

Subject :

Application of 78 SOLAS PROTOCOL
to Panamanian Ships

NK TECHNICAL INFORMATION

No. 3

Date: 24 August, 1982

To Shipowners and Shipyards concerned,

Please be informed that the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974 (78 SOLAS PROTOCOL) will be effective to ships flying Panamanian flag as from 14th October, 1982.

As Panamanian Government adopts Mandatory Annual Survey system under the PROTOCOL, Panamanian ships will be subject to the following surveys in between renewal surveys of the Cargo Ship Safety Construction (SAFCON) certificate and the Cargo Ship Safety Equipment (SAFEQ) certificate;

1. Mandatory Annual Survey (MAS)

All cargo ships are to be subjected to MAS within three months either way of the annual anniversary date of the SAFCON and SAFEQ certificates, similar to annual load line survey under the International Convention on Load Lines, 1966. MAS for SAFCON and MAS for SAFEQ may be held independently.

2. Intermediate Survey (IS)

All tankers of ten years of age and over are to have intermediate surveys (IS) with regard to the SAFCON and SAFEQ certificates at least once within the one term of the relative certificate validity period. The IS includes surveys of the ship's bottom and inside of cargo tanks. If only one IS is held within one term of the certificate validity period, the IS is to be held within six months either way of the half way date of the SAFCON certificate period of validity (for SAFEQ, three months instead of six months).

The PROTOCOL prohibits that extension of the five-year period of validity of the SAFCON certificate is granted. This means that renewal survey for the SAFCON certificate shall be completed within five years from the completion of the initial survey (survey at new building) or the last renewal survey of the SAFCON certificate.

The PROTOCOL has the requirements applicable to certain tankers including those in service for steering gear and inert gas system in cargo tanks which normally require extensive work to comply with the requirements for tankers in service.

It also requires two radars for all cargo ships of 10,000 GT and over, and no Cargo Ship Safety Radiotelegraphy certificate is issued for such Panamanian ships after 14th October, 1982 unless this requirement is met.

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