

# REPUBLIC OF PANAMA

## Ministry of Finance and Treasury

### Office of the Directorate of Merchant Marine Circular No. 91

#### Consular and Maritime Affairs

To: Class Societies and other Authorized Organizations
Subject: Panama policy Matters

#### Use of Asbestos

This Administration will allow the use of Processed Packing Material (containing white asbestos) for use where relatively high temperatures and pressures (exceeding 10 Kg/cm<sup>2</sup>) are experienced in steam and fuel oil piping systems. This allowance of such limited use of asbestos can be applied for all new construction flagging with Panama.

#### Portable Fire Extinguishers

Included in the surveys for Cargo Ship Safety Equipment Certificates is the requirement to check the portable fire extinguishers. Generally, a visual check is conducted, but in some instances the fire extinguishers will be weighed. The portable fire extinguishers are to be checked during each periodic survey and on a yearly basis.

#### Radio Direction Finder

This Administration will issue an Exemption Certificate from the requirement to fit a Radio Direction Finder, if the vessel is fitted with other Radionavigation equipment suitable for use throughout its intended voyage. Systems such as GPS (Global Positioning System) and NAVSAT (Navy Satellite Navigation System) would be acceptable systems.

#### Multiple Load Lines

This Administration can authorize, upon application to SEGUMAR, the issuance of multiple Load Line Certificates. Owners should be advised of the following operational steps to be followed in the implementation of such multiple Load Lines Certificates:

1. Safety standards are to be maintained for any deadweight of the vessel, such as for the least freeboard.
2. Only one set of Load Line marks and the corresponding Load Line Certificate are to be visible or displayed at one time. The other load line marks are to be painted out. Load Line Certificates not in use are to effectively be kept under lock and key by the Master.
3. Alterations to the marks should be verified by a surveyor of the cognizant class society or recognized organization. If a surveyor is not available within a reasonable distance, the change may be made by the ships personnel under the supervision of the Master who is responsible for the accuracy. Where such action is taken by the Master, he must notify not only the Administration but also the cognizant Class Society or Recognized Organization.
4. The Master is responsible to see to it that proper logbook entries are made when changes are effected.
5. The loading/trim and stability booklet should contain annexes or supplements on the alternate Load Line conditions.
6. IOPP supplements may have to be considered during these changes.

#### Mobile Offshore Drilling Units

This Administration will exempt all MODU's working nearby offshore waters of the U.S. in the Gulf of Mexico from the requirements to fit a NAVTEX Receiver.

In consonance with U.S. regulations, this Administration will not require a radio installation on Panama registered MODUs when operating in U.S. Territorial Waters if the units are fitted with VHF and also use cellular phones for additional communications.

MODU's located in the Territorial Waters of the U.S.A., within close proximity to land and are regularly serviced by offshore supply vessels, may be dispensed from the requirement to provide lifeboat rations.

#### IMDG Code

This is to confirm that the IMDG code is currently being implemented to Panamanian flag vessels on a voluntary basis only, but with strong encouragement that it be used.

#### Radio Equivalency

Panama's radio equivalency as established in IMO paper SLS.14/Circ.72 of 5 March 1987, will remain in effect until February 1, 1999, for ships constructed before February 1, 1995. Ships constructed on or after 1 February 1995 will comply fully with the GMDSS requirements. Even if the equivalency, all ships must comply with the requirements to carry a satellite EPIRB and a NAVTEX receiver.

### **Extension of Statutory Certificates**

Only this office, the Department of Maritime Safety (SEGUMAR), is authorized to extend or authorize the extension of the validity of statutory certificates to vessels under the Panamanian flag.

### **Interim Tonnage Measurement Scheme (RES. A494(XII))**

In the spirit of the cited resolution above, this Administration will accept the National tonnage values of other Administrations when vessels are reflagged to Panama and which obtain the International Tonnage Certificate (ITC) at reflagging time or shortly thereafter. The notation on the ITC indicating the national tonnage value (if called for by the scheme) should state that the National tonnage of the country is accepted by Panama for the Revised Interim Scheme.

### **Loading Grain on Panamanian Ships**

This Administration will authorize the use of wire reinforcement mesh for securing slack grain surfaces, on Panamanian vessels, as an alternative to the means prescribed by Part C, section II of Chapter VI SOLAS 1974, which procedure was accepted by the IMO Maritime Safety Committee at its 58th Session.

### **Declaration of Conformance for Italian Ports**

This Administration authorizes all class societies issuing certificates on behalf of Panama to also issue, where applicable, a "Declaration of Conformance (or Compliance)" with the IMO "Code of Safe Practice for Solid Bulk Cargoes" as listed in the appendices "A", "B", or "C" of said Code.

It is understood that by a Decree dated 12 July 1991 of the Italian Ministry of Merchant Marine there is a requirement that any foreign vessels calling at Italian ports and carrying any of those solid bulk cargoes listed in Appendices "A", "B" or "C" of the above code, are to keep the subject declaration on board.

### **Maximum Lowering Speed for Lifeboats**

As related to IMO Resolution A.521(13), this Administration has established 1.3 meters/sec. as the maximum lowering speed for lifeboats.

### **Language Requirements for New SOLAS Certificates**

This is to confirm that new SOLAS certificates developed in the future, such as for the Harmonized System, are relaxed from the requirements to have such certificates in two languages (English and Spanish). The societies may adopt such certificates in the English language only. Existing Certificates will remain in the two languages.

The requirement that the Panama Logo be in the upper left corner of the first sheet and that the Logo of the cognizant society remain the lower left corner still stands.

### **Southern Boundary of Seasonal Tropical zone Extended to Include Gladstone**

This Administration accepts the extension of the Southern Boundary of Seasonal Tropical Zone to include Gladstone, Australia. This is in consonance with the IMO Circular LL 3/Circ90 1994 and that the boundary would now be set "On the south by a parallel of Latitude of 24 degrees South from the East Coast of Australia to Longitude 154 degrees East, thence by the meridian of Longitude 154 degrees East to the Tropic of Capricorn and hence by the Tropic of Capricorn".

Panamanian flag vessels would be able to sail from Gladstone loaded to Tropical Marks during the period 1st April to 30th November. For the balance of the year, the port of Gladstone lies within the Summer Zone.

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Inquiries concerning the subject of this Circular should be directed to:  
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