

REPUBLIC OF PANAMA

Ministry of Finance and Treasury

Office of the Directorate of Merchant Marine Circular No. 70

Consular and Maritime Affairs

To: Shipowners/Operators of Panamanian Flag Vessels
Subject: Panama Policy on Technical Matters

Continuing our policy of maintaining the owner/operators of Panamanian flag vessels aware of the policies that this Administration has taken on different technical matters, we hereby list a series of items where Panama has stated its position.

Owners/Operators, Class Societies and Other Recognized Organizations, should contact this office for further information on the following policies:

ILO Matters

Panama ratified ILO Convention No. 92 in which Article 14 prescribes the requirements for hospital accommodation aboard ship. Paragraph 7 of Article 14 indicates the requirements for an approved medicine chest.

The contents of ship's medicine chest should be as listed in Part II of the latest International Medical Guide for Ships put out by the World Health Organization and is so recommended by Panama.

Modus and Marpol

This Administration recommends using the administrative discretion provided in Marpol Regulation 21(a) where the phrase "as for as practicable" provides the avenue for a practical solution. Thus, from this regulation, Panama prescribes that drilling units under its flag make provision to retain on board all machinery space oily wastes in the holding tank for discharge in barrels to reception facilities.

Load Lines (Multiple Load Line Certificates)

This Administration authorized multiple loadlines certificates on a case by case basis and for acceptable reasons. The multiple load lines certificates must have attached to them a statement giving reasons for such arrangement.

Modu Code (SEWOPS)

For oilfield ancillary craft such as SEWOPS, where the units are relatively small, continue using decree 45 as applicable.

For large ancillary units in the offshore industry, we recommend using the MODU Code along with the Panama guidelines to the extent that they reasonably apply.

Modus

All Modus under Panamanian flag, self propelled, propulsion-assist or non-propelled will be required to have the intermediate survey (30 months).

Resolution No. 614-438-ALCN/603-04-223-ALCN adopted the MODU Code 79/89 for Panama (See MMC No. 48).

Tonnage Measurements (Floating Storage Tankers)

If existing ships undergo alterations or modifications which the Administration deems to be a substantial variation in their existing gross tonnage, then a new tonnage survey and certificate will be required. If not, existing tonnage measurements will be accepted. This office would evaluate the degree of alterations or modifications for determination of which route to go.

1972 COLREGS

Panama requires anchor lights and NUC (not under command) lights to be of duplex electric type for ships ordered to be built before January 1985 but keel laid after 1st January 1985 and for ships ordered after 1 January 1985.

1972 COLREGS - Air Whistle

This Administration will accept any types and models of whistles as long as their technical specifications and requirements meet those of COLREGS 72.

MARPOL 73/78 - Annex I

According to Reg. 15(5) of the Supplement to the Regulations for the Prevention of Pollution by Oil,, the oil tanker that the Administration will exempt from Reg. 15(1), (2) and (3) has to be engaged exclusively in trades between ports within a State Party to the present Convention.

In order to exempt such tankers from the requirements of Regulations 15(1), (2) and (3), the vessel must be fitted with means to retain on board any oily mixture and/or oily bilge water produced. Example: slop tanks (cargo) and holding tank (machinery spaces).

SOLAS - Emergency Fire Pump

This Administration accepts gasoline engine driven portable emergency fire pumps on board cargo vessels less than 2000 GRT. Proper precautions must be observed in the storage and handling of gasoline with this equipment.

Use of Abestos for Panamanian Flag Ships

This is the policy of this Administration on the use of asbestos for Panamanian flag ships:

1. Asbestos provided already on existing ships is acceptable.
2. Repairs and renewals should be made, as far as practicable, with non-asbestos materials.
3. New building should not incorporate asbestos material in their construction.

Testing of CO₂ Cylinders

CO₂ cylinders will be pressure tested after 20 years from date of manufacture if contents are verified every two (2) years and examined externally and the pressure tests will then be conducted every five years thereafter.

Panamanian Barges: Safety Equipment

Panama is to issue, in the future rules for non-descript non-propelled units such as barges.

Meanwhile, each unit, as far as safety equipment is concerned is treated on a case-by-case basis by this office via the cognizant organization (such as a Class Society or other Recognized Organization). On this basis, the Class Society or other Recognized Organization would be authorized to issue a "Statement of Facts" on behalf of Panama.

Grain Loading- Strapping Wire Reinforcement

This Administration has approved grain loading strapping by wire reinforcement mesh method as confirmed by a grain loading survey by an appropriate authorized organization.

New Wood Chip Carriers

Panama authorizes an exemption from the installation of a fixed fire extinguishing system in cargo holds of new wood chip carriers. This exemption is based on the vessel fulfilling the additional provisions of Regulation 53 (1.2) of Chapter II-2 (1981 Amendments to SOLAS).

September 1993

Inquiries concerning the subject of this Circular should be directed to:
Directorate of Consular and Maritime Affairs, New York Representative Office,
Republic of Panama, 1180 Avenue of the Americas, 23rd Floor
New York, New York 10036, U.S.A