



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

INTRODUCTION

Each vessel sailing under the Panamanian flag in Foreign Service and dedicated to the international commerce and other commercial activities shall be subject to an Annual Safety Inspection, in order to determine whether it complies with the National Law and International Maritime Conventions adopted by the Republic of Panama.

In addition, said vessels shall be subject to ANNUAL SAFETY INSPECTIONS whenever circumstances merit this, in order to attain the aforementioned aims.

The owner(s), operator(s), or company responsible of the management of one or more vessels sailing under the Panamanian flag, as well as their agents representatives or the Master of such vessels shall be under obligation to admit the Panama Flag Inspector on board, cooperate with them and allow them to fully carry out the inspection.

The owner or Master of a vessel who refuses the Inspection Service to which Law No.39 of July 8, 1976 refers, or who fails to submit the form on which the Inspection is recorded shall be subject to penalty of up to ten thousand dollars (\$10,000.00). In the event of reoccurrence, in addition to the penalty, there may be an immediate cancellation of the Panamanian Registry of the vessel without affecting the compliance with the obligations as set forth by the Laws of the National Merchant Marine. MMC No. 20.

As mentioned before, these instructions and explanations are to guide and assist authorized Inspectors in performing the *Annual Safety Inspections of Panamanian Registered Vessels* and in completing the inspection form. Law No. 39 of July 1976, which established the authority for this inspection, and Executive Decree No.56 of October 1976, which established the specific procedures.

The focal point of maritime activities is The Directorate General Merchant Marine in Panama (DGMM) of the Panama Maritime Authority (PMA). DGMM has the ultimate accountability for the Annual Safety Inspection Program (ASI PROGRAM). However, all Inspectors are to deal directly with THE FSI SECTION for authorization of inspections.

Flag State Inspection Section (FSI section) is in charge of the following regarding the Annual Safety Inspection Program:

- Granting authorizations for inspections;
- reviewing performed inspections;
- changing the format of the inspection form and the guide as national and international regulations change;
- issuing letters of attention to Inspectors regarding the performance of the inspection;
- issuing letters of deficiencies to vessels that have been inspected and found with deficiencies and have not contacted THE FSI SECTION as directed;
- issuing letters of second reminders to the above;
- Recommending fines to vessels that fail to correct deficiencies noted by ASI inspectors or by the Administration.

REVISIÓN ABRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 1 de 59 |
|---------------------------|-------------|--------------------------------|----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

Responsibilities of Panama Maritime Authority:

- Administration of the Safety Program for the Panamanian Merchant Marine Fleet
- Administration of the Safety Program for cargo vessels under 500 GRT, Fishing Vessels, Pleasure Yachts and Commercial Yachts.
- Preparation of guidelines in the application of the various international and national laws and regulations and codes. Administrator of the implementation of new regulations introduced.
- Consideration of requests for exemptions from the requirements of the various international conventions and national rules. Issuance of Exemption Certificates.
- Preparation and issuance of maritime publications, including the Panamanian Merchant Marine Circulars letters.
- Supervision of International and National Recognized Organizations (RO) that have been authorized to issue statutory certificates on behalf of the Panamanian Administration.
- Administration and control of the issuance of international statutory certificates and national certificates for various conventions such as: SOLAS '74, LOAD LINES '66, ITC '69, MARPOL 73/78, IGC and GC Codes, BCH and IBC Codes, AFS, BC AND other national certificates for vessels under 500 GRT and fishing vessels.
- Preparation of Minimum Safe Manning Standards for the fleet. Issuance of the Minimum Safe Manning Certificates.
- Attendance to the meetings of committees and subcommittees of the International Maritime Organization (IMO) in London. Preparation of the Panamanian position on issues presented to the agenda of the different meetings.
- Investigation of serious casualties of Panamanian vessels and preparation of reports that are sent to the IMO.
- Administration of the Vessel Detention Program. Contact point with Port State Control Authorities worldwide for the report, follow-up and appeal of detentions. Preparation of the black list of vessels based on detention history and recommendations of fines and elimination from the registry.
- Evaluation of type approval of safety equipment on board Panamanian vessels. Issuance of approval letters.
- Liaison with ship-owners on various matters, primarily technical. Direct link with several advisory committees created by ship-owners such as: Maritime Policy Commission, Tanker Advisory Committee, Passenger Vessels Advisory Committee, Offshore Industry Advisory Committee.
- Liaison with Admiralty Law Firms when dealing with Casualty Cases and detention cases.
- Liaison with law firms and ship-owners on matters dealing with the registration of vessels.
- Liaison with Panamanian Merchant Marine Consulates worldwide on registration of vessels, naval mortgages and technical matters
- Liaison with other Maritime Administrations, primarily with the USA, on matters regarding the illegal transport of drugs on Panamanian Vessels.
- Liaison with the International Transport Federation of Workers (I.T.F.) in matters concerning the well being of the crew on board of Panamanian Vessels.
- Public Relations activities of the Safety Program of the Panamanian Registry.

INSPECTORS

REVISIÓN ABRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 2 de 59 |
|---------------------------|-------------|--------------------------------|----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

Inspectors designated by DGMM to act on behalf of the Panamanian Administration are authorized to board and inspect Panamanian registered vessels at any time in accordance with the procedures.

DGMM is in charge of selecting the inspectors of the Annual Safety Inspection Program around the world. This office also sets the professional standards that will be required of the inspectors and issues their identification.

The Inspector ID card is the identification that identifies you to act on behalf of the Panamanian Administration.

Each inspector is assigned to One Specific Port only and has an operational range of twenty-five (25) miles from his assigned port. The inspector may inspect vessels outside his/her operational area only in special cases and if it has been authorized by THE FLAG STATE INSPECTION SECTION.

Failure to perform an inspection as stated in this guide might prompt a letter of attention to the Inspector from THE FSI SECTION. The reason the inspection has not been carried out is required from the inspector in these cases. This letter will be placed in the file of the inspector for future reference.

Continuous failure to perform an inspection as instructed, dishonest conduct and failure to perform at least one inspection a year may prompt a suspension of the inspector. Once notified that such action has been taken against him/her, the inspector shall mail his inspector identification to DGMM immediately.

DGMM is constantly trying to recruit new inspectors at new ports. Please feel free to contact THE FSI SECTION regarding any prospective inspector. THE FSI SECTION will send as soon as possible a package with all the requirements and information.

All inspectors are supplied initially with a stack of inspection forms. It is the responsibility of the inspector to request more forms as he starts running low.

When new revisions of the inspection form are received, the old inspection forms shall be destroyed immediately and inform to FSI SECTION the list of these forms. The inspector shall not continue to use old forms.

CONFLICT OF INTEREST

THE FSI SECTION follows a policy not to authorize the inspection of a vessel to Inspectors working for the same Recognized Organization which surveyed the ship and issued the relevant safety certificates. Inspectors should refrain from requesting authorization for the carry out an inspection to a vessel certified by his/her own organization.

Some exceptions can and will be made to the above policy whenever safety considerations may warrant such action. In these cases, preference will be given to inspectors of the relevant organization who are outside the country where the vessel was surveyed or to Inspectors based in a different port within the same country.

Under no circumstances should the same person that surveyed a vessel for issuance of statutory certificates

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 3 de 59 |
|---------------------------|-------------|--------------------------------|----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

also conduct its Annual Safety Inspection, while those certificates are valid. In the same way, the inspector that carries out an annual safety inspection shall not carry out surveys for statutory certificates within the yearly validity of the inspection.

INSPECTION PROCEDURES

1. PURPOSE OF INSPECTIONS

Annual Safety Inspections are conducted to ensure SAFETY AT SEA, PREVENTION OF HUMAN INJURY OR LOSS OF LIFE, AND AVOIDANCE OF DAMAGE TO THE ENVIRONMENT, IN PARTICULAR TO THE MARINE ENVIRONMENT AND TO PROPERTY to each vessel, verifying the following:

- Has on board all required valid certificates
- Is properly manned and equipped for her intended trade
- Has a crew with proper credentials and versed in the correct procedures during fire and boat drills
- Complies with minimum national standards and/or with all IMO conventions which Panama is signatory of
- Reflects acceptable conditions of safety in regards to all spaces and gear

Annual Safety Inspections are not intended to replace surveys for the issuance of technical statutory certificates. Such activities will continue to be performed by duly recognized organizations.

All vessels not exempted from compliance by Executive Decree No.56 are subject to initial inspection at anytime and thereafter within three months before or after the anniversary date of the initial inspection.

Vessels shall be inspected once in a calendar year unless circumstances dictate otherwise. In accordance with the Resolution 106-39-DGMM dated on October 30th, 2009, all vessels registered in the National Merchant Marine, which require the Mandatory Patente, Renovation of Patente or Patente Extension, vessels must have the Annual Safety Inspection in force, being by this understood that it must not be over 12 months.

Owners of Panamanian vessels shall be urged to notify THE FSI SECTION of the availability of their vessels for purposes of meeting their inspection obligations. They have also been asked to notify their vessel agents worldwide, of the inspection requirements and instruct them to cooperate with our Inspectors. Failure to do so may subject vessels to unnecessary delays and to financial penalties. If and when an inspector boards a vessel over 20 years of age, he/she shall follow the special instructions included in part 3 of this manual.

A computerized system of entering the ship inspections has been established in THE FSI SECTION. This system permits quick access and evaluation of inspection data and other factors as the manning and certification status of the vessel. If the inspector needs information about the vessel he/she shall make such request to THE FSI SECTION

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 4 de 59 |
|---------------------------|-------------|--------------------------------|----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

2. AUTHORIZATION OF INSPECTIONS

When vessels of Panamanian registry have been determined to be in port or are expected in port within the next seven (7) calendar days, the Inspector responsible for the port should contact THE FSI SECTION asking for authorization to inspect the vessel(s). The request shall be phoned, faxed or e-mailed to THE FSI SECTION with the vessel(s)'s name and call letters. Authorizations will not be granted to requests of inspection with more than seven (7) days before a vessel's ETA (estimated time of arrival).

The Inspector shall not request authorization for inspection of more than ten (10) vessels at a time.

THE FSI SECTION will grant or deny the authorization for inspection, depending on the time elapsed since the last ASI and other circumstances that may warrant such denial. THE FSI SECTION will immediately communicate the decision to the Inspector in writing.

A vessel may be inspected during the period between nine (9) months and fifteen (15) months from its last inspection. Inspections authorized prior to twelve (12) months past the last inspection will be only authorized to the Inspectors employed by the Panama Maritime Authority and International SEGUMAR offices.

Inspections that are refused by the master/operator/owner shall be reported immediately to THE FSI SECTION. This action can result on a fine of up to USD 10, 000.00 by the Panamanian Administration.

Inspectors cannot carry out an ASI without the proper permission from THE FSI SECTION. An inspection not properly requested will not be paid.

Inspectors shall not solicit payment of travel expenses to ship-owner/operator/master of vessels that call in the inspector's assigned port. If an inspection is more than 26 miles from the inspector's assigned port it will require some travel (either by land, air or sea), the inspector shall not travel until it is agreed with the ship-owner/operator/master that travel expenses will be honored or that travel arrangements will be made. If the ship-owner/operator/master does not want to pay for the travel expenses, the inspector may or may not decline performing the inspection.

3. GENERAL INSTRUCTIONS

Up to All Panamanian Flag Surveyor consult the information request in the Res.A.883 (21) and, Res.A.948 (23) concerning to THE INSTRUCTIONS FOR THE ANNUAL SURVEY. REVISED SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION

INSPECTION FORMS

Inspections must always be reported on the official forms supplied by THE FSI SECTION. This form consists in total eleven (11) pages, with 7 regular pages, and the No.8 which is the List of Deficiencies sheet plus three (3) pages to calls Annexes for the following types of vessels: (J) Passenger Vessels, (K) Tanker Vessels, and (L) Mobile Offshore Drilling Units (MODU).

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 5 de 59 |
|---------------------------|-------------|--------------------------------|----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

The sections that do not apply to the specific type of vessel are not to be used. This booklet contains directions on how to use the standard form for the inspection of some special types of vessels and units.

INSPECTION

As soon as the Inspector boards a vessel he shall show the Master of the vessel his Identification Card and the Authorization letter issued by FSI Section.

In general, the Inspector is advised to proceed in the sequence indicated in the inspection form. Thus, he will first check all documents and technical certificates of the vessel, followed by the safety plans, manuals, records and official logbook, charts and publications.

Special attention is to be placed on the following items on the form:

p. 11: complete name of the designated person by ISM, full address of the OPERATOR I.S.M, telephone, fax and email of the Owners and Operators or Agents.

p.14: Official receipt number and annual taxes.

Then the Inspector shall check the navigational equipment (SOLAS 74/ 88 C: V) and its operational condition, and the licensing of the officers and crew (STCW 95. CODE.)

An entire sheet of the form concentrates in the lifesaving and fire-fighting appliances. SOLAS 74 C: II-2/ F.S.S. CODE/ SOLAS 74 C: III. LSA CODE

We suggest that all this equipment be checked before performing the fire and boat drills. SOLAS 74 C: III R: 20.

The Inspector must Witness a fire and boat drill.

The drill may be scheduled at the convenience of the Master during the inspection, but it can be partially waived only in cases where it is clearly impractical to conduct the drill as required. The Inspector is to note on the inspection form if a partial drill was carried out and the reasons for it.

Additionally, the Inspector will check that the sanitary conditions of the passenger and crew quarters, galley, mess rooms, food storerooms, refrigerators and freezers are up to reasonable standards, and the conduct and performance of food handling personnel is satisfactory. Finally, the visual inspection of the rest of the ship is made to determine the general safety conditions of engine room, steering room, the mooring and anchoring equipment, the cargo handling devices and the hull in general.

The responsibility of the Inspector is primarily to gather and record factual information. It is also important for him to express his opinion and/or elaboration on the entries in the remarks section on the form.

The inspection report must be completed by the Inspector during the inspection, while he/she is on board.

When the vessel has been inspected and the form completed, it shall be signed by both the Inspector and the Master. The signature of the Master signifies that he acknowledges all the deficiencies noted by the

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 6 de 59 |
|---------------------------|-------------|--------------------------------|----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

Inspector and that he understands that necessary steps shall be taken to correct them. The captain shall also be reminded that he shall inform THE FSI SECTION when the deficiencies are cleared. The original copy of the inspection form shall be kept by the Master as one of the official documents of the vessel. The remaining copies of the inspection form are to be sent to THE FSI SECTION by the Inspector.

Please make sure that both signatures of the Inspector and the Master, and the Ship's stamp are visible in pages 7 and 8; and when apply to the annex respectively.

In the event that the copies of the form that THE FSI SECTION receives do not show the ship's stamp and proper signatures, this office may not recognize or pay the inspection.

DEFICIENCIES

Certain deficiencies have been classified as Class A as a measure of their importance. Deficiencies other than Class A are referred to as Class B deficiencies.

In general, Class A deficiencies represent gross violations of international conventions or other national requirements which could have an immediate impact on the safety of the vessel and the people on board and for the environment. However, some Class A deficiencies are so designated to alert DGMM and THE FSI SECTION of conditions that are important to the Directorate with respect to specific efforts to ensure safe and prudent vessel operation.

When at least one Class A deficiencies is found during an inspection, the Inspector is to contact THE FSI SECTION by fax, telephone or E-mail with the information and send a complete copy of the inspection form by fax or scanned by E-mail. In this case, the Administration may find it necessary to take action against the vessel or its owner to ensure prompt correction of the deficiencies. Some Class A deficiencies are serious enough to warrant the detention of a vessel in port until these are rectified. Only DGMM or the Department of Navigation and Maritime Safety may issue an order/request to detain a vessel, and this order will be issued directly to the Port State Control Authority.

If the Directorate determines that a detention or other action against the vessel is required, such action to detain the vessel will be taken by the Directorate through a Panamanian Consulate or through the Port State Control Administration as mandated by international conventions.

The Inspector is not authorized to detain a vessel under any circumstance.

Deficiencies other than Class A are not to be reported with urgency as they will not affect the continued operation of the vessel, but repairs must be made by the vessel within a reasonable period of time. The form clearly states the operator/owner/master has thirty (30) days to take corrective actions and contact THE FSI SECTION. Extension for this period shall be requested to THE FSI SECTION within the thirty (30) days.

Prior to departure of the vessel from the port of inspection, the vessel's Master is to be advised by the Inspector on the nature of all deficiencies, and reminded that upon completion of work he shall report to THE ASI SECTION.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 7 de 59 |
|---------------------------|-------------|--------------------------------|----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

REPORTING THE INSPECTION

After the vessel has been inspected and within a period of 48 hours, the Preliminary ASI report must be sent via the ASI ONLINE in the web page to THE FSI SECTION:

In case the vessel has one or more Class A deficiencies, Pictures of the places where the deficiencies were found must be added whenever possible.

The two remaining copies of the inspection report are then to be mailed to THE FSI SECTION, accompanied with the invoice(s) for payment of the inspection(s) and additionally a CD with pictures of the vessel and also pictures of the places where deficiencies were found.

Inspections not reported as specified above will not be considered done and therefore, will not be paid.

COOPERATION FROM THE CREW

The above is on the assumption that the agents, owners and Master of the vessel subject to inspection will cooperate with the Inspector so that the inspection of his vessel will be completed and expeditious. However, if a vessel's Master, agent, owner, or operator, refuses the inspection, or is uncooperative to the point that the inspection cannot be completed in a reasonable time, the Inspector must communicate this situation as soon as possible, on an urgent basis, to THE FSI SECTION.

Please advise the operator or master that the law defines a fine of up to US \$ 10,000.00 for refusal of an inspection. (MMC No.20) This fine is established by DGMM based on the report of the Inspector and THE FSI Section's recommendation.

SPECIFIC INSTRUCTIONS ON THE STANDARD SHIP INSPECTION FORM

Inspectors are requested to inform Master of the vessel on all of the above requirements if necessary.

In all cases write as legible as possible using capital block letters and a ball point pen which will inscribe the copies so that they can be read with ease. You will note that most parts have a blank section at the bottom labeled "REMARKS", this space is intended for detail explanation of one or more entries in that part.

Additional instructions for inspection of cargo vessels under 500 GRT, Passenger Vessels, Tanker Vessels, Mobile Offshore Drilling Units, are included in this guide in parts J, K, L.

THE FOLLOWING CONSIDERATIONS APPLY:

HEADING:

This part contains basic information to identify the event fully as to type of inspection, where it was carried out, by whom, time and duration of the inspection on board the vessel, date of last inspection, and

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 8 de 59 |
|---------------------------|-------------|--------------------------------|----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

identification of the Inspector. Enter hours and minutes on a 24-hour time basis. Always print your last name first.

Regarding the type of inspection the following:

- Original inspection is the first inspection of the vessel;
- Annual is the ASI performed on a regular basis;
- Special inspection could be a Circular 26 or a partial Re-inspection or a required inspection requested by THE ASI SECTION.

Note the *Inspection Number* assigned to the inspection form. In case any extra sheets are needed and are to be attached to the inspection form, label them with the name of the vessel and the *Inspection Number*. Also, use this number when using pages for parts J, K, and L for special types of vessels.

PART A: GENERAL

p.1, p.2, p.3, THIS PART IDENTIFIES THE VESSEL AND OTHER GENERAL INFORMATION OF THE VESSEL.

p.4, p. 5, p 6, p. 7 Reglammentary Patent of Navigation/ LAW 2 1980 (Full Term Registration) The validity of this document is limited to four (4) years for merchant vessels and two (2) years in the case of yachts. The Provisional Patent of Navigation is valid for six (6) months. The Inspector should enter the number and date of expiration of the Patent. A missing or expired Patent is a Class A deficiency.

p.8 Vessel type: Enter one of the following types (do not enter descriptions such as: three island vessel, machinery aft, raised forecastle, etc.):



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DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

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| General Cargo Ship | Passenger Cruise Liner |
| Refrigerated Cargo Ship | Combined Cargo/Passenger Ship |
| Roll-On Roll-Off (Ro-Ro) Cargo | Car and train passenger ferry |
| Vehicle Carrier | Mobile Flotel ^{1,2} |
| Heavy Lift Cargo Ship | Ferry |
| Container Ship | Crew boat |
| Tanker | High Speed Craft |
| Oil tanker | Research or Survey Vessel |
| Crude Oil Tanker | Tugboat Salvage |
| Chemical Tanker | Tug Integrated |
| Liquefied Gas Tanker (LPG and/or LNG) Mainly independent tanks. | tug/barge Cargo Barge ¹ |
| Liquefied gas chemical tanker | Barge carrier (Lash/See bee) |
| Asphalt tanker | Pontoon (specify use or activity) ¹ |
| Fruit Juice Tanker (with refrigerated holds) | Floating Dry dock |
| Wine Tanker | Pipe layer ^{1,2} |
| Water Tanker | Cable layer |
| Ammonia Tanker | Landing Craft |
| Product Tanker | Mobile Offshore Tender Unit ^{1,2} |
| Other (specify) | Auxiliary Offshore Tender Unit ^{1,2} |
| Bulk carrier | Offshore Supply Vessel |
| (a) Wood Chip Carrier | Floating Production storage |
| (b) Lumber or log carrier | Offloading Facility (FPSO) |
| (c) Cement carrier | Mobile Crane ^{1,2} |
| (d) Ore carrier | Yacht |
| (e) Ore/bulk/oil carrier | Submarine |
| (obo) | |
| (f) Ore/Oil Carrier | |
| (g) Other (specify) | |
| Icebreaker | 1. Indicate if self propelled (SP) or not (NP) |
| Supply ship | 2. Indicate Hull Type: |
| Dredger ¹ | (S) Ship |
| (a) Hooper/Dredger | (B) Barge |
| (b) Dredger/Sand carrier | (SS) Semi-Submersible |
| (c) Hopper/Dredger/sand carrier | (SB) Submersible |
| Fish Factory Ship | (JU) Jack-Up |
| Fishing | |
| (c) Trawler | |
| (d) Long Liner | |
| (e) Purse-Seiner | |

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 10 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

Enter "domestic" if the vessel trades within harbor or river limits or in short coastal voyages within the waters of one country. Otherwise, enter "international," Be advised that for the application of international conventions, all vessels trading outside Panamanian waters are subject to the conventions, irrespective of the above classification.

p.11/p.12: Enter full name and address of owner and operator. ISM DECLARATION

Include fax and telephone number and e-mail, if possible. This is a very important item, failure to provide it to the ASI Inspector is a Class A deficiency. If the vessel has its SMC certificates, copy the name of the operator as shown on the certificate.

p. 13 COMPANY SECURITY OFFICER. C. S. O. / ISPS CODE.

p.14: Payment receipt of Annual Taxes and Inspection Taxes: An updated receipt of payment (original or copy) should be on board.

p. 15 NEXT PORT information should get from the CREW LIST.

p. 16 p. 17, p. 18, p. 19 LAST P.S.C. INSPECTION: it's shall include port name, date, and remarks if is available with it's the inspector will get a X RAY of the actual conditions of the Ship previous its inspections.

p. 20 LOCAL AGENT INFORMATION.

PART B: DOCUMENTS

ALL STATUTORY CERTIFICATES in order to determine whether vessel complies with the National Law and International Maritime Conventions adopted by the Republic of Panama.

Class Certificates for Hull and Machinery are not required.

Indicate in each space for statutory certificates the issuing Society, the dates of issue, the dates of expiration and the last endorsement, if applicable. If the required original certificates are not on board, the Inspector shall record the certificate as missing or not available (NIL). In the cases where the certificates do not apply to that specific type of vessel, the Inspector shall record the certificate as not applicable (N/A).

A list of Recognized Organizations that can issue certificates and each respective certificate that they can issued on behalf of the Panamanian administration can be found in Merchant Marine Circulars of Panama. MMC. No. 136. Please note that not all organizations have the authority to issue all the certificates. If the Inspector finds a certificate not issued by one of the organizations listed, the certificate is deemed invalid and if possible a copy shall be faxed to THE FSI SECTION as soon as possible.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 11 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

The relevant international certificates are:

SOLAS CERTIFICATES: To reference for certificates and documents that will apply for each vessel please see the Annex 2 of SOLAS Convention.

NATIONAL CERTIFICATES:

The following certificates are issued on the basis of national regulations and are mandatory as indicated below:

p. 1 Cargo Ship Safety Certificate (vessels under 500 GRT): SOLAS 74/88, C: I R: 12./ MMC No. 38/ Executive Decree No. 45 of 21 December 1981 art. 6. (f).

Applies to cargo vessels of 24 meters in length of 100 gross tons and upward but less than 500 gross tons. It is mandatory since July 21, 1982. Valid for two (2) years, with an intermediate survey.

p. 2 Cargo Ship Safety Radio Certificate (vessels under 300 GRT): SOLAS 74/88, C: I R: 12.

Applies to cargo vessels of 100 Gross tons and upward but less than 300 gross tons. It is mandatory since July 21, 1982. Valid for one (1) year.

If the vessel does not have a Minimum Safe Manning Certificate, remind the Master that the document is mandatory and that he or the operator shall contact the Administration immediately. Application instructions are in section 4.1 of this guide.

p. 3 Minimum Safe Manning Certificate: SOLAS 74/ AMEND 2000 C: V R: 14/ RES.A.890(21) SOLAS 74/ 00 C: IX R: 1 M.M.C. NO 21, NO.43, NO.65, NO.73 and, NO.78

Applies to all vessels over 200 gross tons, with the exception of fishing vessels. Not subject to expiration or endorsements, it is mandatory since January 1, 1993, issued only by Administration

p. 4 Certificate of Inspection of Crew Accommodation/ RACAD/ CASAR: ILO NO.68/

All Panamanian registered vessels must have on board at all times a "Certificate of Inspection of Crew accommodation", except for fishing vessels under 75 Gross tons, other vessels under 500 Gross tons, and vessels operating exclusively in ports, harbors, estuaries and rivers, and unmanned vessels.

p. 5 Certificate of insurance or other financial security in respect of civil liability for oil pollution damage: CLC '69 art. VII parag.1.

A certificate attesting that insurance or other finance security is in force shall be issued to each ship carrying more than 2, 000 tons of oil in bulk as cargo. It shall be issued or certified by the Directorate General of Merchant Marine or consulates after determining that the requirements of article VII, paragraph 1, of the C.L.C. Convention have been complied. Certain countries also issue this certificate to vessels calling at their ports.



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

p. 6 Fishing Vessel Safety Certificates: NATIONAL MERCHANT MARINE REGULATION RES. NO.603-04-118-ALCN OF OCTOBER 28th, 1988.

Applies to *all fishing vessels or 24 meters in length and above*. This certificate is issued by the Administration, and the validity should not exceed five (5) years.

p. 7 Panamanian Radio Station License: / Executive Decree No. 45 of 21 December 1981 art. 6. (f).

Applies to all vessels with communication equipment on board and it is valid for four years.

If any of the non-optional certificates is missing or expired, report it as a Class A deficiency. If the vessel's trading pattern, as indicated in the logbook, exceeds the limits prescribed in any of the above certificates, report the fact as a class A deficiency.

PART C: PLANS, MANUALS, RECORDS, BRIDGE PUBLICATIONS.

p. 1 Muster List and Emergency Instructions: SOLAS 74/ Edit 2001 C: III R: 37.

Applies to all vessels, and shall be posted on the bridge, engine room and accommodation spaces (SOLAS Ch.III/37). In case of passenger vessels these instructions shall be drawn up in the English language.

P. 2 Damage Control Plan and Booklets: SOLAS 74/Edit 2001, II-1, R: 23, R: 23-1.

Mandatory to all passenger vessels and dry cargo vessels constructed on or after 1 February 1992. They shall be permanently exhibited or readily available on the navigation bridge, for the guidance of the officer in charge of the ship. In addition, booklets containing the information in the Damage Control Plan shall be made available to the officers of the ship and kept up to date (SOLAS CH.II-1/23).

p. 3 Fire Control Plans and Booklets: SOLAS 74/ 2000 C: II-2 R: 15.3.2. Res.A.654 (16).

Shall be permanently exhibited on all vessels. Alternatively, the details of the Fire Control Plan may be set out in a booklet, a copy of which shall be supplied to each officer and one copy shall be available on board in an accessible position at all times. Plans and booklets shall be kept up to date.

p. 4 Fire Equipment Booklet of Instructions: SOLAS 74/ 2000 C: II-2 R: 15.3.2. Res.A.654 (16).

An option instead of 3, provided that all officers and crew have a copy at all times. One copy shall also be kept in an available position on board at all times.

p. 5 Shipboard Oil Pollution Emergency Plan: MARPOL 73/78 ANNEX I R: 26.

Shall be on board every oil tanker of 150 gross tonnages and above and every ship other than an oil tanker of 400 gross tonnages and above. It shall be approved by the Administration or by the Recognized Organization that issued the IOPP Certificate. It shall include a current list of authorities or persons to be contacted in the event of an oil pollution incident.

p.6 Intact Stability Booklet: Res.A.749(18)as amended by Res. MSC.75(69).SOLAS 74 C:II-1 R: 25-8 MSC.Circ.919, GUIDELINES for DAMAGE CONTROL PLAN.

All ships of 24 meters and over shall be inclined on completion and the elements of their stability determined.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 13 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

The master shall be supplied with a stability booklet containing such information as is necessary to enable him, by rapid and simple procedures, to obtain accurate guidance as to the ship under varying conditions of loading.

p. 7 Dangerous good manifest or storage plan: SOLAS 74/ Edit 2001.C: VII R: 5.

Each ship carrying dangerous goods shall have a special list or manifest setting forth, in accordance with the classification set out in Ch.VII/2 of SOLAS, the dangerous goods on board and the location thereof. A detailed stowage plan which identifies by class, and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the Port State Authority.

p.8 Garbage Management Plan: (MARPOL 73/ 78, ANNEX V/9(2)).

Every ship of 400 tons gross tonnage and above, and every ship that is certified to carry 15 persons or more, shall carry a garbage management plan written in the working language of the crew and which the crew shall follow. It shall also designate the person in charge of carrying out the plan on board

p. 9 Training Manual: SOLAS 74 C: III R:35.

Applies to all ships of 500 GRT and above, and MODU's. Shall contain instructions and information on the life saving appliances provided in the ship and on the best methods of survival. Shall be provided in each crew mess room and recreation room or in each crew cabin. Any part of such information may be provided in form of audio-visual aids in lieu of the manual.

p. 10 Shipboard Management Documentation (ISM Code): ISM CODE.

This documentation can be structured in different ways for every vessel but shall have basic sections on training and familiarization of the crew with the operation of the vessel; general safety and procedures on emergency situations; contingency plans and cargo handling procedures if applicable. There is no set standard except that there shall be documentation of the shipboard operation as a whole, and documentation that of the existence of a safety management system.

RECORDS

p. 11 BRIDGE LOGBOOK/ MMC 107/ SOLAS 74 C: V R: 27.

The logbook shall be in the English language if the vessel makes international voyages. It may be in the working language of the crew if the vessel trades only within waters of countries that speak the same language.

If the official edition of the logbook is not being used for this purpose, a regular logbook may be used as long as it is stamped/endorsed by a Panamanian Consulate or the main office of the Administration.

p. 12 Bridge Bell book/ MMC 107/ MMC 108/ SOLAS 74 C: V R:27

Orders and responses received on the navigational bridge by means of the visual-indicating telegraph shall be recorded in this logbook by the deck officer on watch.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 14 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

p. 13 Engine Room Bell Book/ MMC 107/ SOLAS 74 C: V R:27

Orders and responses received on the engine room by means of the visual indicating telegraph shall be recorded in the logbook by the engineer on watch.

p. 14 Garbage Record Book/ MMC 107/ MARPOL 73/ 78 ANNEX V R:9.

Every ship 400 tons gross tonnage and above and every ship certified to carry 15 persons or more engaged in voyages to ports or offshore terminals under the jurisdiction of other parties to the MARPOL Convention, and every fixed floating platform engaged in exploration and exploration of the sea bed shall be provided with this record book. Can be part of the ship's official logbook but information shall be in the form specified in Regulation 9(3) of Annex V of MARPOL. The Administration may waive the requirement for this record.

p.15 Oil Record Book Part I / MMC 107/ SOLAS 74 C: V R:27/ MARPOL 73/ 78 ANNEX I R: 20.

p.16 Oil Record Book Part II / MMC 107/ SOLAS 74 C: V R:27/ MARPOL 73/ 78 ANNEX I R: 20.

Every oil tanker of 150 gross tonnage and above and every ship of 400 gross tonnage and above, other than an oil tanker, shall be provided with an Oil Record Book, Part I (Machinery space operations). Every oil tanker of 150 gross tonnages and above shall also be provided with oil Record Book, Part II (Cargo/ballast operations). Failure to have and keep updated this record book is a class A deficiency.

p. 17 Cargo Record Book: MMC 107/ MARPOL 73/ 78 ANNEX II/9.

Every ship to which Annex II of MARPOL 73/78 applies shall be provided with a Cargo Record Book, whether as part of the ship's official logbook or otherwise, in the form specified in appendix IV to the Annex.

Note: Optional and Voluntary System for Electronic Books on board of Panamanian Flagged Vessels has been ratified by the Republic of Panama.

Once the electronic book formats are installed onboard the Panamanian Merchant Marine, vessels shall comply with the established in the MMC 193.

The list of the vessels which adopted an optional and voluntary system for e-books will be notified by FSI section.

p. 18 FILE BUNKER DELIVERY NOTES: MMC No. MARPOL ANNEX VI/ MMC No.140.8.

BRIDGE PUBLICATIONS/ MMC 107/ SOLAS 74 C: V R: 27

All nautical publications, such as sailing directions, list of light, notice to mariner, tide tables and all other nautical publications necessary for the intended voyage, shall be adequate and up to date.

p.19. NAUTICAL CHARTS.

p.20 IMDG CODE.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 15 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

- p.21 PILOT CHARTS.**
- p.22 IMO MARPOL 73/78.**
- p.23 PILOT BOOK.**
- p.24 IMO COLREG 72**
- p.25 LIGHT LIST.**
- p.26 IMO SOLAS 74/ 2004.**
- p.27 IMO ROUTING SCHEME.**
- p.28 L.S.A. CODE/ F.S.S. CODE.**
- p.29 TIDE TABLE.**
- p.30 ISPS CODE.**
- p.31 NAVIGATION TABLE.**
- p.32 RADIO AIDS O NAVEGATION.**
- p.33 INTERNATIONAL CODE OF SIGNALS.**
- p.34 I.A.M.S.A.R. MANUAL Vol. III**
- p.35 NAUTICAL ALMANAC.**
- p.36 LIST OF COAST STATIONS (IV)**
- p.37 NOTICE TO MARINER.**
- p.38 LIST OF SHIP STATIONS. (V).**
- p.39 LIST OF RADIO DETERMINATION AND SPECIAL SERVICE STATIONS (VI.**
- p.40 LIST OF CALL SIGNS AND NUMERICAL IDENTITIES OF STATION MMMSS (VII).**
- p.41 IMO PORT STATE PROCEDURES.**
- p.42 MMC MERCHANT MARINE CIRCULARS.**
- p.43 MANUAL FOR USE BY MARITIME MOBILE AND MARITIME SATELLITE SERVICE.**

There shall be sufficient navigational charts and publications on board the vessel to allow for safe navigation in the intended trading area. These materials shall be maintained up-to-date at all times, which means with updated corrections and latest editions available.

Absence of a bridge logbook authorized by the administration is a Class A deficiency. Failure to perform and log items 2, 3, and 12 at the required appropriate times represents a Class A deficiency.

**PART D: AIDS TO NAVIGATION AND COMMUNICATIONS; SOLAS
74/00 C: IV C: V.**

Failure to have the adequate Aids to Navigation constitutes Class A deficiencies.

p.1 The equipment for Global Maritime Distress and Safety System (GMDSS) SOLAS 74'C: IV. If is equipped.

p. 2 Date of Expiration and type of contract GMDSS maintenance agreement :

Shall be off shore or On Board. SOLAS 74 / EMENDS 2000 C: IV R: 4, R: 15.Res.A.694.(17) and, Res.A.813(19)Res.A.702(17). STCW 95 CODE C: IV Sec.B-IV/2.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 16 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

p. 3 MMSI number: SOLAS 74 C: IV.

p.4 Ship areas which the ship is certificate to operate: Is required on all vessels of 300 gross tonnage and upward after 1 February 1999. The equipment required on board depends on the area of navigation of the vessel. SOLAS defines four possible areas, which are:

- (a) Sea Area A1: means an area within radiotelephone coverage of at least one VHF coast station in which continuous Digital Select Calling alerting is available.
- (b) Sea Area A2: means an area, excluding sea area A1, within radiotelephone coverage of at least one MF coast station in which continuous Digital Select Calling alerting is available
- (c) Sea Area A3: means an area, excluding sea area A1 and A2, within radiotelephone coverage of an INMARSAT geo-stationary satellite in which continuous alerting is available.
- (d) Sea Area A4: means an area outside sea areas A1, A2 and A3.

SOLAS also requires that the equipment is properly maintained to provide the availability of the functional requirements. To this end the vessel can use one of the following methods:

- (a) duplication of equipment
 - (b) shore based maintenance capability
 - (c) at sea electronic maintenance capability
- If the vessel is engaged in voyages in sea areas A1 and A2, the availability shall be ensured by using one of these methods or a combination of them.
 - If the vessel is engaged in voyages in sea area A3 and A4, the availability shall be ensured by using a combination of at least two methods.
 - If one of the methods used is the at sea electronic maintenance capability, verify that there is a Certified Radio electronic (first class for sea area A3 or second class for sea area A2 or less) on board.
 - If one of the methods used is the shore based maintenance capability verify that to check for contract with a company ashore.

Vessels that will be taken permanently out of service prior to 1 February 2001 and that requested an exemption to THE ADMINISTRATION before 1 February 1,999 may be exempted from some of the GMDSS requirements. This means that they will comply with item 17 instead of items 18, 19, 20, 21, and 23. If the vessel trades outside sea area A1. It shall be fitted with an INMARSAT C installation as prescribed in item 22.

p.5 Magnetic compass: SOLAS 74 C: V R: 19.2/2.1.1

For all vessels of 150 gross tonnage and upwards. Annual adjustment is required. Deviation shall remain consistent and shall not exceed 3 degrees preferably. The administration recommends that a certified adjuster makes the annual adjustment.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 17 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

Vessels of 150 gross tonnage and upwards shall be fitted with a steering compass and have means for taking bearings

p.6 MF/HF, Radio installation capable of transmitting and receiving using: SOLAS 74/ 2000- C: IV R: 4, R: 6, R: 12, R: 19/ Res.614 (15).

MF/HF radio installation capable of transmitting and receiving using Digital Select Calling, Radiotelephony and Direct printing telegraphy:

Applies to every vessel above 300 gross tonnage and upwards trading outside sea areas A1 and A2.

p.7 Gyrocompass: SOLAS 74 C: V R: 16, R: 17, R: 19.2.5.

For all vessels of 500 gross tonnage and upwards.

p.8 RADAR: SOLAS 74 C: V R: 16, R: 17, 19.2.7.

Applies to cargo vessels of 300 gross tonnage and upward and passenger vessels irrespective of their size when engaged on international voyages. They shall be fitted with a radar installation capable of operating in the 9 GHz frequency band.

If not engaged in international voyages ships of 500 gross tonnages and upwards constructed on or after 1 September 1984, and ships of 1600 gross tonnage and upwards constructed before 1 September 1984, shall be fitted with a radar installation.

Vessels of 10,000 gross tonnage and upwards shall be fitted with two radar installations, each capable of being operated independently. At least one of the radar installations shall be capable of operating in the 9 GHz band.

p.9

p.10 Automatic Radar Plotting Aid (ARPA): SOLAS 74/Edit C: V R: 16, R: 17, R: 12

Applies to vessels of 10,000 gross tonnage and upwards.

p. 11 NAVTEX RECEIVER: SOLAS 74 C: I R: 11/ C: IV R: R, R: 7.

Applies to every vessel above 300 gross tonnages and upwards.

p.12. Echo sounding device: SOLAS 74 C: V R: 16, R: 17, R: 19.2.3.

All ships of 300 GT and upward and passenger ships irrespective of size shall.

p. 13 Two-way radio communication using the aeronautical frequencies: SOLAS 74 C: IV R:

(Only passenger vessels) Every passenger vessel shall be provided with means for two-way on-scene radio communication for search and rescue purposes using the aeronautical frequencies 121.5 MHz and 123,1 MHz from the position from which the vessel is normally navigated.



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

p. 14 Rudder angle indicator and rate of revolution of each propeller: SOLAS 74 C: V, R: 16, R: 17, R: 19.2.5.4

Applies to vessels of 500 gross tonnage and upwards.

If the vessel is fitted with variable pitch propellers or lateral thrust propeller it shall also be fitted with a pitch and operational mode of such propellers (all readable from the conning position).

p.15. INMARSAT SES installation with: A, B, C, F, mini M: SOLAS 74 C: I R: 11- C:IV R: 4, R: 7- Res.A.701(17)/ Res.A.705(17). Applies to every vessel above 300 gross tonnage and upwards that trades in sea area A3, but may be used by vessels trading in sea areas A1 and A2, but it is not mandatory. For sea area A3 the installation shall be capable of enhanced group calling, direct printing telegraphy, initiating and general radio communication either by radiotelephony or direct printing telegraphy. The installation can be an INMARSAT C or B (or the analog equivalent A).

p. 16 Device to indicate speed and distance: SOLAS 74 C: V R: 16, R: 17, R: 19.2.3.4

Applies to vessels of 300 gross tonnage and upwards.

p. 17 Rate of turn indicator: SOLAS 74 C: V R: 16, R: 17, R: 19.2.9

Applies to vessels of 50,000 gross tonnage and upwards.

p.18 Signal flags and day shapes: COLREG 72 PART A- R: 1 (e) PART C.

Applies to all vessels upon the high seas and in waters connected therewith navigable by seagoing vessels. *All vessels shall have a complete set of signal flags.*

Shapes shall be black and of one of the following forms: a ball; a cone; a cylinder or a diamond

p.19 Daylight Signaling Lamp: SOLAS 74/ AMENDTS 2000- C: V R: 19.2.2.2

Applies to all vessels of over 150 gross tonnages, when engaged in international voyages.

p. 20 Ship-to-Shore Distress Alerts: SOLAS 74 C: I R 11, C: IV R: 4.

Applies to every vessel above 300 gross tonnages and upwards. Equipment on board shall be capable of initiating and receiving distress priority calls, preferably by two means such as: INMARSAT equipment, Satellite EPIRB installed close to the position from which the ship is normally navigated, HF using DSC, MF using DSC, or VHF using DSC. Please specify the means on the ASI form.

p.21 Ship Security Alert Systems: SOLAS 74/ EMENDTS 2002- C: XI-2 R: 6. MSC.136 (76)/ MMC 133. All ship be provide with a ship security alert system as follows:

- Ships constructed on or after 1 July 2004.
- Passenger Ship/ High Speed Craft constructed before 1 July 2004, not later than the first survey on radio installation after 1 July 2004.
- Oil tankers, chemical tankers, gas carriers, bulks carriers and cargo High Speed Craft, of 500 GT and upward constructed before 1 July 2004, no later than the first survey of the RADIO installation after 1 July 2004.
- Other cargo ship of 500 GT, and upward and MODU constructed before 1 July 2004 not later than first survey of the radio installation after 1 July 2006.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 19 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

p. 22 Global Position System: SOLAS 74 C: V R: 19.2.1.7. ALL SHIPS.

p. 23 Radiotelegraphy: SOLAS 74 C: IV

Applies to vessels of 1,600 gross tonnage and upward and all passenger vessels. The installation shall have a main transmitter and a reserve transmitter.

On 1 February 1999 this equipment is no longer required to any vessel of 300 gross tonnages and upward for they shall be fitted with GMDSS equipment.

Vessels that will be taken permanently out of service prior to 1 February 2001 and that requested an exemption THE ADMINISTRATION before 1 February 1999 may be exempted from the GMDSS requirements and therefore still need to carry this equipment.

These vessels may have also an exemption from the radiotelegraphy equipment if they trade no farther than 200 nautical miles from the nearest land. This exemption is granted only by THE ADMINISTRATION and will not be issued any more after 1 February 2001.

p. 24 On board communication and alarm system: SOLAS 74/ 2000, C: III R: 6.4

An emergency means comprising either fixed or portable equipment or both shall be provided for two-way communications between emergency control stations, muster and embarkation station and strategic positions on board. The system shall be supplemented by a public address system capable of summoning passenger and crew to muster stations. On passenger vessels the general emergency system shall be audible on all open decks above background noise.

p. 25 AUTOMATIC IDENTIFICATION SYSTEM (AIS): SOLAS 74 C: I R: 11/ C: V R: 19.2.4. MMC No.139.

In case of ships. Other than Passenger Ships and Tankers, of 300 GT and upward but less than 50,000 GT, not less than the first SAFETY EQUIPMENT SURVEY after 1 July 2004 or by 31 December 2004, which ever occur first the first safety survey therefore now day all ships.

p. 26 VOYAGE DATA RECORDER: (V. D. R.): SOLAS 74/ 2000- C: V, R: 20. Shall be fitted with V.D.R. as follows:

- Passenger Ships constructed on or after 1 July 2002/ before 1 July 2002 not later than 1 January 2004.
- All Ro/Ro Passenger Ship.
- All ships, other than passenger ships, of 3000 GT and upward constructed on or after 1 July 2002.

p. 27 PORTABLE WATERPROOF VHF/ BATTERY EXPIRATION: SOLAS 74 C: III R: 6.Res.A.809 (19).

At least three (3) two-way VHF radiotelephone apparatus shall be provided on every passenger ship and on

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 20 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

every cargo ship of 500 gross tonnages and upward. At least two (2) of these apparatus shall be provided on every cargo ship of 300 gross tonnages and upward but less than 500 gross tonnages. They shall conform to the GMDSS requirements of color (highly visible yellow/orange or marked with a surrounding yellow/orange marking strip), programming and waterproof condition, otherwise the vessel shall have an Exemption Certificate issued by THE ADMINISTRATION.

All passenger ship and cargo ships of 300 GT upward.

p. 28 RADAR TRANSPONDER/ BATTERY EXPIRATION: SOLAS 74/ 2000, C: III R:6. 2.2.

All passenger ship and cargo ships of 300 GT upward. SOLAS 74 C: IV R:
At least one radar transponder shall be carried on each side of every passenger ship and of every cargo ship of 500 gross tonnage and upward (total of two (2)). At least one (1) shall be carried on every cargo ship of 300 gross tonnage and upward but less than 500 gross tonnage.

On ships carrying at least two radar transponders and equipped with free fall lifeboats one of the radar transponders shall be stowed in a free-fall lifeboat and the other located in the immediate vicinity of the navigation bridge.

**p. 29 VHF RADIO INSTALLATION CAPABLE TO TRANSMITTING AND RECEIVING DSC AND
RADIOTELEPHONY: SOLAS 74/ 2000 C: IV R: 7.**

Applies to every vessel above 300 gross tonnages and upwards. An exemption for this equipment may be granted by THE ADMINISTRATION if no sea area services are available in the trading area of the vessel.

**p.30 VHF RADIO INSTALLATION OF CONTINUOUS DSC WATCH ON CHANNEL 70: SOLAS
74/ 2000 C: IV R: 7.**

Can be the same as in 18. Applies to every vessel above 300 gross tonnages and upwards. An exemption for this equipment may be granted by THE ADMINISTRATION if no sea area services are available in the trading area of the vessel.

**p. 31 SATELLITE EPIRB/ BATTERY EXPIRATION: SOLAS 74 /2000 C: IV R: 7.1.6/ Res.A.616
(15).**

Satellite EPIRB: Applies to every vessel above 300 gross tonnage and upwards. Shall be programmed with the assigned MMSI number of the vessel. The Inspector shall check for the expiration date of the battery and proper location and date of annual inspection.

PART E: DRILLS EVALUATION.

DRILLS/ SOLAS 74 C: III R:19/ SOLAS 74 C: III R:19

Fire and Abandon Ship Drills:

The Inspector shall observe a fire and boat drill and note the effectiveness of the ship's crew as a team in these exercises, and the well functioning of the equipment. In this section the Inspector shall make notes

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 21 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

on the crew's knowledge about safety aspects regarding the drill.

The Abandon Ship Drill shall include: SOLAS 74/Edit 2001-C: III R: 19

- Lowering of at least one lifeboat after any necessary preparation for launching. This shall be achieved within 30 minutes from the time the Abandon Ship Signal is given.
- Stating and operating the lifeboat engine
- Operation of davits used for launching the survival craft
- Instruction in the use of the radio life saving appliances
- Emergency lighting for mustering and abandonment shall be tested
- If the ship is fitted with marine evacuation systems, the drill shall include exercising of the procedures required for the deployment of such system up to the point immediately preceding the actual deployment of the system

The Fire Drill shall include: SOLAS 74/ Edit 2001- PART E- C: II-2 R:19

- Reporting to stations and preparing for the duties described in the muster list
- Starting the fire pump, using at least the two required jets of water for show that the system is in proper working order
- Checking of the Fireman's outfit and other personal rescue equipment
- Checking of relevant communication equipment
- Checking the operation of watertight doors, fire doors, fire dampers, and main inlets and outlets of ventilation systems in the drill area.
- Checking the necessary arrangements for subsequent abandoning of the ship

There may be occasions when local port regulations or the operational nature of the vessel's activities at the time of the inspection preclude having a full fire and lifeboat drill. In this event, the Inspector is requested to observe partial fire and boat drill activities such as noting proper alarm, examining verbally the crew's knowledge of emergency procedures and their familiarity with their duties, etc. If possible also lifting of lifeboats from their cradles.

If the Inspector does not witness such drills, he must indicate in the REMARKS section the extenuating reasons for such omission.

PART F: FIRE FIGHTING EQUIPMENT- SOLAS 74/ 2004 C: II-2 R: 1, R: 2/ F.S.S. CODE

p.1. Fire Main: SOLAS 74/04 C: II-2 R: 10 1, 10 2.1

The diameter of the fire main and water service services pipes shall be sufficient for the effective distribution of the maximum required discharge from two fire pumps operating simultaneously, except that in the case of cargo ships the diameter need only be sufficient for the discharge of 140 cubic meters per hour. For specific minimum pressures for different types of vessels please refer to SOLAS CH.II-2/4.4.2



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

p.2 Fireman’s Outfit: SOLAS 74/04 C: II-2 R: 10.10.

All new and existing vessels will require at least two (2) fireman's outfits.

Passenger vessels will require a fireman’s outfit for every 80 meters of the aggregate of the lengths of all passenger spaces and service spaces on the deck which carries such spaces or, if there is more than one such deck, on the deck which has the largest aggregate of such lengths, two fireman’s outfits and two sets of personal equipment. At least two fireman’s outfits and one set of personal equipment shall be available at any one position.

Passenger vessels carrying more than 36 passengers, shall carry two additional fireman’s outfits for each main vertical zone and for each pair of breathing apparatus there shall be provided one water fog applicator, which shall be stored adjacent to such apparatus. Also at least two spare charges for each breathing apparatus shall be provided.

The Inspector may spot check one such location and assume all other locations are fitted the same.

p.3 International Shore Connections: SOLAS 74 C: II-2 R: 10.2.1.7

Ships of 500 gross tonnage and upwards shall be provided with at least one international shore connection. Facilities shall be available enabling such a connection to be used on either side of the ship. The connection shall be maintained on board together with a gasket, four bolts and eight washers.

p.4 Fire Pumps: SOLAS 74 C: II-2 R: 10 2.2. Most be tested see part E during Fire Drills. Every ship shall be provided with independently driven fire pumps as follows:

| | | |
|-----|---|--------------------|
| (a) | Passenger ships of 4,000 tons gross tonnage and upwards | At least three (3) |
| (b) | Passenger ships of less than 4,000 gross tonnage and cargo ships of 1,000 gross tonnage and upwards | At least two (2) |
| (c) | Cargo ships of less than 1,000 tons gross tonnage | At least one (1) |

Passenger ships of 1,000 gross tonnages and upwards and cargo ships of 2,000 gross tonnage and upwards shall carry an emergency fire pump which shall be capable of supplying two jets of water and shall be stored in a space not contiguous to the boundaries of machinery spaces of category A or those spaces containing main fire pumps.

p. 5 MEANS OF ESCAPE: SOLAS 74/ 2004- C: II-2 R: 13, R: 13.6

- Shall be met; safe escape routes shall be provide,
- Escape routes shall be maintained in a safe condition, clear of obstacles, and,
- Additional aids for escape shall be provide as necessary to ensure accessibility, clear marking, and adequate design for emergency situation.



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

p. 6 Fire hoses: SOLAS 74/2004 C: II-2 R: 10 2.3.

Fire hoses shall be of non-perishable material. Each hose shall be provided with a nozzle and the necessary couplings, and be kept ready for use in conspicuous positions near the water service hydrants or connections. In cargo ships of 1,000 gross tonnage and upwards the number of fire hoses to be provided shall be one for each 30 m length of the ship plus one spare. In no case less than five (5) hoses in all. In passenger vessels there shall be at least one fire hose for each of the hydrants. In those vessels carrying more than 36 passengers fire hoses shall be connected to the hydrants at all times.

p. 7 Dual fire nozzles with shutoff: SOLAS 74/ 2004 C: II-2 R: 10 2.3.

Standard nozzle sizes shall be 12 mm, 16 mm and 19 mm or as near as possible. All nozzles shall be dual-purpose type (i.e., spray/jet type) incorporating a shutoff.

p. 8 Portable Fire Extinguishers: SOLAS 74/2004 C: II-2 R: 10 3, 3.1, 3.2, 3.3.

The capacity of required portable fluid extinguishers shall be not more than 13.5 liters and not less than 9 liters. Other extinguishers shall be at least as portable as the 13.5 liters fluid extinguisher and shall have a fire-extinguishing capability at least equivalent to that of a 9 liters fluid extinguisher.

One of the portable fire extinguishers intended for use in any space shall be stowed near the entrance to that space. Fire extinguishers shall be periodically examined

Accommodation spaces, service spaces and control stations shall be provided with portable fire extinguishers. Ships of 1,000 gross tonnage and upwards shall carry at least five portable fire extinguishers.

The administration requires spare charges for 10% of the number of extinguishers.

p.9 Breathing Apparatus: FSS Code C 3.2.1.2

p. 10 E.E.B.D. EMERGENCY ESCAPE BREATHING DEVICE: SOLAS 74/ 2004 C: II-2 R: 13 3.4-F.S.S. CODE.

p.11. Fixed Fire Extinguishing Systems in Machinery Spaces: SOLAS 74 C: II-2 R: 10 4, R: 10 5.

The Inspector shall initially check what type of fixed fire extinguishing arrangement is installed and if it is operational. By operational the Administration wants the Inspector to spot check on piping and tanks: no obvious corrosion or malfunction shall be visible. It shall be noted the last date of inspection:

- If the system is a CO₂ arrangement the CO₂ cylinders shall be pressured tested after twenty (20) years from the date of manufacture, and every five (5) years thereafter. In addition the cylinders are to be examined externally and checked otherwise every two (2) years.
- If the system is a high expansion foam this foam shall be analyzed as prescribed by the manufacturer or at two (2) year intervals by the Recognized organization.

If the conditions of the vessel's fire fighting equipment is less than good, the Inspector shall performed a more in depth inspection of the fire fighting equipment in the machinery space. For that purpose we include

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 24 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

more information as to what equipment shall be in the machinery space for different type of machinery. Deficiencies of points (b) and lower shall be noted in the deficiency page.

A. Machinery spaces containing oil-fired boilers or oil fuel units shall be provided with:

- (a) any one of the following fixed fire extinguishing system: a gas system, a high-expansion foam system or a pressure water-spraying system complying with SOLAS regulations

in addition the inspector shall check that there are:

- (b) at least one set of portable foam applicator units
(c) at least two portable foam extinguishers or equivalent in each firing space in each boiler room and in each space in which a part of the oil fuel installation is situated
(d) a receptacle containing sand, saw dust impregnated with soda or other approved dry material. A portable extinguisher may be substituted as an alternative.

B. Machinery spaces containing internal combustion machinery shall be provided with:

- (a) one of the fire extinguishing systems mentioned in point A(a)

in addition the inspector shall check that there are:

- (b) at least one set of portable air-foam equipment
(c) a foam-type fire extinguisher of 45 liters capacity or equivalent in sufficient number to enable foam or its equivalent to be directed on to any part of the fuel and lubricating oil pressure systems, gearing and other fire hazards.
(d) sufficient number of portable foam extinguishers so that no point in the space is more than 10 meters walking distance from an extinguisher and that there are at least two such extinguishers in each space.

C. Machinery spaces containing steam turbines or enclosed steam engines shall be provided with:

- (a) sufficient number of foam fire extinguishers each of at least 45 liters capacity or equivalent so as to be directed to any part of the pressure lubricated system, casing enclosing pressure lubricated parts of the turbines, engines or associated gearing and any other fire hazards (not required if a fixed-fire extinguishing system as mentioned in point A(a) above is installed)
(b) sufficient number of portable foam extinguishers so that no point in the space is more than 10 meters walking distance from an extinguisher and that there are at least two such extinguishers in each space.

In addition to the options stated above, in passenger vessels carrying more than 36 passengers each machinery space shall be provided with at least two water fog applicators.

p.12 Fire Extinguishing Arrangements in Cargo Spaces: SOLAS 74/ 2004 C: II-2 R: 10 7.

Cargo spaces of vessels 2,000 gross tonnage and upward constructed after 1 September 1984 shall be

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 25 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

protected with a fixed gas fire-extinguishing system complying with provisions of regulation 5 of SOLAS Ch.II-2. This does not apply to cargo spaces of any ship if constructed and solely intended for carrying ore, coal, grain, unseasoned timber, non-combustible cargoes or other cargoes which, in the opinion of the Administration, constitute a low fire risk.

Ro-ro cargo spaces capable of being sealed shall be fitted with fixed gas fire-extinguishing systems (halogenated hydrocarbon system may be used only for spaces designated only for vehicles which are not carrying any cargo). Ro-ro cargo spaces not capable of being sealed shall be fitted with a fixed pressure water-spraying system for manual operation. Each ro-ro cargo space intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion shall be provided with at least three (3) water fog applicators and one (1) portable foam applicator

Tankers of 20,000 tonnages deadweight and upwards the protection of the cargo tanks deck area and cargo tanks shall be achieved by a fixed deck foam system and fixed inert gas system.

For tankers constructed before 1 September 1984 of 20,000 tonnages deadweight and upwards engaged in the trade of carrying crude oil shall be fitted with an inert gas system.

For tankers constructed before 1 September 1984 of 40,000 tonnages deadweight and upwards engaged in the trade of carrying oil other than crude oil shall be fitted with an inert gas system.

For tankers constructed before 1 September 1984 of 20,000 tonnages deadweight and upwards engaged in the trade of carrying oil other than crude oil fitted with tank washing machines having individual throughput of greater than 60 cubic meters per hour shall be fitted with an inert gas system.

For vessels carrying dangerous goods please refer to SOLAS Ch.II-2/54 for details.

PART G: LIFE SAVING APPLIANCES AND ARRANGEMENTS L.S.A. CODE

All The PANAMANIAN FLAG SURVEYOR may at all reasonable times go ascend a ship for the purpose of seeing that the provisions of the **SOLAS 74/ 2004 Edition- C: III/ LIFE SAVING APPLIANCES AND ARRANGEMENTS L.S.A. CODE** and any regulations made there under are complied with.

In carrying out surveys for statutory purposes surveyor should ensure that all the equipment required under **SOLAS 74 C: III/ LIFE SAVING APPLIANCES AND ARRANGEMENTS L.S.A. CODE**, is carried and is fit and ready for use, that the stowage and means of launching lifeboats, liferafts, etc. are in accordance with the regulation and instructions, and that where appropriate proper pilot boarding arrangements are provided and that the requisite number of certificated persons.

Owners should however be encouraged to have such ships surveyed and issued with a SAFETY EQUIPMENT RECORD OF INSPECTION at least every year.

Owner's and Masters are under a duty to ensure that ships to which the regulations apply are provided with the **SOLAS 74/2004 C: III/ LIFE SAVING APPLIANCES AND ARRANGEMENTS L.S.A. CODE**. Specified and that there are kept in all times fit and ready for use.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 26 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

If the surveyor find the any of the relevant requirements of the **LIFE SAVING APPLIANCES AND ARRANGEMENTS L.S.A. CODE**, are not complied with, the fact should be pointed our to the MASTER of OFFICER in charge.

Where a PANAMANIAN FLAG SURVEYOR considers that the regulations have not been complied with, a notice in writing must be given to the Owners, Class, and Master of agent stating what is deficient of defective and what is necessary to remedy it.

All defects must be made good to the Surveyor's satisfaction, but every endeavor should be made to avoid delaying The Ship. Where a surveyor decides that the defects are not serious enough to warrant detentions of the ship as provided for by section. He may, for example, allow a ship to depart for another port, if in the opinion, the defects are not such as to make the voyager unsafe, and the has no reason to doubt that the owner or master will comply with the regulation at the other port concerned to the circumstances of he case and the action to be taken.

The surveyor at other port should report back to the original part of survey when the necessary remedies have been taken. Any doubt about the efficiency of any LIFE SAVING APPLIANCES APPARATUS should be resolved by actual test of trial if practicable. Unusual cases should be reported to **THE NAVIGATION & SAFETY DEPARTMENT AS SOON AS**.

When the Inspector is asked to comment on the visible condition of lifesaving equipment or observe the fire and boat drill, his judgment and discretion will be called upon. The Inspector's opinions regarding any conditions which would negatively affect the safety of the vessel are sought here and should be reported accordingly.

The information on this section can be initially obtained from the **valid** Cargo Ship Safety Equipment Certificate or equivalent (Passenger Ship Safety Certificate, etc.) And then confirmed with a visual spot check inspection. The lifesaving appliances shall be sufficient for all the persons on board. **Failure to comply with this requirement is a Class A deficiency.**

If the actual number of lifesaving appliances on board does not correspond to those noted on the Cargo Ship Safety Equipment Certificate, it shall be noted in the deficiency page that the Certificate shall be amended as soon as possible.

SURVIVAL CRAFTS SOLAS 74 C: III R: 11, R: 16, R: 21, R: 31, R: 33.

Posters or signs shall be provided on or in the vicinity of survival craft and their launching controls. They shall be easily seen under emergency lighting conditions.

p. 1 Lifeboats: SOLAS 74 C: III R: 21, R: 23, R: 24, R: 31, R: 33.

Cargo ships shall carry one or more totally enclosed lifeboats of such aggregate capacity on each side of the ship as will accommodate the total number of persons on board.

In lieu of the above they can also carry one or more a free-fall lifeboats capable of being launched over the

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 27 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

stern of the ship of such aggregate capacity as will accommodate the total number of persons on board
Cargo Ships of less than **85 m in length** and other than oil tankers, chemical tankers and gas carriers, may carry instead the following:

- (a) One or more liferafts on each side of the ship of such aggregate capacity as will accommodate 150% of the total number of persons on board if they are not available for use on each side of the ship. If they are, then they shall be able to accommodate the total number of persons on board.
- (b) A rescue boat. If this rescue boat is also a lifeboat it can be included in the aggregate capacity required in (a).

The Panamanian Administration additionally has equivalent provisions for cargo vessels (other than tankers) of 500 gross tonnage and upwards, but less than 1,600 gross tonnage that sail within 20 nautical miles from the nearest land. Instead of lifeboat these vessels can be fitted with liferafts of such aggregate capacity as will accommodate the total number of persons on board, and one rescue boat.

Passenger vessels engaged **on international voyages**, which **are not short international** voyages, shall carry partially or totally enclosed lifeboats on each side of such aggregate capacity as will accommodate not less than 50% of the total number of person on board. Substitution of lifeboats by liferafts of equivalent total capacity provided that there shall never be less than sufficient lifeboats on each side of the ship to accommodate 37.5% of the total number of persons on board. This arrangement must be approved by the administration.

Passenger vessels engaged **on shorts international voyages** shall carry partially or totally enclosed lifeboats on each side of the ship of such aggregate capacity as will accommodate at least 30% of the total number of persons on board. This arrangement shall be complemented with liferafts of such aggregate capacity that, together with the lifeboat capacity, the survival craft will accommodate the total number of persons on board.

Testing of lifeboats: Life boats shall be lowered into the water and tested every three (3) months. The inspector shall note the date the lifeboats were last lowered and tested.

The inspector shall spot check that the launching of the lifeboat with its full complement of persons and equipment is carried out within a period of 30 minutes from the time the abandon ship signal is given.

p. 2 Rescue Boats: SOLAS 74/ EDITION 2004 C: III R: 21.2, R: 14. R: 31.2.

All cargo ships shall carry at least one rescue boat. A lifeboat may be accepted as a rescue boat provided that it also complies with the requirements for a rescue boat. The rescue boat shall be such boarded and launched in the shortest possible time, and shall comply with the requirements of regulations R: 11, R: 12,

Passenger vessels of 500 gross tonnages and over shall carry at least one rescue boat on each side of the vessel. Passenger vessels of less than 500 gross tonnages shall carry at least one rescue boat. A lifeboat may be accepted as a rescue boat provided that it also complies with the requirements for a rescue boat. The number of lifeboats and rescue boats that are carried shall be sufficient to ensure that not more than six (6) liferafts need be marshaled by each lifeboat or rescue boat (the number is changed to nine (9) in the case of vessels engages in short international voyages)

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 28 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

Rescue boats shall be stowed in a state of continuous readiness for launching in not more than 5 minutes.

p. 3 Liferafts: SOLAS 74 C: III R: 20. R: 26.2.

In addition to the lifeboats, cargo ships shall carry liferafts stowed in a position providing for easy side-to-side transfer at a single open deck level of the ship and of such aggregate capacity as will accommodate the total number of persons on board

If the vessel has a free-fall lifeboat at the stern it shall also have liferafts on each side of the ship of such aggregate capacity on each side of the ship as will accommodate the total number of persons on board. The liferafts on at least one side of the ship shall be served by launching appliances.

Where the survival craft is stowed in a position which is more than 100 m from the stern, in addition to the above mentioned, a liferafts shall be stowed far forward or aft as is reasonable and practical.

Passenger vessels engaged on international voyages, including short international voyages, shall carry liferafts of such aggregate capacity as will accommodate at least 25% of the total number of persons on board. All liferafts shall be served by at least one launching appliance on each side.

Passenger ships of less than 500 gross tonnages where the total number of persons on board is less than 200 may carry:

- (a) Liferafts of such aggregate capacity as will accommodate the total number of persons on board. If these liferafts are not really transferred for launching on either side of the ship, additional liferafts shall be provided so that the total capacity on each side will accommodate 150% of the total number of persons on board.
- (b) A rescue boat. If this rescue boat is also a lifeboat it can be included in the aggregate capacity required in (a).

Servicing of liferafts: Liferafts and their hydrostatic releases shall be serviced every twelve (12) months by an approved service company. The inspector shall note the date of last service. An extension for the servicing of these items can be granted by THE ADMINISTRATION up to five additional (5) months.

p. 4 Marine Evacuations Systems: SOLAS 74 C: III R: 15, R: 20. 8.2.

IT'S systems shall be in such positions as to ensure safe launching having particular regards to clearance from the propeller and steeply overhanging positions of the hull and so that, as far as practicable, **THE SYSTEM CAN BE LAUNCHED DOWN THE STRAIGHT SIDE OF THE STRAIGHT OF THE SHIP.**

The passage of the marine evacuation system shall provide for safe descent of persons of various ages, sizes and physical capabilities wearing approved lifejackets, from the embarkation station to the floating platform or survival craft. Once person shall be enough for deployment of the system AND of such system shall be subjected to a trial deployment after installation. Subject to these deployments being satisfactory, the untried

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 29 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

systems are to be deployed within 12 months of installation.

p.5 Operating instructions for survival craft. SOLAS 74/ 2004 C: III R: 9.

Instructions for operation of life-saving appliances shall be easily understood, illustrated wherever possible and, easily visible under emergency lighting conditions.

p. 6 Lifebuoy: SOLAS 74/ 2004 C: III R: 7, R: 22, R: 32. LSA CODE C: II

The Inspector shall spot check each type of lifebuoy (with lifeline, with lights, with smoke signal).

Cargo vessels of 500 gross tonnage and upwards shall carry not less that the prescribed in the following table:

| Length of ship in meters | Minimum number of lifebuoy |
|--------------------------|----------------------------|
| Under 100 | 8 |
| 100 and under 150 | 10 |
| 150 and under 200 | 12 |
| 200 and over | 14 |

Passenger vessels shall carry not less that the prescribed in the following table:

| Length of ship in meters | Minimum number of lifebuoy |
|--------------------------|----------------------------|
| Under 60 | 8 |
| 60 and under 120 | 12 |
| 120 and under 180 | 18 |
| 180 and under 240 | 24 |
| 240 and over | 30 |

They shall be so distributed as to be readily available on both sides of the vessel and at least one shall be placed in the vicinity of the stern.

Lifebuoy shall be so distributed as to be readily available on both sides of the ships. At least one shall be placed in the vicinity of the stern, and none shall be permanently secured in any way.

At least one lifebuoy on each side of the ship shall be fitted with a buoyant lifeline.

Not less that one half of the total number of lifebuoy shall be provided with self-igniting lights; not less than two of these shall also be provided with self-activation smoke signals. They shall not be the same as the ones provided with lifelines.

Each lifebuoy shall be marked in block capital letters with the name and port of registry of the vessel.

The Inspector shall spot check each type of lifebuoy (with lifeline, with lights, with smoke signal).

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 30 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

p. 7 Lifejackets: SOLAS 74 C: III R: 7, R: 22, R: 32 LSA CODE C: II p.2.2

Shall be provided for every person on board the ship and be so placed as to be readily accessible and their position shall be plainly indicated. A sufficient number of lifejackets shall be carried for persons on watch and for use at remotely located survival stations. If the vessel is engaged on international voyages all lifejackets shall be fitted with a light.

The Inspector shall spot check these conditions and that the lights are working.

p.8 Immersion Suits: SOLAS 74 C:III R: 7, R: 22.4, R: 32 LSA CODE C: II p.2.3,MMC No. 144,Res.MSC.152(78)

There shall be enough suits of an appropriate size for every person assigned to crew the rescue boat or assigned to the marine evacuation system party. All vessels shall carry at least three (3) immersion suits for each lifeboat.

All passenger vessels shall carry for each lifeboat on the ship at least three (3) immersion suits, and in addition, a thermal protective aid for every person to be accommodated in the lifeboat and not provided with an immersion suit.

This item is not required if the lifeboats are totally or partially enclosed. Also if the ship navigates in warm climates (between 32 degrees parallel S and 32 degrees parallel N) and THE ADMINISTRATION has issued an exemption certificate for this item.

If the vessel is less than 85 m in length and is other than oil tankers, chemical tankers and gas carriers, and is fitted with liferafts and a rescue boat, it shall carry an immersion suit for every person on board unless: (a) has davit launched liferafts; (b) has liferafts served by equivalent approved appliances capable of being used on both sides of the ship and do not require entry into the water to board the liferafts; or (c) is exempted by THE ADMINISTRATION for navigation in warm climates.

p. 9 Thermal Protective Aids: SOLAS 74 C: III R: 7, R: 22.4, R: 32/ LSA CODE C: II p.2.5.

All vessels shall carry thermal protective aids for every person to be accommodated in the lifeboat that is not provided with an immersion suit.

This item is not required if the lifeboat is totally or partially enclosed. Also if the ship is navigates in warm climates (between 32 degrees parallel S and 32 degrees parallel N) THE ADMINISTRATION could have issued an exemption certificate for this item.

p. 10 Rocket Parachute Flares: SOLAS 74 C: III R:6.3, LSA CODE C: III p.3.1.

For vessels of 500 gross tonnage and upwards there shall be not less of 12 rockets parachute flares stowed on or near the navigation bridge (SOLAS CH.III/6.3). Count them and check the expiration date on all of these.



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

There shall also be at least four (4) rockets flares for each liferafts and lifeboat. Check the expiration date of a few and spot check one lifeboat.

p. 11 Hand Flares: SOLAS 74 C: III R: 6.3, L.S.A. CODE C: III p.3.2.

There shall be at least six (6) for each liferafts and lifeboat. Check the expiration date of a few and spot check one lifeboat. Assume that all other lifeboats are fitted the same.

p. 12 Buoyant Smoke Signals: SOLAS 74 C: III R: 7. / LSA CODE C: III p.3.3.

There shall be at least two (2) for each liferafts and lifeboat. Check the expiration date of a few and spot check one lifeboat. Assume that all other lifeboats are fitted the same.

p. 13 Line-throwing appliance: SOLAS 74 C: III R: 18, LSA CODE 7.1.

One line throwing appliance including not less than four projectiles each capable of carrying the line at least 230 m in calm weather.

p. 14 Total number of persons for whom the life-saving appliances are provided: SOLAS 74/ 2004 EDITION C: III R:

Provide the number that is stated in the Cargo Ship Safety Equipment Certificate or equivalent certificate.



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

| <u>REG</u> | <u>EQUIPMENT</u> | <u>QUANTITY</u> | <u>PASSENGER SHIPS</u> | <u>CARGO SHIPS</u> | <u>REMARKS</u> |
|------------|--|--|------------------------|--------------------|----------------|
| 6.2.1 | Two-way VHF | 3 | ALL | > 500 GT | |
| | | 2 | | 300 GT – 500 GT | |
| 6.2.2 | SART | 2 (1 on each side) | ALL | >500 GT | |
| | | 1 | | 300 GT – 500 GT | |
| 6.3 | DISTRESS FLARE | 12 | ALL | >500 GT | |
| 6.4.1 | EMERGENCY COMMUNICATION | | ALL | > 500 GT | |
| 6.4.2 | GENERAL EMERGENCY ALARM | | ALL | >500 GT | |
| 6.5. | PUBLIC ADDRESS SYSTEM | | ALL | | |
| 7.1 | LIFEBUOYS | SEE 22.1 And 32.1 | ALL | >500 GT | |
| 7.2 | LIFEJACKET | For every person on board + for children (10 % of number of passenger) + adequate for persons on watch | ALL | >500 GT | |
| 7.3 | IMMERSION SUITS AND ANTI- EXPOSURE SUITS | For every person assigned to crew rescue boats (or assigned mo MES) | ALL | > 500 GT | |
| 11.7 | EMBARKATION LADDER | At least one on each side of the ship | ALL | >500 GT | |

REVISIÓN ABRIL 2010



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

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| 21.1. | SURVIVAL CRAFT & RESCUE BOATS | <i>(partially or totally enclosed) lifeboats for at least 50% on each side + Liferrafts for at least 25% or lifeboats for at least 37.5% on each side. + liferaft for at least 12.5% on each side. + Liferrafts for at least 25%.</i> | | ALL | <i>International voyages (not short) Or short international voyage if not complying with II.1 R 6.5.</i> |
| 21.1.2 | | <i>(partially or totally enclosed) Lifeboats for at least 30% on each side. + liferaft for at least 20% on each side. + life raft for at least 25%.</i> | ALL | | <i>Short international voyage if complying with II- 1 R: 6.5</i> |
| 21.1.5 | | <i>Liferaft for 100% on each side. + (if liferaft not readily transferable from side to side) liferafts for 50% on each side.</i> | | | |
| 21.1.6 | MARINE EVACUATION SYSTEM | <i>MES MAY BE SUBSTITUTED FOR THE EQUIVALENT CAPACITY OF LIFERAFTS AND LAUNCHING APPLIANCES REQUIRED BY 21.1.1.1. Or</i> | ALL | | |

REVISIÓN ABRIL 2010



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

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| | | <i>21.1.2.1.</i> | | | |
| <i>21.2.</i> | <i>RESCUE BOATS</i> | <i>AT LEAST ONE ON EACH SIDE</i> | | <i>>500 GT</i> | <i>SHORT INTERNATIONAL VOYAGER IF COMPLYING WITH II-1, R: 6.5</i> |
| <i>21.2.2.</i> | | <i>AT LEAST ONE</i> | | <i>>500 GT</i> | |
| <i>21.3.1.</i> | | <i>NO MORE THAN 6 LIFERAFTS PER RESCUE BOAT/ LIFEBOAT</i> | <i>ALL</i> | | <i>SHORT INTERNATIONAL</i> |
| <i>21.3.2.</i> | | <i>NO MORE THAN 9 LIFERAFTS PE RESCUE BOAT/ LIFEBOAT.</i> | <i>ALL</i> | | <i>SHORT INTERNATIONAL</i> |
| 22.1 | LIFEBUOYS | <i>8 (at least 6 with self igniting light)</i> <i>12</i> <i>18</i> <i>24</i> <i>30</i> | <i>< 60m in length</i> <i>60- 120 m in length</i> <i>120- 180 m in length</i> <i>180- 240 m in length</i> <i>>240 m in</i> | | |

REVISIÓN ABRIL 2010



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

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|-------------|--|--|---------------|---|--|
| | | | <i>length</i> | | |
| 22.2 | EXTRA LIFEJACKET | <i>At LEAST 5%</i> | <i>ALL</i> | | |
| 22.3 | LIFEJACKET LIGHTS | <i>ALL LIFEJACKETS TO BE FITTED WITH LIGHT</i> | <i>ALL</i> | | <i>International voyages (not short) (ALL INTERNATIONAL VOYAGES)</i> |
| 22.4 | IMMERSION SUITS | <i>AT LEAST 3 FOR EACH LIFEBOATS</i> | <i>ALL</i> | | <i>NOT PARTIALLY OR TOTALLY ENCLOSED LIFEBOATS.</i> |
| 22.4 | IMMERSION SUITS AND THERMAL PROTECTIVE AIDS | <i>FOR EVERY PERSON NOT PROVIDED WITH IMMERSION SUIT</i> | <i>ALL</i> | | <i>NOT PARTIALLY OR TOTALLY ENCLOSED LIFEBOATS.</i> |
| 26.2 | LIFERAFTS | | <i>RO- RO</i> | EXTRA REQUIREMENTS CONCERNING MARINE EVACUATION SYSTEMS, FLOAT-FREE STOWAGE, BOARDING RAMP AND | |

REVISIÓN ABRIL 2010



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

| | | | | <i>SELF RIGHTING.</i> | |
|---------------------------------|--------------------------------|---|------------------------------|---------------------------|--|
| 26.3 | FAST RESCUE BOAT | <i>At least one of the rescue boats shall be a fast rescue boat</i> | <i>RO RO</i> | | |
| 26.4 MSC CIRC 810. | MEANS OF RESCUE | | <i>RO /RO</i> | | |
| 26.5.1 | EXTRA LIFEJACKETS | <i>SUFFICIENT NUMBER IN THE VICINITY OF ASSEMBLY STATIONS</i> | <i>RO/RO</i> | | |
| 26.5.2. | LIFEJACKETS LIGHTS | <i>ALL LIFEJACKETS TO BE FITTED WITH LIGHTS</i> | <i>RO/RO</i> | | |
| 28.1 | HELICOPTER PICK UP AREA | | <i>RO/RO</i> | | |
| 28.2. | HELICOPTER LANDING AREA | | <i>RO RO > 130 GT</i> | | |
| 29 | DECISION SUPPORT SYSTEM | <i>At least printed emergency plan or plans</i> | | | |
| 31.1.1. | SURVIVAL CRAFT | <i>(totally enclosed) lifeboats 100% each side + Liferrafts 100 % (if liferaft readily transferable from side to side). (Totally enclosed) Lifeboats 100% on each side +liferaft for 100% on each</i> | | <i>> 500 GT</i> | |

REVISIÓN ABRIL 2010



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

| | | | | |
|--------|--|--|------------------------|---|
| | | <i>side (if no readily transferable) Or</i> | | |
| 31.1.2 | | <i>Free fall lifeboat 100% + Liferafts for 100% on each side.</i> | | |
| 31.1.3 | | <i>Liferafts for 100% on each side (if liferafts readily transferable from side to side) Or Liferafts for 150 % on each side (if not readily transferable)</i> | <i><85 m length</i> | <i>NOT OIL TANKERS, CHEMICAL TANKERS or gas carriers</i> |
| 31.1.4 | | <i>Extra liferaft stowed as far forward or aft, or one as far forward and another as far aft as is reasonable and practicable.</i> | <i>>500 GT</i> | <i>If liferafts stowed more than 100 from stem or stern</i> |
| 31.1.6 | | <i>Lifeboats to comply with regulation III R:45</i> | <i>> 500 GT</i> | <i>CHEMICAL TANKERS AND GAS CARRIERS WITH CARGOES EMITTING TOXIC VAPOR OR GASES.</i> |
| 31.1.7 | | <i>LIFE BOATS TO COMPLY WITH LSA CODE 4.6. / 4.9</i> | <i>>500 GT</i> | <i>OIL TANKERS, CHEMICAL TANKERS, AND GAS CARRIERS WITH CARGOES WITH FLASH POINT <60</i> |

REVISIÓN ABRIL 2010



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

| | | | | | |
|---------------|-------------------------|---|--|-----------------------------------|--|
| | | | | | <i>DEG C.</i> |
| 31.2 | RESCUE BOAT | <i>AT LEAST ONE</i> | | <i>> 500 GT</i> | |
| 31.3.1 | LIFERAFTS | <i>IN ADDITION TO LIFEBOATS 1 OR MORE FOR 100%</i> | | <i>>50 GT</i> | <i>CONSTRUCTED BEFORE 1/7/1986.</i> |
| 31.3.2 | | <i>EXTRA LIFERAFT STOWED AS FAR FORWARD OR AFT, OR ONE AS FAR FORWARD AND ANOTHER SO FAR AFT, AS IS REASONABLE AND PRACTICABLE.</i> | | | <i>IF LIFERAFTS STOWED MORE THAN 100 M FROM STEM OR STERN.</i> |
| 32.1 | LIFEBUOY | <i>SEE CHART</i> | | | |
| 32.2 | LIFEJACKET LIGHT | <i>EACH LIFEJACKET TO BE FITTED WITH LIGHT</i> | | <i>>500 GT</i> | |
| 32.3.2 | IMMERSION SUITS | <i>AT LEAST 3 FOR EACH LIFEBOATS OR 1 EACH PERSON.</i> | | <i>>500 GT</i> | |
| 32.3.3 | IMMERSION SUITS | <i>FOR EVERY PERSON ON BOARD</i> | | <i><85 M IN LENGHT</i> | |

REVISIÓN ABRIL 2010



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

PART H: GENERAL AND STRUCTURAL CONDITIONS/ SOLAS 74 C: I R: II.

ENGINE ROOM. SOLAS 74/ 2004 PART C, C: II-1.

P.1 Visible condition of Engine Room/ SOLAS 74 C: I R: 11/ C: II-1 R: 26, R: 27.

The machinery, boilers, and other pressure vessel, associated piping systems and fitting shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to avoid moving parts, hot surface and other hazards. The design shall have equipment to materials used in constructions, the purpose for which the equipment intended, the working conditions to which it will be subjected and the environmental condition on board. MSC/Circ.834. MEANS SHALL BE PROVIDED WHEREBY NORMAL OPERATION of propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative. Shall be given to the malfunctioning of:

- A generation set which serves as a main source of electrical power;
- The source of steam supply;
- The oiler feedwater supply;
- The fuel oil supply system for boiler or engines, MSC/Circ.647,
- The source of lubricating oil pressure,
- The source of water pressure,
- A condensate pump and the arrangement to maintain vacuum in condensers,
- The mechanical air supply for boilers,
- An air compressor and receiver for starting or control purposes,
- The hydraulic, pneumatic or electrical means for control in main propulsion machinery including controllable pitch propellers.

The Inspector shall put special attention to the cleanliness of the bilges since this alone is a detainable deficiency by Port State Control Authorities. Oily rags shall not be lying around and no obvious oil leaks shall be visible.

P.2 LIGHTING: SOLAS 74/ 2004, C: II-1 R: 41, R: 42, R: 43.

The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency, due regard being paid to such services as may have to be operated simultaneously. The emergency source of electrical power shall be capable, having regard to starting currents and the transitory nature of certain load, of supplying simultaneously at least the followings services for the periods specified hereinafter, if they depend upon an electrical source for their operation:

- **Muster, embarkation station,**
- **alleyways, stairways,**
- **accommodations alleyways,**
- **stairways, exits,**

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 40 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

- machinery spaces,
- main generation stations and control positions,
- emergency switchboard,
- stowage positions for fireman's out fits,
- steering gear,
- fire pumps,
- splinter stations,
- emergency bilge pumps,
- pls see SOLAS 74 PART C.

p.3 FIRE DAMPERS: SOLAS 74/ 2004 C: II-2 R: 9.7
Shall Be Tested.

p.4 JACKETED PIPING SYSTEM: SOLAS 74/ 2004 C: II-2 R: 4/ 2.2.5.2
External system capable of containing fuel from a high-pressure fuel pipe is place, forming a permanent assembly. The jacketed piping system shall include a means for collection of leakage and arrangement shall be provided with an alarm incase of a fuel line failure.

p.5 VISIBLE CONDITIONS OF GENERATORS AND PUMPS: SOLAS 74/04 C: II-1 R: 44
Shall be capable of being readily started in their cold condition at temperature of 0 C, if this is impracticable. Or if lower temperature are likely to been countered, provisions acceptable to the administration shall be made for the maintenance of heating arrangements, to ensure ready starting of the generating sets.

p.6 VISIBLE CONDITIONS OF EMERGENCY GENERATORS: SOLAS 74/04 C: II-1 R: 43, R: 45

p.7 ESCAPE TRUNK: SOLAS 74/ 2004, C: II-1, R: 15.12.1
Shall be check the Lighting, and not handicap.

p. 8 Oil Discharge Monitoring and Control System: MARPOL 73/78 ANNEX I R: 16.
Any ship of 10,000 gross tonnage and upwards shall be fitted with arrangements for an alarm and for automatically

Stopping any discharge of oily mixture when the oil content in the effluent exceeds 15 parts per million.

Only THE ADMINISTRATION may issue an exemption to this equipment given that the vessel complies with the proper conditions stated in MARPOL.

p. 9 Oily Water Separator and Oil Discharge Monitoring and Control system/ MARPOL 73/78 ANNEX I R: 16.

Any ship of 400 gross tonnage and upwards but less than 10,000 gross tonnage shall be fitted with an oil filtering equipment that will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 parts per million.

The inspector shall confirm installation and operation (by simulation test or equivalent) of the oily water separating equipment or the oil filtering equipment, and the oil discharge monitoring and control systems. This shall include the means provided to stop the discharge of effluent. The inspector shall observe that indicators and recording devices installed in the monitor are operable and confirm the satisfactory operation of the alarm.

If the vessel retains oil on board, the inspector shall confirm that the arrangements of slop tanks or cargo tanks designated as slop tanks and associated piping systems are satisfactory. Also confirm that the provision of the standard discharge connection.

Vessels of less than 400 gross tonnage other than tankers may retain on board oil or oily mixtures or discharge them according to MARPOL Annex 1, Regulation 9(1)(b).

Only THE ADMINISTRATION may issue an exemption to this equipment given that the vessel complies with the proper conditions stated in MARPOL.

p.10 Steering Gear Room: SOLAS 74/2004 C: II-1, R: 29, R: 30.

Unless expressly provided otherwise, every ship shall be provided with a main steering gear and an auxiliary steering gear. A means of communication shall be provided between the navigation bridge and the steering gear compartment. Emergency procedures for the use of the auxiliary steering gear shall be posted in the compartment.

CARGO AREAS

After listing various regulations adopted by the International Labour Organization, which should be taken into account during cargo handling operations, the Code gives details of other dangers which may exist. Some cargoes, for example, are liable to oxidation which may result in the reduction of the oxygen supply, the emission of toxic fumes and self-heating. Others may emit toxic fumes without oxidation or when wet. The shipper should inform the master of chemical hazards which may exist and the Code gives details of precautions which should be taken.

Health hazards can arise because of dust, and some cargoes can create dust or emit flammable gases which create a danger of explosion.

p.14 Visible Conditions of Cargo Areas: ILL 66. SOLAS 74 C: I R: 11.

p.15 Detects Water Ingress System/ Audible/- Visible: SOLAS 74/ 2002, C: XII R: 12. Bulk Carrier.

The system should be capable of the following:

For cargo holds: .

1. An alarm, both visual and audible, activated when the



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

depth of water at the sensor reaches the pre-alarm level in the space being monitored. The indication should identify the space.

2., An alarm, both visual and audible, activated when the level of water at the sensor reaches the main alarm level, indicating increasing water level in a cargo hold.

The indication should identify the space and the audible alarm should not be the same as that for the pre-alarm level.

For compartments other than cargo holds:

3 An alarm, both visual and audible, indicating the presence of water in a compartment other than a cargo hold when the level of water in the space being monitored reaches the sensor. The visual and audible characteristics of the alarm indication should be the same as those for the main alarm level in a hold space.

++ Detection equipment should be suitably corrosion resistant for all intended cargoes.

++ The detector indicating the water level should be capable of activating to an accuracy of ± 100 mm.

++ The part of the system which has circuitry in the cargo area, should be intrinsically safe.

Alarm system requirements

The visual and audible alarms should be suitable for location on the navigation bridge.

Visual and audible alarms should conform to the Code on Alarms and Indicators, 1995 as applicable to a primary alarm for the preservation or safety of the ship. The visual and audible alarms should be capable of the following:

1 Visual indication using a light of a distinct color, or digital display that is clearly visible in all expected light levels, which does not seriously interfere with other activities necessary for the safe operation of the ship. The visual indication should be capable of remaining visible until the condition activating it has returned below the level of the relevant sensor. The visual indication should not be capable of being extinguished by the operator.

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Reference is made to the requirements of SOLAS regulations V/17 and V/18. I:\MSC\77\26-A1.DOC

.2 In conjunction with the visual indication for the same sensor, the system should be capable of providing audible indication and alarms in the space in which the indicator is situated. The audible indication should be capable of being muted by the operator

MOORING EQUIPMENT

Operators of all vessels utilizing quick mooring techniques should ensure that an adequate RISK ASSESSMENT has been carried out before using quick methods of mooring. Amongst items to be considered should be:

- INSPECTION & SERVICE of all components of mooring equipment at regular intervals.
- ASSESS the mooring ropes, fittings and deck equipment for the additional loads that they are subject to whilst the vessel is “steaming on a spring” given the prevailing conditions.
- USE of only warps and quick mooring equipment that is fit for purpose.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 43 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

- Special fittings should be DESIGNED and manufactured to withstand a greater breaking load than the warp to which they are attached, and tested as appropriate.
- When loading or unloading passengers, vessels should, whenever possible, be PROPERLY SECURED alongside using ropes fore and aft in addition to any "steaming on a spring". Otherwise failure of a single component or the engines could result in the vessel moving and increasing the risk to passengers.
- If engine use is needed to maintain position ensure that only the MINIMUM POWER necessary to keep the vessel in position is used.
- CARE to ensure that undue strain is not put on mooring equipment.
- Being particularly vigilant if NYLON WARPS are used; these can fail without warning and recoil with particular force.
- KEEPING personnel and passengers clear of "snap-back zones" when equipment is under load, where practical.

p.16 Anchoring Equipment: ILO

The Inspector shall examine the anchoring equipment as far as practicable.

p.17 Mooring Lines ILO

The Inspector shall examine the mooring equipment as far as practicable. Also the Cargo Handling Equipment shall be surveyed.

The inspector shall check the safety operation of this equipment if possible. Else it shall examine this equipment as far as practicable.

HULL & SUPERSTRUCTURE.

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. Shall be covered by the survey in the structural arrangement, machinery, equipment and other items.

p. 18 VISIBLE CONDITIONS OF HULL & STRUCTURE: SOLAS 74 C: I R: 11 ILL'66 R: 1.

The Inspector shall note any visible and considerable corrosion on the deck and the hull. Load lines marks shall be clearly visible.

p.19 Load Lines Marks: ILL 66/ 88 R: 5, R: 6, R: 7, R: 8, R: 9.

Shall be painted in white or yellow on a dark ground or in black on a light ground. They shall also be permanently marked on the sides of the ships, shall be also plainly visible and, if necessary special arrangements shall be made for this purpose.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 44 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

p. 20 LAST DRY DOCK DATE: SOLAS 74 C: I R: 10. (v)

Shall be confirmed the last dry dock survey not more than 36 month. by the dry docking survey by class. a minimum of two inspections of the outside of the ship's bottom during any five year period, except where regulation 14(e) of (f) is applicable, this five year period may be extended to coincide with the extended period of validity of the certificate. In all cases the interval between any two such inspections shall no exceed 36 months.

p. 21. Enhance Survey Program: SOLAS 74/ 2004, C: XII R: 3, Res. A.744 (18), ANNEX: 6.2, 6.3. MARPOL / 73/78, Annex I/ R: 13G for tankers.

p. 22 Pilot Ladder: SOLAS 74 C: V R: 17 R.275 (VIII) R.A.426 (XI).

Can be used in lieu of an accommodation ladder or in conjunction with it. The pilot ladder should require a climb of not less than 1.5 meters and not more than 9 meters above the surface of the water. ALL arrangement used for pilot transfer shall efficiently fulfill their purpose of enabling pilots to embark and disembark safely, shall be clean, properly maintained and stowed and regularly inspected to ensure hat they are safe to use and will be used solely of the embarkation and disembarkation of personnel. Also all personal in charge of operating any mechanical equipment shall be instructed in the safe procedure to be adopted and the equipment shall be instructed in the safe procedure prior to use.

p. 23 Accommodations ladder: SOLAS 74 C: III R: 11.7./31.1.4.

The Inspector shall check that this item is clean, properly maintain and stowed. The accommodation ladder shall be sited leading aft. When in use, the lower end of the accommodation ladder shall rest firmly against the ship's side within the parallel body length of the ship and, as far as practicable, within the mid-ship half length and clear of all discharges.

The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred: two man-ropes, a lifebuoy equipped with a self-igniting light and a heaving line.

p. 24 Navigational Lights/ COLREG 72 PART C, R: 20- ANNEX I.

Navigational lights shall conform to COLREGS. Each navigational light is to be controlled by a switch on the navigational light indicator panel. The navigational light indicator panel is to be placed in an accessible position on the navigational bridge.

p. 25 Incinerator approved by: MMC No. 140. MARPOL 73/78- ANNEX VI R: 16, MEPC.76 (40)/ Res.MEPC.93 (45)// M.M.C. 140.

Personnel responsible for operations of any incinerator shall be trained and capable of implementing the guidance provided in the manufacturer's operation manual. Also monitoring of combustion flue gas out let temperature shall be required at all times and waste shall no be fed into a continuous feed shipboard incinerator.

PART I MARITIME LABOR

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 45 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

p. 1 Crew list with the expiration date and licenses number or endorsement (attach copy).

There shall be always available an update crew list as per MMC- Merchant Marine Circular of Panama N?????. The inspector shall be given a clear copy of the crew list and append it to the ASI form that is sent to the ASI SECTION.

Crew list: The Inspector shall be given a clear copy of the crew list and append it to the ASI form that is sent to THE FSI SECTION (FSI SECTION PROVIDE A COPY TO L.A. DEPARTMENT OF D.G.G.M.)

Defective Item is applicable for all ships.

Nature of defect: Not onboard, not fulfill. Absence Crew List is a Class B deficiency

p.2 The licenses of the crews members match with the home country licenses;

When the officers does not have a valid Panamanian Certificate of Competency or Transitional Certificate, or is not a Panamanian national, the Inspector must check licenses issued by other countries, if any, and enter the information in the appropriate columns. If the nationality of the officer and his certificate are not the same, enter both nationalities. In this guide you will find a list of countries that the Panamanian administration validates and accepts as long as an authorization to sail with home countries licenses has been issued by THE ADMINISTRATION.

p.3 Crew ROLL BOOK: Executive Decree Law No.8/98 A31, and MMC- Merchant Marine Circular of Panama No. 71.

The official edition of the Roll book is not being used for this purpose; a regular Roll book may be used as long as it is stamped/endorsed by a Panamanian Consulate or the main office of the Administration.

Absence Crew Roll book authorized by the administration is a Class B deficiency. Failure to perform at the required appropriate times represents a Class B deficiency.

p. 4/ p. 5. MINIMUM AGE AND WOMAN AS CREW MEMBERS: Reference : ILO138, Res. 063-2003

Nature of defect: Verify if it is not as require, if have some crew member (man or woman) less than 18 years old.

And verify if the woman working conditions are decent as require.

If necessary the inspector in any doubt, could interview the crewmember in absence of any other person.

Represents a Class A deficiency in case of crew member less than 18 years old and in case of woman as crew member in indecent working condition.

p. 6 CERTIFICATES OF OFFICERS AND CREW.

With the authorize Crew List the inspector must verify the full identification of each officer in the crew list with his certification as follows:

When the officers does not have a valid Panamanian Certificate of Competency or Transitional Certificate, or

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 46 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

is not a Panamanian national, the Inspector must check licenses issued by other countries, if any, the information must be in the appropriate columns. If the nationality of the officer and his certificate are not the same, check both nationalities. Check in this guide you will find a list of countries that the Panamanian administration validates and accepts.

When informing to THE FSI SECTION deficiencies, include nationality of each officer and grade of home country certificate, if any.

Any waiver, temporary or permanent, presented to the Inspector should be recorded under Remarks.

The Crew List must give the numbers of the remaining crew members, by category. If the number of personnel on board is below the requirements of the Minimum Safe Manning Certificate, enter a note under "Remarks" and report it as a Class A deficiency.

If any crew members are missing the Panamanian ID book please note the number of crew in this situation in the remarks section.

If all the crew members hold the appropriate endorsements (details of different endorsements in required part of this guide). If appropriate endorsements are missing make notes on it in the remarks section.

Compare the number and grades of officers and crew with what is required by the Minimum Safe Manning Certificate with the actual crew list. When the number on board is less than the required number of certified officers, the Inspector should remind the Master, owner or agent that official action will probably be taken against his vessel unless the required number are placed on board ASAP or a temporary waiver is obtained from Panama Maritime Authority (General Directorate for Seafarers).

Failure to have the required number of officers or the inappropriate certification of one or more of them is a Class A deficiency.

Starting 1 February 1997 (STCW 78-95, Section A-VI/1) ship-owners/operators are responsible for issuing documentary evidence to personnel stating that basic training has been completed and that they are appropriately qualified. The Inspector is to spot check some of the crew on this.

If one or more members of the crew do not fulfill this requirement this is to be noted as a Class A deficiency, since this is also an ISM non-conformity.

Is there any type of documentation of the crew's familiarization with the vessels
Emergency procedures and operation?

The ship-owner/operator company of the vessel must have established courses for shipboard familiarization for all new crewmembers, including stewards, shop staff, hairdressers and entertainers. Starting 1 February 1997 (STCW 78-95, Section A-VI/1) ship-owner/operator are responsible for issuing documentary evidence to personnel stating that training has been completed and that they are appropriately qualified. The Inspector is to spot check some of the crew.

If one or more members of the crew do not fulfill this requirement this is to be noted as a Class A deficiency,

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 47 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

since this is also an ISM non-conformity.. The certification required for crew members is governed by the following principles:

Officers: Particular attention is called to the requirements under Panamanian Law that the Master, Chief Engineer, all other officers and the Radio Operator possess valid Panamanian licenses of one of the following types:

Certificate of Competency:

Valid for a maximum of five (5) years. Issued by the DGS in Panama or by one of the regional Offices (New York, London or Manila). The certificate is issued on the basis of appropriate examination or based upon a certificate issued by another country and validated by the Directorate or by acceptable experience at sea.

Transitional Certificate of Competency:

Valid for a maximum of three (3) months. Issued by DGS in Panama or any Panamanian Consulate around the world on the basis of the submission of the proper and acceptable credentials. During this period the Statutory Certificate of Competency can be confirmed by either an examination or by license validation.

If the Inspector is presented with any other officer license of alleged Panamanian origin he/she shall immediately inform THE FSI SECTION of the following:

Individual's name, address (if available), title or heading of the document, capacity endorsed (i.e. Master, 2nd Mate. First Engineer. Radio Operator. etc.), serial number of the document, place and date of issuance, signatures and seals (if any) and passport photocopy. The same applies to documents in accepted formats but issued by unauthorized persons or organizations.

Deck, engine stewards and other unlicensed crew:

Deck and engine unlicensed members must possess Seaman Identification Books (Carnet de Marino) issued by DGS or one of the regional offices. A.B. Seamen required in the Minimum Safe Manning Certificate must be shown as such in the Seaman I.D. Book. Qualified Mechanics required in the Minimum Safe Manning Certificate must be qualified as oilers motormen in the Seaman I.D. Book. The holder of a Seaman I.D. Book of any category may be accepted as an Ordinary Seaman. If questionable Seaman I.D. Books are presented to the Inspector, the same provisions as for officer's documents are applicable.

Certified Survival Craftsmen:

Every passenger vessel shall have a number of certified Survival Craftsmen at least equal to that specified in the SOLAS Passenger Ship Safety Certificate. The allocation of Survival Craftsmen to each lifeboat remains within the discretion of the Master. The Survival Craftsmen must hold certificates issued by the authority of an accepted Administration in accordance with the requirement of SOLAS 74 and the STCW Convention under which his license was issued. Evaluation centers have been designated by the Panama Maritime Authority at some ports to determine and certify the proficiency of Survival Craftsmen on Panamanian vessels. Further information on this matter may be obtained from the Panama Maritime Authority.

Home country licenses and Seamen papers:

The use of home country licenses and seamen papers are permitted under the following circumstances:

The Administration (THE ASI DEPARTMENT) issues an authorization for their use. This authorization is

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 48 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

usually valid for 30 days.

Proof is presented that the required documents have been submitted to a Panamanian consulate or to the main offices in Panama to obtain the full term licenses or Seamen papers.

That the home country licenses are one of the countries accepted by the Administration. This information may be found in the latest Merchant Marine circular on the subject.

Basic Endorsements:

All officers and crew shall hold the appropriate basic endorsement according to the type of vessel. Please use the following codes on the ASI Form:

| CODE | BASIC ENDORSEMENT |
|------|--|
| FTC | FIRE FIGHTING TRAINING COURSE, VI/2 STCW 78 (All vessels) * |
| FAT | FIRST AID TRAINING COURSE, VI/2 STCW 78 (All vessels) * |
| PSC | PERSONAL SURVIVAL COURSE, VI/2 STCW 78 (All vessels) * |
| FAM | FIRST AID AND MEDICAL CARE, VI/4 STCW 78-95 (All vessels) |
| PRS | PROFICIENCY IN SURVIVAL CRAFT, VI/2 STCW 78-95 (All vessels) |
| RBT | RESCUE BOAT TRAINING, VI/2 STCW 78-95 (All passenger vessels and all mother vessels that a rescue boat is required). |
| FRB | FAST RESCUE BOAT COURSE, VI/2 STCW 78-95 (All RO-RO Passenger vessels). |
| FAC | FIRE FIGHTING ADVANCED, VI/3 STCW 78-95 (All vessels). |

* Only valid for STCW 78 licenses and only until 1 Feb. 2002.

Special endorsements

These endorsements are required for personnel on board the following types of vessels:

- Oil Tanker
- Chemical Tanker
- LPG Tanker

All officers and crew assigned specific duties and responsibilities related to cargo or cargo equipment shall have one of the following endorsements or combinations as follows (please use the corresponding codes on the ASI FORM):

| CODE | SPECIAL ENDORSEMENT |
|-----------------|--|
| V/1-78 | OIL TANKER V/1 STCW/78* |
| V/1-78 (P.1,2) | OIL TANKER V/1 STCW/78, PARAGRAPH.1 AND 2 * |
| OIL-95 | OIL TANKER V/1 STCW/78-95 |
| OIL-95 (P.1,2) | OIL TANKER V/1 STCW/78-95, PARAGRAPH 1 AND 2 |
| V/2-78 | CHEMICAL TANKER V/2 STCW/78 * |
| V/2-78 (P.1,2) | CHEMICAL TANKER V/2 STCW/78, PARAGRAPH 1 AND 2* |
| CHEM-95 | CHEMICAL TANKER V/1 STCW/78-95 |
| CHEM-95 (P.1,2) | CHEMICAL TANKER V/1 STCW/ 78-95, PARAGRAPH 1 AND 2 |

REVISIÓN APRIL 2010



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

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|----------------|--|
| V/3-78 | LPG TANKER V/3 STCW/78 * |
| V/3-78 (P.1,2) | LPG TANKER V/3 STCW/78, PARAGRAPH 1 AND 2 * |
| LPG-95 | LPG TANKER V/1 STCW/78-95 |
| LPG-95 (P.1,2) | LPG TANKER V/1 STCW/78-95, PARAGRAPH 1 AND 2 |

* Only valid for STCW 78 licenses and only until 1 Feb. 2002.

Extra Crew:

This situation is allowed only with the recommendation of the recognized organization that issues the Safety Equipment Certificate. The authorization is issued only by Panama Maritime Authority with a maximum continued validity period of six months.

Appropriate lifesaving equipment shall be supplied on board for the extra crew such as liferafts instead of lifeboats; lifejackets, survival food portions, etc.

Refer to section of this booklet for information on manning and certification requirements. Request that the Master furnish you with all the valid officer certificates for your visual inspection.

p. 7 Minimum Safe Manning Certificate: References: S60/CV/R13, S74/CV/R13, S74-7/CV/R13, S74-35/CV/R14, Resolution No. 614-308-ALCN

Nature of defect. Missing, invalid, Entries missing, Not as required.

Applies to all vessels over 200 gross tons, with the exception of fishing vessels. Not subject to expiration or endorsements, it is mandatory since January 1, 1993, issued only by THE ASI DEPARTMENT.

If the vessel does not have a Minimum Safe Manning Certificate, remind the Master that the document is mandatory and that he or the operator shall contact Maritime Safety Department immediately.

The nature of defect must be mentioned and it could be Missing, Invalid, Entries missing, Not as required.

p. 8 Certificate of Inspection of Crew Accommodation: ILO92, Res. JD 011/2005 and Executive Decree Law 8/98.

The nature of defect: Missing, Invalid, Entries missing, Not as required

All Panamanian registered vessels must have on board at all times a "Certificate of Inspection of Crew accommodation", except for fishing vessels under 75 Gross tons, other vessels under 500 Gross tons, and vessels operating exclusively in ports, harbors, estuaries and rivers, and unmanned vessels.

If the vessel does not have a Certificate of Inspection of Crew Accommodation, remind the Master that the document is mandatory and that he or the operator shall contact THE L.A. DEPARTMENT immediately.

The nature of defect must be mentioned and it could be Missing, Invalid, Entries missing, Not as required. It is to be noted as a Class A deficiency, since this is also an ISM non-conformity..

Crew Quarters

The Inspector shall check for proper ventilation, cleanliness, suitable temperature, proper lighting and that these are above the load line amidships or aft. Sufficient sanitary accommodations, including washbasins

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 50 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

and tub and/or shower baths, shall be provided in all ships. Facilities for washing and drying clothes shall be provided on a scale appropriate to the size of the crew and duration of the voyage. Galley and Messrooms The Inspector shall check that there is sufficient mess room provided. In ships of 1,000 tons and over separate mess rooms accommodations shall be provided for officers. Every vessel in which the members of the crew are required to mess on board shall have one or more galleys with the necessary equipment to serve hot meals to the crew in all weathers. Galleys are to be adequately ventilated, with direct exhaust of fumes to the open air and a fresh air supply, both adequately protected from the weather. In galleys of vessels of 1,000 gross tonnage and upwards, mechanical exhaust fans must be fitted.

p. 9 Certificate of Fumigation and Derating: ILO68 A3.1.,2., Executive Decree Law 8/98.

Nature of defect: Missing, Invalid, Entries missing, Not as required. It is to be noted as a Class B deficiency, since this is also an ISM non-conformity

p. 10 Certificate of insurance or other financial security in respect of SICKNESS, LABOR PROFESSIONAL RISK and DEATH: ILO56/A1.1,6.1, Executive Decree Law 8/98 Chapter Seven and Resolution J.D.No. 017-2005 November 24th 2005.

Verify if exist, if have onboard a certificate attesting that insurance or other finance security is in force shall be issued TO ALL International ship as require.

In case of Domestic Service ship in Panamanian Territorial it must covered by the Social Security system, the special law of the (Caja de Seguro Social).

If the certificates is missing, absence or expired, report it as a Class A deficiency.

p. 11 Employment Contract: ILO23, and Executive Decree Law 8/98 A32,33,34,35

The inspector shall verify and interrogate the ship personal if have Labor contract accordance with the current regulation as minimum.

If this document is missing, absence or expired, report it as a Class A deficiency.

If necessary the inspector in any doubt, could interview the crewmember in absence of any other person.

a) Wage salary: Executive Decree Law 8/98, A39.

The inspector shall verify the crew salary paid roll is signed by each crewmember and if it is at date and as per the employment contract conditions following as a minimum require.

Nature of defect: Not as required, at less 3 month due. Report it as a Class B deficiency. More than 3 month due report it as a Class A deficiency

Repatriation: The inspector shall verify if the crew has been repatriated as per require interviewing the Master and any crewmember.

Reference: ILO23 A/3.3,A5.1.2. Executive Decree Law 8/98 A/36,37,38, Report it as a Class A deficiency.

p. 12 Table Watch schedules provided for appropriate amount of rest:

Defective item:

Schedule for watchkeeping: reference: STCW/95 Code A-VIII/1.5, S74-24/CIII/R10.3, Nature of defect: Missing, not properly filled.

Tables of working hours: reference: STCW/95/CVIII/R1, Nature of defect: Missing, Not posted, Incorrect



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

language.

Report it as a Class A deficiency.

Record of rest: Nature of defect: Missing, Not endorsed or Captain signature, Incorrect language.

Operators and masters are required to ensure that a schedule of duties is produced setting out the hours of work and rest periods. It should ensure that the master, officers and other seamen do not work more hours than is safe relation to the safety of the ship.

All persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch must be provided a minimum of ten (10) hours of rest in any 24 hour period. The rest hours may be divided into no more than two periods, one of which must be at least 6 hours in length. Schedules of watch are to be posted in a conspicuous place on board, and ready for inspection at any time.

p. 13 Food Storage and Catering ILO68

The Inspector shall check the all vessels are provided with provision storerooms of sufficient capacity for the number of persons on board and for the service of the vessel. These storerooms shall be used exclusively for the storage of food, be clean and have sufficient lighting.

Galley and Mess rooms

The Inspector shall check that there is sufficient mess room provided. In ships of 1,000 tons and over separate mess rooms accommodations shall be provided for officers.

Every vessel in which the members of the crew are required to mess on board shall have one or more galleys with the necessary equipment to serve hot meals to the crew in all weathers. Galleys are to be adequately ventilated, with direct exhaust of fumes to the open air and a fresh air supply, both adequately protected from the weather. In galleys of vessels of 1,000 gross tonnage and upwards, mechanical exhaust fans must be fitted.

Freezers

The Inspector shall check that all vessels have refrigerated provision storerooms of sufficient capacity for the number of persons on board and the service of the vessel.

Defective Item, references and Nature of defect:

- Galley, handling room (maintenance) ILO68/A5.2 (b) Nature of defect: Missing, Damaged
- Ventilation ILO68/A5.2 (b) Nature of defect. Dirty filters, Inoperative, Missing
- Lighting ILO68/A5.2 (b) Nature of defect: Inoperative, Missing
- Cleanliness ILO68/A12.3 Nature of defect: Dirty, Not hygienic, Signs of vermin's
- Provisions quantity ILO68/A5.2 (a) Nature of defect: Missing, Insufficient
- Provisions quality ILO68/A5.2 (a) Nature of defect: Rotten, Not properly segregated, expired
- Water, pipes, tanks ILO68/A5.1 Nature of defect: Not as required, Damaged, Corroded
- Cold room ILO68/A5 Nature of defect: Missing, Damaged, Out of Order
- Cold room temperature ILO68/A5 Nature of defect: Overheated, under heated, Not as required
- Cold room cleanliness ILO68/A5 Nature of defect: Dirty, Not properly segregated, Not hygienic

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 52 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

Food personal hygiene ILO68/A5 Nature of defect: Not hygienic
Food temperature ILO68/A5 Nature of defect: Overheated, Under heated
Food segregation ILO68/A5 Nature of defect: Not as required

If the general situation is not as required this requirement is to be noted as a Class A deficiency, since this is also an ISM non-conformity

p. 14 Accommodation in appropriate conditions: I.L.O 92 AND I.L.O 126, DECREE LAY No. 8/98 AND RES. JD 011/2005

Crew Quarters

The Inspector shall check for proper ventilation, cleanliness, suitable temperature, proper lighting and that these are above the load line amidships or aft. Sufficient sanitary accommodations, including washbasins and tub and/or shower baths, shall be provided in all ships. Facilities for washing and drying clothes shall be provided on a scale appropriate to the size of the crew and duration of the voyage.

Accommodations ladder

The Inspector shall check that this item is clean, properly maintain and stowed. The accommodation ladder shall be sited leading aft. When in use, the lower end of the accommodation ladder shall rest firmly against the ship's side within the parallel body length of the ship and, as far as practicable, within the mid-ship half length and clear of all discharges.

The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred: two man-ropes, a lifebuoy equipped with a self-igniting light and a heaving line.

Defective Item, references and Nature of defect:

Ventilation: ILO92/PIII/A7 Nature of defect: Inoperative, Dirty filters, Obstructed

Heating: ILO92/PIII/A8 Nature of defect: Missing, Overheated, Under heated.

Noise: ILO92/PIII/A6

Sanitary Facilities: ILO92/PIII/A13 Nature of defect: Not hygienic, Dirt, Damage

Drainage: ILO92/PIII/6.13 Nature of defect: Obstructed, Missing.

Lighting: ILO92/PIII/A9 Nature of defect: Missing, Inoperative, Damage.

Pipes, wires (insulation): ILO92/PIII/A6.6 Nature of defect: Not properly segregated, Corroded, And Unsafe.

Access/Structure: ILO92/PIII/A6.1 Nature of defect: Corroded, Damaged, Unsafe.

Sleeping room: ILO92/PIII/A6.7,.10 Signs of parasites, Dirty, Not hygienic.

No direct openings into sleeping rooms from cargo / machinery areas: ILO92/PIII/A6.2 Nature of defect: Not as required, Unsafe, Damaged.

Furnishings: ILO92/PIII/A10.22,22,.23,.25 Nature of defect: Not as required, Missing, Damaged.

Berth dimensions, etc.: ILO92/PIII/A10.12,.13,.16,.19 Nature of defect: Not as required, Missing, Damaged.

Clear head: ILO92/PIII/A.10.7 Nature of defect: Not as required.

Mess room (location): ILO92/PIII/A11..5,.6.8 Nature of defect: Not as required, Insufficient.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 53 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

Oil skin Locker: ILO92/PIII/A15.1 Nature of defect: Insufficient, Missing, Damaged.
Laundry: ILO92/PIII/A13.14 Nature of defect: Insufficient, Missing, Damaged.

If the general situation is not as required this requirement is to be noted as a Class A deficiency, since this is also ISM non-conformity

p. 15. Appropriate Medical assistance on time: Executive Decree Law 8/98, A86a,b.,A 87.

The inspector shall be ask if the ship owner provide appropriate and oportune Medical assistance and disability as require in TITLE II OF Executive Decree Law 8/98.

This requirement is to be noted as a Class A deficiency, since this is also an ISM non-conformity

a) Medical Equipment:

ILO 92/PIIIA14.7 Nature of defect: Missing equipment, Missing manual, Expired.

b) Sick bay: ILO92/PIIIA14.1 Nature of defect: Incomplete, Missing manual.

This requirement is to be noted as a Class A deficiency, since this is also an ISM non-conformity

p.16 Accident Prevention: Executive Decree Law No.8/98 A112,A113.

Personal equipment: Applies to all vessels and the equipment must be supplied for the ship-owner and the crew member shall be in used opportunely and adequately during working.

p. 17 Equipment Protection machines and superstructure: Applies to all vessels, and shall be posted on the bridge, engine room and accommodation spaces (SOLAS 74-4-1/CIIR26.1, ILO 55 AND DECREE LAW No. 8/98). In case of passenger vessels these instructions shall be drawn up in the English language. The nature of defect must be mentioned and it could be Missing equipment, missing manual, damage, inoperative, unsafe, and improperly used

This requirement is to be noted as a Class A deficiency, since this is also an ISM Non-conformity

THE L.A. DEPARTMENT will identify if they are applicable or not, and will send a deficiency letter to the operator/owner if the case so merits.

VESSEL'S DOCUMENTS

All officers and rates shall have the appropriate certification if the vessel is a seagoing ship. If the vessel only navigates within territorial waters of any given state, items 17, 19 and 20 are not applicable.

GENERAL (FISHING VESSELS)

As explained in section 4 of this guide

All items apply.

GENERAL CONDITIONS

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 54 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

YACHTS

- a. has on board all required documents with valid dates.
- b. has sufficient personnel to navigate and operate the vessel safely.
- c. that the people embarked are familiar with emergency procedures.
- d. complies with minimum international standards.
- e. reflects acceptable conditions of safety in regard to all spaces and gear.

SIGNATURE OF THE MASTER

The Master of the vessel should cooperate with the Inspector during the inspection and must sign the inspection report. once completed in the following pages:

- a) Page 7 (Laboral Inspection)
- b) Page 8 (Deficiencies)
- c) If applicable in the respective annex (annex J for passenger vessels, annex k for tankers or annex l for MODU's)

If the Master is not available during the inspection, the Officer-in-Charge (usually the Chief Officer) may serve as a substitute and his signature and proper position must be duly entered in the Master's space.

DEFICIENCIES LIST

All deficiencies noted during the inspection shall be written on this page. It is not the responsibility of the inspector to ensure the correction of deficiencies that were noted. A re-inspection is not necessary to ensure the correction of common deficiencies. Only in special cases a re-inspection will be authorized.

ANNEX J PASSENGER VESSELS

In addition to all the requirements described above if the vessel is a passenger vessel, there are additional requirements that were not included in the regular ASI form. To this effect there is an additional sheet for passenger vessels that comes separately from the rest of the form and has no Inspection Number printed on it.

The Inspector shall fill out this additional sheet if he is inspecting a passenger vessel. He/she shall write down the Inspection Number on the form and the name of the vessel. Each question is accompanied by the corresponding SOLAS regulation. When in doubt please refer to the regulation cited.

Each question on this form shall be answered as best as possible and any negative answers shall properly explain in the REMARKS section.

Deficiencies noted on this section shall also be written down in the DEFICIENCIES LIST page along with any other deficiencies.

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 55 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

ANNEX K: TANKER VESSELS

In addition to all the requirements described above if the vessel is a tanker, there are additional requirements that were not included in the regular ASI form. To this effect there is an additional sheet for passenger vessels that comes separately from the rest of the form and has no Inspection Number printed on it.

The Inspector shall fill out this additional sheet if he is inspecting a passenger vessel. He/she shall write down the Inspection Number on the form and the name of the vessel. Each question is accompanied by the corresponding SOLAS regulation. When in doubt please refer to the regulation cited.

Each question on this form shall be answered as best as possible, and any negative answers shall properly explained in the REMARKS section.

Deficiencies noted on this section shall also be written down in the DEFICIENCIES LIST page along with any other deficiencies.

ANNEX L. ASI FOR MOBILE OFFSHORE DRILLING UNITS

Under the authority of Executive Decree No.56 of October 8 of 1976, requirements have been extended to Mobile Offshore Drilling Units (MODU's). Due to the mode of operation of these units, inspectors shall make travel arrangements with the owner/operator to carry out an inspection when the unit is offshore. Inspection authorization procedures shall be the same as for vessels of 500 GRT and above.

Units built before 11 December 1983 are considered existing units by the Panamanian Administration and therefore are regulated by the Guidelines for the Application of the "Code for the construction and equipment of Mobile Offshore Drilling Units" to vessels under the Panama Flag, Technical Note MODU 1/83. Please note that for existing MODUs operating within the United States Territory there are additional requirements to the technical note, as agreed by our administrations.

Units built on and after 11 December 1983 but before 1 May 1991 fall under the requirements of the 1979 MODU Code as amended in 1991.

Units built on and after 1 May 1991 fall under the requirements of the 1989 MODU Code as amended in 1991.

The authorized area of operation is shown in the Operation Manual of the unit. If the actual operation, as taken from the logbook, is outside the limits of the authorized area, an entry is to be made under (Remarks) and it shall be reported as a Class A deficiency.

Inspectors will use the standard inspection form (Latest Revision) and in addition will fill out Part O as applicable. Please refer to the codes for details of applicability.

When conducting the Inspection and filling out the form the following must be taken into account:

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 56 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

All items apply to all units.

For units built on or after 1 May 1991 the following items are applicable. To other units, the inspector shall note if these items are on board or not. THE ADMINISTRATION will identify if they are applicable or not, and will send a deficiency letter to the operator/owner if the case so merits.

MODU's are to be certified with the following items of this part:

- (8) Load line Certificate or a Load line Exemption
- (9) International Tonnage Certificate
- (10) International Oil Pollution Prevention Certificate
- (11) Mobile Offshore Drilling Unit Safety Certificate
- (16) Minimum Safe Manning Certificate

Failure to have any of the above certificates on board is a Class A deficiency.

PLANS AND LISTS (MODU'S)

Item 1, 3, 4, 5, 8 and 9 are applicable.

An approved Operating Manual for the complete unit is to be available. This manual shall include information on items 2, 3, 4 and 6. Enter this under "REMARKS."

All items are applicable to self-propelled units.

RECORDS (MODU'S)

The following items do not apply to non-propelled units: 1, 2, 3, 4, 5, and 6.

All items are applicable to self-propelled units.

PUBLICATIONS AND CHARTS (MODU'S)

The following items do not apply to non-propelled units: 1, 2, 3, 4, 5, 7, 8, 14, 15, 16, 17, and 19.

All items are applicable to self-propelled units.

BRIDGE LOGBOOK (MODU'S)

In a special format that will log mandatory drills and safety equipment inspections.

AIDS TO NAVIGATION AND COMMUNICATIONS (MODU'S)

The following items do not apply to non-propelled units: 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 15, 16, and 17. The vessel shall be fitted with GMDSS equipment, which means that items 1, 18-27 are applicable.

REVISIÓN ABRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 57 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

An exemption for those items may be issued by THE ADMINISTRATION to those units that operate within waters of a coastal state that does not require GMDSS on board these units.

Since the unit is at sea, check that navigation lights and marks required by COLREGS are displayed and in order and make an entry under "REMARKS."

CERTIFICATES OF OFFICERS AND CREW (MODU'S)

The manning will be per the requirements of the Minimum Safe Manning Certificates onboard. If the unit does not have such certificate on board please follow procedures explained in section 4 of this guide. All personnel on board shall have Panamanian competency certificates.

LIFE-SAVING APPLIANCES AND ARRANGEMENTS (MODU'S)

Items 1, 2, 3, 4, 5, 6 apply as per Chapter 10 of the 1989 MODU Code.

During the visual inspection the Inspector should pay attention to the following additional items:

- a. That sources of ignition are not located in electrical battery compartments.
- b. That no electrical equipment is located in paint lockers, acetylene stores and similar spaces where flammable mixtures may be accumulated, unless appropriately certified for such areas and that electrical cables in those areas are in good condition.
- c. That flammable liquids or bottled gases are stored on deck or in well ventilated spaces; that exits of oxygen and acetylene gas storage rooms are kept clear; and that substances liable to spontaneous heating or combustion are not carried unless adequate provisions are taken.
- e. That "No Smoking" signs are displayed at appropriate locations including oxygen and acetylene gas storage rooms.

Any deficiency on the above items is to be reported under "REMARKS" in this section.

FIRE FIGHTING EQUIPMENT (MODU'S)

All items are applicable as per Chapter 9 of the 1989 MODU Code.

GENERAL CONDITIONS

Only items 7, 8, 9, 10 are applicable.

In addition to all the requirements described above there are additional requirements that were not included in the regular ASI form. To this effect there is an additional sheet that comes separately from the rest of the

REVISIÓN ABRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 58 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|



**AUTORIDAD MARITIMA DE PANAMA
DIRECCION GENERAL DE MARINA MERCANTE
SISTEMA DE CALIDAD ISO 9001**

**GUIDE FOR THE ANNUAL SAFETY INSPECTION OF
PANAMANIAN REGISTERED VESSELS**

form and has no Inspection Number printed on it.

The Inspector shall write down the Inspection Number of the form and the name of the vessel.

Each question is accompanied by the corresponding MODU Code 1989 regulation. When in doubt please refer to the regulation cited.

The Inspector shall answer each question as best as possible, and write comments on any negative answers in the REMARKS section.

Deficiencies noted on this section shall also be written down in the DEFICIENCIES LIST page along with any other deficiencies.

ARIES SHIPPING

REVISIÓN APRIL 2010

| | | | |
|---------------------------|-------------|--------------------------------|-----------------|
| No Control: F-GPASI-01-07 | Versión :03 | Fecha: 12 de diciembre de 2012 | Página 59 de 59 |
|---------------------------|-------------|--------------------------------|-----------------|