

Subject

Special requirements for Life-saving appliances and
Equipment onboard Panamanian flagged vessels

ClassNK

Technical Information

No. TEC-0974

Date 20 November 2013

To whom it may concern

The Panamanian Government has notified ClassNK that employment of fall preventer devices (FPDs) on lifeboats for ships flying Panamanian flag is not mandatory with regard to Merchant Marine Circular MMC-250 issued in July 2012 by the Government.

For your attention, section 2 of Technical Information No. TEC-0937 dated 17 December 2012, related to application of requirement on FPDs employment, has been replaced with this information accordingly.

For any questions about the above, please contact:

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1. Merchant Marine Circular MMC-250

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PANAMA MARITIME AUTHORITY

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MERCHANT MARINE CIRCULAR MMC-250

To: Ship-owners/Operators, Company Security Officers, Legal Representatives of Panamanian Flagged Vessels, Panamanian Merchant Marine Consulates and Recognized Organizations (ROs).

Subject: Lifeboat Release and Retrieval System

Reference: Decree Law No. 7, SOLAS 74 as amended, Resolution MSC.317 (89), Resolution MSC. 320 (89), Resolution MSC. 321 (89), Circular MSC.1/Circ. 1392, Circular MSC.1/1393

1 The purpose of this Merchant Marine Circular is to inform all parties concerned with Panamanian flag ships about MSC.1/Circ. 1392 as well as the amendments to Regulation III/1.5 of SOLAS and to LSA Code Chapter IV/4.4.7.6, regarding lifeboat on-load release mechanisms.

2. Amendments to Regulation III/1.5 of SOLAS and to LSA Code Chapter IV/4.4.7.6, will enter into force on 1 January 2013. These amendments require that for all ships, the lifeboat on-load release mechanism, meets the new LSA Code requirements.

2.1 Ships constructed before 1 January 2013 (Existing Ships), fitted with lifeboat on-load release mechanism, shall meet the requirements of LSA Code 4.4.7.6.4 to 4.4.7.6.6 as amended by Resolution MSC.320 (89) after the first scheduled dry-docking after 1 July 2014 but not later than 1 July 2019.

3 This Administration would like to point out that, all types of existing lifeboat on-load release and retrieval systems design shall be reviewed, and the performance test witnessed by an Administration or by a Recognized Organization before 1 July 2013 in accordance with MSC.1Circ.1392. Failing to do so, shall result into the release and retrieval system to be considered as non-compliant and required to be replaced by a new lifeboat release and retrieval system, within the dates above mentioned (after the first scheduled dry-docking after 1 July 2014 but no later than 1 July 2019).

3.1 This Administration would like to clarify that:

.1 Existing ships fitted with off-load only release systems do not need to go through the evaluation process or replacement.

.2 This Administration will accept the results of evaluations carried out by other Administrations on types of existing lifeboat release and retrieval systems (as per information released on GISIS data base).

4 The Manufacturer, see definition in MSC.1/Circ.1392, needs to submit to an Administration, for evaluation, the types of existing on-load release and retrieval systems for which he is responsible, before 1 July 2013.

.5 If the lifeboat on-load release and retrieval system is deemed non-compliant after evaluation, the

Prepared by: Translator	Revised by: Compliance and Enforcement Deputy Chief	Approved by: Compliance and Enforcement Chief
Control N°: F-RIN-04-01	Version: 03	Date: 06 July, 2011
		Page 1 of 2

Manufacturer has the option to modify and re-submit for evaluation. If the modification is approved, all ships continuing to use that type of lifeboat on-load release and retrieval system shall be modified in accordance to the specifications approved.

.6 Ship owners/operators should confirm with their manufacturers, that the type of lifeboat on-load release and retrieval system has been submitted for evaluation and be aware if it has been found compliant, non compliant or capable of being modified.

.7 Fall Preventer Devices (FPD's) should be employed as an interim risk mitigation measure for each existing lifeboat release and retrieval system until the system meets any of the requirements stated in the MSC.1/Circ.1392, Paragraph 6.1 to 6.5; and at the master's discretion.

4 The one-time follow up overhaul examination shall be carried out, on board in accordance with MSC.1/Circ.1392, by the Manufacturer or by one of their representatives.

4.1 The Owners/Operators shall ensure that the extent of wear, corrosion, erosion and any material degradation is verified, addressed, and a factual statement is issued by the Manufacturer to confirm this. This statement shall be retained on board.

5 Taking into account MSC.1/Circ.1393 on early implementation of the new SOLAS regulation III/1.5, this Administration highly recommends all parties concerned to take the appropriate actions, at the earliest opportunity.

July, 2012

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

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<i>Page 2 of 2</i>		