has decided to establish the following additional measures effective immediately:

1.2.1 Additional requirements for vessels calling US ports.

1.3.2 Case-by-case analysis of inspection reports that show repetitive failures in the implementation of the ISM Code on board, requiring closer monitoring by the issuing entity of the SMC and/or this Administration.

2.0 Port State and/or Flag State Detention Analysis

2.1 If the vessel is detained, the case will be analyzed to determine the conditions that led to this result. If upon completion of the analysis, the Administration determines that the vessel wasn't maintained properly or did not rectify deficiencies found during a previous attendance, the ship may be cancelled or put in a different registration category, which could imply additional frequency of inspections and more costs for the owners or operators while being registered with Liberia.

2.2 Vessels which are found to have repetitive deficiencies during Flag or Port State Control Inspections may be considered for deletion from the Registry.

3.0 Pre-Arrival Deficiency Checklist for Vessels arriving to Australia, China, Europe and USA.

3.1 As an additional measure, every vessel calling US ports must fill up and send to the Administration at NOA@liscr.com a pre arrival check list at least 96 hours prior the calling the first US port ETA. For the checklist, which must be signed by the Master and the Chief Engineer, and additional information, please refer to [Marine Operations Note 04/2025](#).

For vessels calling a port in China, Europe or Australia, the prearrival checklist must be submitted as soon as a port in the concerned areas is identified as the next port of arrival.

3.2 Preemptive inspections

Considering the vessel's dynamic risk factor which results from the PSC, Flag State Inspections (FSI) and class history, the Administration will determine the need to assign a Flag State Inspector to assist the vessel during its calling or to provide a Dynamic Prevention Checklist. This decision will also depend on whether the Corrective Action Report of the last PSC and FSI have been submitted and approved by the Administration.

In addition to the above actions, every bulk carrier or container ship over 10 years old calling US ports could be subject to an additional inspection by a Liberian Flag Inspector at the last port before the first port to be called in the US.

Recognized Organization involvement.

If an inspection is required by the Administration at the first US port or the last foreign port a Liberian inspector is not available, the Recognized Organization responsible for the issuance of the statutory certificates on behalf of Liberia must be contacted to carry out an occasional survey to verify that:

- (.1) deficiencies found in the past 12 months during Port State and Flag State inspections have been fully rectified;
- (.2) there are no overdue Conditions of Class or mandatory statutory surveys; and,
- (.3) provisions listed on any active dispensations are being complied with.

3.2 Additional Requirements

3.2.1 Masters/operators must send a copy of the Advanced Notice of Arrival submitted to the USCG 96 hours prior to reaching any US port. Please refer to [Marine Operations Note 05/2025](#).

3.2.2 Master must input the correct port Code in the AIS for the first US port to be called at least 96 hours in advance. For vessels visiting several US ports, the subsequent correct port codes shall be submitted to the AIS as soon as possible.

Questions regarding this Marine Notice should be referred to prevention@liscr.com or telephone +1-703-790-3434.

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28 February 2025

Marine Operations Note: 04/2025

(This Note supersedes Marine Operations Note 04/2023 – 16 FEB 2024)

Subject: Pre-Arrival Deficiency Checklist for Vessels arriving to Australia, China, Europe and USA

Dear Owners/Operators/DPAs/Masters:

Purpose: This Operations Note is to inform Liberian Vessel Operators of the Administration's requirement to submit a pre-arrival deficiency checklist (RLM-258) 96 hours prior to arriving to ports in Australia, China, Europe and USA.

Background: The Liberian Administration has noticed that there has been an increased number of detentions in Australia, China, Europe and e USA as vessels are arriving without preparation for a Port State Control inspection.

In accordance with Liberian [Marine Operations Note 05/2025](#), all vessels entering ports in Australia, China, Europe and USA are required to submit to the Administration at NOA@liscr.com a **copy** of the Notice of Arrival (NOA) submitted to the PSC authorities *96 Hours Prior to Entering their territorial Waters*. In addition to the copy of the NOA, Masters and Chief Engineers shall complete, sign, and submit the Pre arrival Checklist (RLM 258). The RLM 258 shall be emailed to NOA@liscr.com in conjunction with the copy of Notice of Arrival (NOA) which is submitted 96 hours prior to arrival. **The latest version of RLM-258 has been attached for your ready reference and may be downloaded from the [website](#).** The form RLM-258 shall be included as part of the SMS which will be verified by the Flag State Inspectors on or after 30 September 2023.

In the event of consecutive port calls within a country, the [RLM 258](#) needs only be submitted prior to the first port. An updated RLM 258 must be submitted if the condition of the vessel changes during these consecutive port calls or after the vessel calls a port in another area requiring completion of the RLM-258.

Failure to submit to submit a copy of the NOA and the completed RLM 258 to the Administration may result in suspension of the Master's and/or Chief Engineer's Liberian credentials and/or an additional audit of the vessel or Company SMS.

Masters and Chief Engineers are reminded to document their actions to report defects, identify non-conformities, and initiate corrective action in accordance with the ships. These reports will demonstrate compliance with SMS.

For additional information on Advance Notices of Arrival, please see the instructions the instructions in [Marine Operations Note 05/2025](#) regarding Advance Notices of Arrival.

If you have any questions, please contact our Fleet Performance Department at Telephone: +1-703-790-3434 or by email to prevention@liscr.com.

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THE REPUBLIC OF LIBERIA

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PRE-ARRIVAL COMPLIANCE CHECKLIST

Vessel Name: _____ Ship's IMO No: _____ Agent Details: _____	Port of call: _____ ETA: _____ Next Upcoming Port Of Calls: _____
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Note: If answer "No" for any of these items, contact PSCfollowup@liscr.com immediately.

Water/ Weathertight condition	Yes	No	N/A
Ventilators, air pipes, casings (Examine condition including watertight integrity, if applicable, of ventilators, air pipes and casings. Examine weathertight doors. Check tank vents.)			
Cargo holds covers (Examine cargo holds the rubber packaging/gaskets. Examine and confirm functionality of all the Cargo holds covers securing arrangements.)			
Sounding pipes (Verify if all the sounding pipes closing arrangement are operated freely and not blocked in open position. Confirm that all sounding pipes caps are present. Sounding pipes must have no holes.)			
Emergency systems	Yes	No	N/A
Emergency fire pump and its pipes (Examine fire water system incl. fire pumps, fire mains, hoses, hydrants, international shore connection and nozzles. Verify the fire main pressure by using two hoses supplying water to bow/stern. Is the fire main free from any leaks or temporary patches.)			
Emergency source of power and Emergency generator EDG (Test condition and function of emergency generator, emergency switchboards, batteries, and battery chargers. Verify EDG is capable of automatic load taking. Examine EDG primary and secondary means of start)			
Emergency Lighting (Verify if all emergency lights are working properly.)			
Fire Safety	Yes	No	N/A
Fire doors/ openings in fire-resisting divisions (Examine and perform function testing of all manual and automatic fire doors. Fire doors shall not be blocked or kept permanently open. Fire doors should latch properly. Verify that no damaged doors are present)			
Fire detection (Examine the condition and perform function test. Check if alarms are present. Verify if the vessel is fit with certified test equipment for all type of fire detectors. Detectors shall not be covered or obstructed at any time. Verify cargo hold fixed smoke detection and/or extraction system is connected and fully operational.)			
Fixed fire extinguishing installation (Examine condition of fixed firefighting equipment in the machinery spaces. Verify the bottles are in correct setup and pins removed/inserted.)			

Fixed high-pressure Water- spraying and Water-mist Fire- Extinguishing Systems (Are all valves in the correct alignment - OPEN and is the system FULLY operational? The system must be in "AUTOMATIC MODE" and not "MANUAL MODE". The system shall be "on". Verify for blocked nozzles.)			
Means of control (opening, pumps) Machinery spaces (Test remote start of the main fire pumps. Test stopping of power ventilation from outside the spaces served. Test closing of main inlets and outlets)			
Fire-dampers (Examine all fire dampers. Check if in closed position no sunlight is seen.)			
Quick Closing Valves QCV (Check for hold-back devices and permanent blockage. Check function of all QCV. Verify all pneumatic lines are connected.)			
Firefighter's suits (Are the firefighters suits, facemasks and other components in good condition)			
Life Saving Appliances	Yes	No	N/A
Lifeboats - LB (Examine the condition of the structure and engine for each lifeboat. Observe LB launch frequency. Check engine, clutch and rudder. Verify the LB windows are with good visibility. Examine food and water rations)			
Rescue boats - RB (Examine the condition of the structure for each RB. Perform a test of the engine. Perform function test of davit in all modes)			
Liferaft - LR Verify the general condition of all LR. Are all liferaft painters secured properly to ensure "free floating" capability? Are the Hydro Static Release Units up to date on all Liferafts?			
Immersion suits (Inspected immersion suits for tears, cracks, and deterioration? Verify zippers fully operational? Verify pressure tests are carried out.)			
Machinery	Yes	No	N/A
Oil leaks and accumulation (Confirm that the engine room bilge is free from excessive oil/water and any other fire hazards. Confirm that no oily soaked lagging is present)			
Steering Gear (Test steering gear in all modes. Verify if any alarms are present. Confirm rudder indicators readouts correspond with the actual rudder position)			
Bilge Alarm (Verify that no bilge alarms are currently present. Test all Bilge high level alarms. Ensure that Bilge High Level alarms are readable in the ECR)			
Water cooling system (Confirm the water cooling system is free of leakages. Confirm that unapproved no temporary repairs are present. Confirm main engine water jackets are free of leaks)			
Boilers (Verify if all boilers are operated in Automatic mode. Verify emergency vales are regularly tested and in good shape.)			
Alarms (Verify that no permanent alarms are present in the automation system. Verify that all alarm repeaters around the ship are functioning.)			
Exhaust Gas System (Verify the full functionality of the EGSC. Ensure that no exhaust gas leaks are present)			
Safety of Navigation	Yes	No	N/A
Charts and publications (Are all required charts, including ECDIS, and publications are up to date? Has the Voyage plan been prepared and includes security and pollution considerations?)			
Radars (Confirm if all the radars are working properly, no alarms are present and the magnetrons are changed as per manufacturer's instructions)			
Magnetic compass (Verify if the magnetic compass is in good condition. Verify if the readings can be observed from the Bridge. Check if the fluid is free of bubbles. Verify if the deviation table is up to date)			
GMDSS (Verify the GMDSS equipment. Ensure the crew is fully aware of the functionality of the equipment. Ensure that no alarms are present. Verify GMDSS Log Book maintained properly)			

MARPOL Annex I	Yes	No	N/A
Oil filtering equipment (Check if the Oily water separator, OCM, 3-way valve and all connected piping in good order and operational? Is the crew able to test in accordance with written test procedures? All piping shall be in accordance with the ship's approved drawings.)			
Oil Record Book (Verify if all pages of the ORB are signed by the Master. Random check at least 10 pages with entries. Verify if entries are corresponding with the tanks nomenclature of the IOPP Supplement. Compare record from the Oil Content Monitor against the Oil Record Book.)			
MARPOL Annex IV	Yes	No	N/A
Sewage treatment system (Is Sewage treatment system operational? Confirm the Sewage System is free of leakages.)			
MARPOL Annex V	Yes	No	N/A
Garbage management (Verify if the garbage is stored as per the Garbage management plan. Verify Garbage Record Book entries.)			
Incinerator (Verify the general condition of the incinerator – burner, secondary burner, wastegate, door, bricks.)			
Emergency Preparedness	Yes	No	N/A
Fire Drill (Observe a Fire Drill. Verify crew is adequately trained in firefighting. Observe casualty retrieve. Require charged hoses to be used.)			
Abandon ship Drill (Observe an abandon ship drill up to the maximum possible extent; if possible maneuvering LB/RB in the water.)			
Enclosed space Drill (Observe frequency and records)			
Emergency exit Are the emergency exits being free of any obstructions on the entire escape route?			
Crew Familiarization (Question at least 5 crew members regarding their emergency duties and compare against the muster list)			
Manuals (Verify if all the safety manuals are present and written in the vessel's common language. Verify that no obsolete information is present)			
Crew Documentation	Yes	No	N/A
Certification (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?)			
Security	Yes	No	N/A
Gangway security (Gangway is manned at all times and all visitors are properly checked. All required signs are present)			
Restricted areas (All marked restricted areas are locked and the access is controlled)			
General	Yes	No	N/A
Condition of Class (Confirm that no overdue Conditions of Class are present)			
Pre-arrival information (Verify if the master submitted RLM-258 as per the requirements)			
Flag Dispensations (Verify if all the Dispensation Letters issued by the Administration are valid. Verify if all the stated conditions are met. Verify if the Port authorities have been notified prior to arrival)			
Vessel certificates (Examine all the statutory certificates and confirm validity. Verify if all the required surveys are carried out as required.)			
Port state inspection Have the deficiencies from the previous PSC examinations been rectified? Have the corrective Action Report been submitted to the Administration?			
ADDITIONAL REQUIREMENTS (for tankers only)	Yes	No	N/A
Inert Gas System – IGS (Confirm that the Inert Gas Generator and Inert Gas System are operational. Verify all the sensor readings are within the manufacturer's instructions. Confirm that no alarms are present.)			

Tanks High Level Alarms (Test all the cargo tank high-level alarms and high-high-level alarms operating with audio-visual alarms and confirm all working.)			
Fixed Gas Detection System (Is the fixed gas detection system operational with proper span gas, and testing/calibration procedures in accordance with ship's procedures per the SMS?)			
MLC	Yes	No	N/A
Seaman Employment Agreement - SEA (Verify that all the Crew have signed their SEA. Verify that there no expired SEA. Verify that no crew is onboard for more than 11 months)			
Crew wages (Confirm that all wages are paid in full as per SEA. Interview at least 3 individual crew members and confirm all salaries have been paid in full)			
Remarks:			

I certify that I have verified, prior to this port arrival, except as noted herein, the above items and other systems and equipment are either:

- a. in conformance with applicable international regulations;**
- b. deficiencies have been reported to the company and the Liberian Administration at PSCfollowup@liscr.com; and**
- c. corrective action has been taken.**

Master's signature _____ Date _____

Chief Engineer's signature _____ Date _____



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28 February 2025

Marine Operations Note: 05/2025

(This supersedes and replaces Marine Operations Note:05/2023 16 Feb2024)

SUBJECT: Advance Notice of Arrival and Pre-Arrival Preparation Requirements and Preemptive inspections for Vessels Calling on Ports in Australia, China, Europe and the USA.

Dear Owners, Operators, Designated Person Ashore and Masters:

Port State Control inspections and PSC detentions continue to increase in Australia, China, Europe and the USA. The Administration has published the following MAs and MONs to assist you with the preparation of the vessels when visiting ports in the designated areas:

- [MA 01/2021](#) - Precautions When Navigating Waters In And Around Changjiangkou, China
- [MA 16/2022](#) - Shipboard Preparedness For Emergency Steering In Port Hedland
- [MA 18/2022](#) - Electromechanical Equipment Malfunction Procedures For Shanghai
- [MON 02/2021](#) - Australian Ports – Measures To Mitigate Port State Control Actions And Detentions
- [MON 05/2021](#) - China Ports – Mandatory Reporting And Port State Control
- [MON 06/2021](#) - Main Public Routes Along The Coast Of Zhejiang, People’s Republic Of China
- [MON 04/2025](#) - Pre-Arrival Deficiency Checklist for Vessels arriving to Australia, China, Europe and USA.

The vessel operator is responsible for ensuring compliance with the international conventions as required by Liberia Maritime Regulation 2.35. The Administration requires owners, operators and DPAs to report deficiencies by submitting Advance Notice of Arrival (ANOAs) to the Liberian Administration. The submission of the ANOAs 96 hours prior to arrival are helping to ensure compliance by identifying and reporting defects and initiation of corrective action prior to boarding by PSC. Our experience has proven that the majority of PSC detentions could have been prevented with timely notification of issues to the Flag Administration and relevant Class Society. Accordingly, it is imperative that we receive ANOAs with accurate Pre-arrival information in order to provide accurate and effective assistance.

Additionally, the Administration requires the submission of the [Pre-Arrival Checklist \(RLM-258\)](#) in conjunction with the ANOA. Pre-arrival Port deficiency information will be provided by email using our Dynamic Prevention Program. A Preemptive inspection, if applicable, will be scheduled to assist crews with keeping the vessel in compliance.

A completed ANOA with information on existing deficiencies shall be sent to NOA@lisr.com at least 4 working days, or 96 hours, prior to the vessel’s arrival at its first port of call in Australia,

China, Europe, or the USA. A copy of an ANOA provided to the Coastal State with information on deficiencies is acceptable. In any case, the ANOA shall include the following information:

Vessel Name:
IMO Number:
Port of Arrival:
Date of Arrival:
Contact information for the local agent:
Defective Equipment;
Compliance issues:
Vessel's Previous Port:
Date of departure:

If you have questions please contact us by email at prevention@liscr.com or by telephone to +1-703-790-3434 and ask for the Prevention Department.

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