

Subject

Emergency escape breathing devices (EEBDs) onboard the Panama flag vessels

ClassNK

Technical Information

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To whom it may concern

Panama Marine Authority has replaced Merchant Marine Circular (MMC) No.119 and its Interpretation of MMC 122 (item 18) of the special requirements for EEBDs onboard the Panama flag vessels with MMC No.142, and then the latest requirements are as follows.

Emergency escape breathing device

1. Number of EEBDs

- (1) For cargo ships : At least two (2) EEBDs in accommodation.
- (2) For passenger ships carrying not more than 36 passengers : At least two (2) EEBDs per main vertical zone, except those defined in the regulation SOLAS II-2/13.3.4.5.
- (3) For passenger ships carrying more than 36 passengers : At least four (4) EEBDs per main vertical zone, except those defined in the regulation SOLAS II-2/13.3.4.5.
- (4) The minimum number of EEBDs required on machinery spaces of category A where crew are normally employed or may be present on a routine basis shall be as follows:
 - (i) One (1) EEBD at the engine control room, if located within the machinery space;
 - (ii) One (1) EEBD at the workshop areas, if there is, however, a direct access to an escape way from the workshop, an EEBD is not required; and
 - (iii) One (1) EEBD on each deck or platform level near the escape ladder constituting the second means of escape from the machinery space (the other means being an enclosed escape trunk or water tight door at the lower level of the space).
- (5) If the ship has a machinery space with more than one deck, then one (1) EEBD for each deck shall be placed at the same area as in point (4)(iii).

2. Spares

At least two (2) sets of spare EEBDs shall be provided on board either in the area of navigation bridge, fire control station or storage room.

3. Above requirements are applied to all Panama flag vessels, and the vessels not complied with are required to comply with the requirements not later than the date of first Safety Equipment Survey on or after 1 April 2006. In case where the arrangement of EEBD needs change, please note that all Fire Control Plans onboard should be corrected accordingly.

(To be continued)

NOTES:

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