

GENERAL STANDARD FOR FLOATING EQUIPMENT INSPECTION PROGRAM 2600ESS-309

1.0 PURPOSE

Establish the Standard for the execution of the Floating Equipment Inspection Program.

2.0 BACKGROUND

This Standard supports the following:

2.1 The Panama Canal Administrator's Directive, AD-2004-04, dated May 14, 2004.

3.0 SCOPE

This Standard applies to floating equipment and small crafts that are of the property of the Panama Canal Authority (ACP), or that are operated by the ACP, or of the property of third parties operating in Canal waters for commercial purposes.

4.0 LEGAL FOUNDATIONS

This Standard is established pursuant to Agreement No. 12 of the Board of Directors of the ACP, Occupational Safety and Health Regulations, Chapter IV, Articles 27 and 28.

5.0 DEFINITIONS

For the purposes of this Standard, the following definitions shall apply:

5.1 Floating equipment: Every description of vessel, with or without propulsion, used or capable of being used as a means of transportation on water.

5.2 Shipowner: A person or company in whom title of a vessel is vested.

5.3 Small craft: Vessel up to 38.1 meters (125 feet) length overall.

5.4 Hull: The outer body or shell of a ship or a seaplane that constitutes the tight casing, capable of resisting severe conditions of the sea.

5.5 Collision: The coming together of two vessels, violent or not.

5.6 Canal waters: Refers to the ones within the geographic area that follows the course of the Panama Canal and is contiguous to it, running from the Pacific Ocean to the Atlantic Ocean. It includes anchorage areas, the ports of Cristobal and Balboa, seashores and areas in which activities that are exclusively compatible with the operation of the Canal are carried out.

5.7 Aground: Refers to a small craft or floating equipment which keel, for any reason, is supported on the sea bottom and unable to float, navigate, maneuver, or govern.

5.8 Length overall (LOA): The horizontal distance between forwardmost and aftermost points on the hull of a vessel.

5.9 Floating equipment operator: Captain in charge or certified operator assigned to the equipment, or his designees.

5.10 Midship: The middle of the ship, either lengthwise or widthwise, or both.

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5.11 Immediately: Means that before the ongoing inspection is finished, the deficiency found and indicated during the inspection must be corrected.

5.12 Careen (dry dock): An enclosed basin in which ships are repaired and hulls cleaned, and painted.

5.13 Quickworks: Underwater hull, that part of a vessel's hull that is submerged when loaded.

5.14 Deadworks (freeboard): A vessel's hull that is above water when the vessel is fully loaded

6.0 GENERAL

6.1 The Marine Safety Branch (ESSM) of the Safety Division:

6.1.1 Is authorized to determine and establish the minimum requirements on hull conditions, main and auxiliary machinery, safety equipment, fire-fighting, and for navigation; as well as to determine the number of passengers and crew allowed on board floating equipments.

6.1.2 Shall conduct inspections to floating equipments under its responsibility, small crafts that operate or will operate in Canal waters, Contractors and any vessel that in its judgment merits a marine safety inspection, or to issue a Certificate of Inspection.

6.1.3 Shall use as reference the established in the document on safety requirements number 2600ESS-310 with the name of "List of Major and Minor Deficiencies of Floating Equipments" standards, operation manuals, and the Maritime Regulations for the Operation of the Panama Canal.

6.1.4 Shall issue Certificates of Inspection valid for one year and shall extend them according to what it deems convenient.

6.1.5 Shall keep a copy of the Certificates of Inspection, as well as a copy of the Inspection Report and a copy of the List of Deficiencies and Recommendations found during the inspection. The shipowner or the person in charge shall receive the original of the documents previously mentioned.

6.2 In the cases in which the floating equipments subject to this Standard have suffered damages to the hull, aground, when dry dock, collision or other damages, or a defect that affects the safety of such equipments is discovered, shall remain subject to extraordinary inspections, in order to determine navigation safety conditions.

6.2.1 In the cases in which the floating equipment subject to this Standard, the damaged or defect suffered affects the safety of such equipment, Marine Safety Branch are the authorize, base on reports and inspections to carry out by competent person, to determine the form to proceed with such repair.

6.3 In the cases in which the floating equipments subject to this Standard, are unable to undergo to the dry dock in the scheduled date indicated in the Certificate of Inspection, the Marine Safety Branch shall be notified and an extension shall be requested with a tentative date that will be for the new dry dock.

6.3.1 The extension requested will be valid until the vessel enters on the dry dock. The extension shall not exceed one year. Within the validity of the extension the shipowner or the person

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in charge shall realize a hull inspection with the vessel afloat to verify the condition, a copy of the report must be sent to Marine Safety Branch.

6.4 The shipowner or the person in charge of all floating equipment shall notify the Marine Safety Branch of every structural change to the propulsion and steering systems, details of the repairs, and/or modification of equipments that may affect navigability. This is so in order to determine navigation safety conditions and if there is the need for a re-inspection before such equipment is put back in service, or to establish new minimum safety requirements applicable to the floating equipment in question.

6.5 The shipowner or the person in charge of the floating equipment, in any case, shall exceed the dates of submitted actions except those described in the List of Major and Minor Deficiencies:

6.5.1 Immediately: For all deficiencies that indicate this as such.

6.5.2 For deficiencies to lifesaving equipments: The maximum time allowed shall not exceed fifteen (15) calendar days counted from the time the notification was received with the date for the corrective action.

6.5.3 For deficiencies to the fire-fighting equipment: The maximum time allowed shall not exceed seven (7) calendar days counted from the time the notification was received with the date for the corrective action.

6.5.4 For deficiencies to the machinery, the hull, navigation equipment, and the electrical system: The maximum time allowed shall not exceed fifteen (15) calendar days counted from the time the notification was received with the date for the corrective action.

6.5.5 For deficiencies to the pollution control equipment: The maximum time allowed shall not exceed seven (7) calendar days counted from the time the notification was received with the date for the corrective action.

7.0 RESPONSIBILITIES

7.1 Of the shipowner or operator of the floating equipment:

7.1.1 Keep the floating equipment in good condition and in compliance with the established safety requirements.

7.1.2 Keep Certificate of Inspection original current on board floating equipment; make sure that the Certificates on board are protected from damages due to environmental conditions, such as, humidity, dust, tear, and loss.

7.1.3 If the Certificate of Inspection is deteriorated as we mention on item 7.1.2 or illegible shall be requested to Marine Safety Branch a copy of this controlled document.

7.1.4 Notify the Marine Safety Branch on what is specified in items 6.2 and 6.3.

7.1.5 Notify the Marine Safety Branch with at least one month in advance of the expiration date of the Certificate of Inspection, the availability of the equipment for its corresponding recertification inspection.

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7.1.6 Notify the Marine Safety Branch of any change in the floating equipment inventory, new equipment or equipment put back in service, taken out of service, or transferred.

7.1.7 Comply with the time for the required actions, in order to solve the deficiencies found during inspections.

7.2 Of the Marine Safety Branch:

7.2.1 Establish the minimum safety requirements that the floating equipment shall comply.

7.2.2 Keep an update log of the results of the inspections performed to floating equipments.

7.2.3 Notify the shipowners or operators of the floating equipments of the result of the inspections and demand necessary corrective actions, in case of major deficiencies.

7.3 From the floating equipment inspectors of the Marine Safety Branch.

7.3.1 Execute the inspections to floating equipments.

7.3.2 Prepare detailed reports of inspections done and its respective follow-up.

7.3.3 Send the documents according to what is established in item 6.1.5 to the shipowner or operator and file them accordingly.

7.3.4 Notify shipowners or operators of floating equipments of the result of the inspections and demand the necessary corrective actions, in case of minor deficiencies.

7.3.5 Verify that the term indicated by the shipowner or the person in charge of the floating equipment comply with the maximum terms established in this Standard.

7.3.6 Identify risks that may appear in floating equipments and recommend necessary actions according to the established procedures to that effect.

8.0 INQUIRIES

Any information or clarification of the content or application of this Standard must be requested in writing to the Safety Division.

9.0 EXCEPTIONS

Temporary deviations or exceptions in the compliance of this Standard must be requested in writing to the Safety Division.

10.0 TERM

This Standard shall remain in force until amended or revised.

11.0 REFERENCES

11.1 Policy and Quality Objectives of the Safety Division.

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- 11.2 Quality Manual of the Safety Division.
- 11.3 Code of Federal Regulations 46 Shipping.
- 11.4 U.S.C.G. Marine Safety Manual.