



CIRCULAR MCO – 009-2019

DATE: July 18, 2019
FROM: MCO HEAD OFFICE – TECHNICAL DEPARTMENT
TO: OWNERS /MANAGEMENTS/SURVEYORS.
SUBJECT: OUT SIDE SHIP’S BOTTOM INSPECTION AND DRY DOCKING
INTERFACE PERIODS FOR PANAMANIAN FLAGGED VESSELS
REFERENCE: Resolution A.1120(30) adopted through Resolution No. 107-OMI-200-
DGMM, of 6 August 2018, Law Decree No. 7, SOLAS Convention as
amended, Resolution MSC.204(81)

Dear All:

This Circular contains the dry-docking survey interval requirement for the Panamanian flag registered ships. The instructions described in this circular have been prepared based on the Survey Guidelines under the Harmonized System of Survey and Certification, 2017 set out in the annex of the Resolution A. 1120(30) as amended, and consideration of The Panama Maritime Authority.

Outside ship’s bottom, inspections are to be attended by a surveyor from a Recognized Organization. The Administration may request at any time the survey report and related documentation used for the analysis and evaluation of the ship’s conditions.

The Panama Maritime Authority inform to all Ship Owners/ Operators, Legal Representatives and Recognized Organizations that the outside ship’s bottom inspection periods for the Panamanian Flag registered ships, are as follows:

1. Cargo vessels of 500 Gross Tonnage and above:

1.1 Cargo vessels of 500 Gross Tonnage and above in accordance with the International Convention for the Safety of Life at Sea 74 as amended (SOLAS) regulation I/10(a)(v), all ships in possession of a Cargo Ship Safety Construction Certificate requires a minimum of two inspections of the outside ship’s bottom during any five year period of validity of its certificate, except where SOLAS 74/88 regulation 14 (e) or (f) is applicable.

1.2 One of such inspections should be carried out on or after the fourth annual survey in conjunction with the renewal of the Cargo Ship Safety Construction Certificate. Where regulation SOLAS 74/88 regulation 14 (e) or (f) is applicable, this five-year period may be extended to coincide with the extended period of validity of the certificate. In all cases the interval between any two such inspections shall not exceed 36 months.

1.3 The inspection of the outside of the ship's bottom and the survey of related items,¹ should include an inspection to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended.

¹ Related items as defined in item 5.1 of the Assembly Resolution A.1120 (30) as amended

1.4 Inspections of the outside of the ship's bottom should normally be carried out with the ship in a dry dock (out of water), and consideration may be given to alternate inspections being carried out with the ship afloat, as it is indicated in "Survey Guidelines under the harmonized system of survey and certification (HSSC)".

1.5 Therefore, for ships less than 15 years of age other than bulk carriers and oil tankers, alternate inspections being carried out with the ship afloat in cases where the RO/Class inform to this Administration that is proper and reasonable to do so.

1.6 In case of ships subject to IACS Extended Dry Dock Scheme, the Administration may permit alternate inspections of the ship's bottom afloat, provided it is demonstrated that ship is subject to an approved comprehensive planned maintenance system for the hull as well as for machinery. In addition, the ship must be fitted with a shaft bearing and sealing system of approved design with implementation of regular monitoring procedures, authorization for these cases is granted to IACS directly.

1.7 Ships of 15 years of age and over *others than bulk carriers and oil tankers*, shall be subject to special consideration by PMA Administration for permitting that *bottom surveys are carry out afloat (in water)*, MCO can request an authorization to SEGUMAR Technical Offices.

1.8 However in case of Oil Tankers and Bulk carriers less than 15 years of age, alternate inspections of the ship's bottom not conducted in conjunction with the Renewal Survey of the Cargo Ship Safety Construction Certificate may be carried out with the ship afloat (in water), as it is indicated in paragraph 2.2.2 of applicable part of annex A or B of 2011 ESP Code.

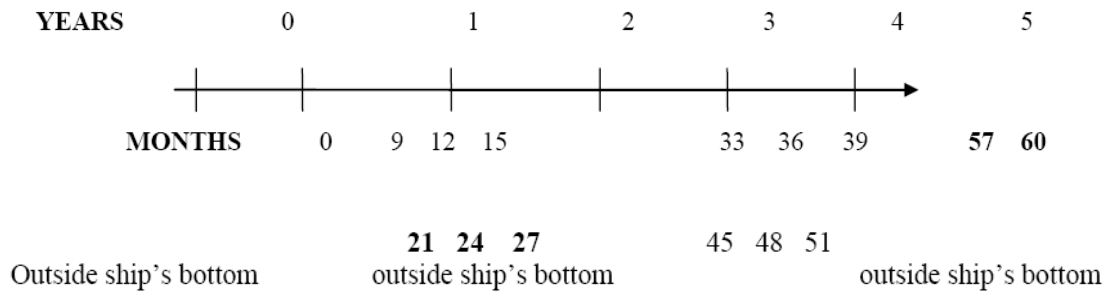
1.9 All inspections with the ship afloat (in water) should only be carried out when the conditions are satisfactory and the proper equipment and suitably trained staffs are available.

1.10 Inspection of the outside of the ship's bottom of bulk carriers and oil tankers of 15 years of age and over should be carried out with the ship in dry dock (out of water), as it is indicated in paragraph 2.2.2 of applicable part of annex A or B of 2011 ESP Code.

I. Extending the period between inspections of the outside of the ship's bottom

i) According to SOLAS 74 as amended, regulation I/10(a) (v), this permits the period of five years (60 months) in which two inspections of the ship's bottom are to be carried out to be extended when the Cargo Ship Safety Construction Certificate is extended under regulation I/14(e) and (f). However, no extension should be permitted on the period of 36 months between any two such inspections. If the first ship's bottom inspection is carried out between 24 and 27 months then the thirty-sixth (36) month limitation may prevent the certificate being extended by the periods permitted in regulation I/14(e) and (f).

Explained as follows:



+ Related items as defined in item 5.1 of the Assembly Resolution A.1120 (30) as amended. *The definition of “any five-year period” is the five-year period of validity of the International Load Line Certificate.

ii) A certificate ceases to be valid if the inspection of the outside of the ship's bottom is not completed within the periods specified above. The validity of the certificate should be restored by carrying out the appropriate survey which, in such circumstances, should consist of the requirements of the survey that was not carried out, but its thoroughness and stringency should have regard to the period of time beyond the survey due date (authorization for revalidation should be requested to Segumar Offices).

The Panama Flag will require detailed description why the survey was not carried out within its lapse of time and consider further action, if necessary.

2. Cargo vessels of less than 500 Gross Tonnage:

2.1 Irrespective of the navigation area this group of ships shall be subject to a minimum of two outside ship's bottom inspections during any five year period * following the same instructions applicable to Cargo vessels of 500 Gross Tonnage and above. The required inspections of the ship's bottom for the renewal surveys of the Cargo Ship Safety Certificate under the provisions of the Resolution No.106-138-DGMM of September 10, 2013 could be carried out with the ship afloat.

2.2 MACOSNAR CORPORATION can request an authorization to SEGUMAR Offices to carry out an alternate inspection with the ship afloat in case of any ship of 15 years of age and over (request will be analyzed thoroughly considering type, service and age of the ship).

3. Fishing vessels of 24 meters in length and above:

3.1 Irrespective of the navigation area shall be subject to a minimum of *two inspection of the outside ship's bottom* during any five-year period. The five-year period is defined by the Fishing Vessels Safety Certificate.

4. Fishing vessels of less than 24 meters in length:

4.1 Irrespective of the navigation area this group of vessels shall be subject to a minimum of two inspection of the ship's outside during any six year period.

5. Vessel Operating Exclusively on Panamanian Jurisdictional Waters:

5.1 For every vessel with an International Register Certificate, operating exclusively within jurisdictional waters of the Republic of Panama, and regardless of service and tonnage, the two (2) inspections of the outside of the ship's bottom, during any five (5) year period, shall be carried out with the ship in dry dock.

5.2 Notwithstanding the above mentioned, this Administration, through SEGUMAR offices could authorize to replace the intermediate outside ship's bottom survey by an in water survey, for ships operating exclusively within the jurisdictional waters of the Republic of Panama after evaluation of criteria such as vessel age, type of service, maintenance checks of ships. This authorization could only be granted on a case by case basis by Segumar Offices.

6. Unscheduled Dry-Docking Survey

6.1 Dry docking for emergency repairs after a damage of the ship or any other fortuity circumstances will not be taken as one of the dock attendance specified in this circular if the ship does not carry out the equivalent surveys according to the International Standards, Requirements of the Flag or the Recognized Organization acting on their behalf. The Administration may require the supervision of a Flag State Surveyor if necessary by written order of the General Director of Merchant Marine.

6.2 The MACOSNAR CORPORATION surveyors shall be appointed to attend and supervise the two outside ship's bottom inspections of every ship and submit the Dry Dock Survey Report or In water survey with the conclusion of the inspected areas, repairs and pending items; to keep the same at least at their MCO Head Office. The PMA FLAG can request at any time those surveys reports and related documentation used for the analysis and evaluation of the ships condition.

6.3 The Dry Docking of Cargo ships should coincide with the renewal or intermediate survey of the Cargo Ship Safety Construction Certificate, International Load Line certificate, International oil Pollution prevention Certificate (if applicable) or any other related certificate.

Please do not hesitate to contact us if you have any doubts or queries regarding this matter.

Best Regards,

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