

標題

パナマ政府当局からの通知について

# ClassNK

## テクニカル インフォメーション

No. TEC-0734

発行日 2008年5月29日

各位

パナマ政府当局より下記の通り通知がありましたのでお知らせします。

### 1. AIS の年次試験 (Merchant Marine Circular No.155)

2008年6月1日より、IMO MSC/Circ.1252「AIS の年次試験のガイドライン」を適用します。

2008年6月1日以降のSEの定期的検査では、「AIS の年次試験レポート」により当該試験の完了を確認します。

パナマ籍船にあつては、

- 弊会が承認した無線検査事業所の資格のある無線技術者により同ガイドラインに従った AIS の年次試験を実施し、
- 当該無線検査事業所が発行する「AIS の年次試験レポート」を本船に備えてください。

詳細は添付の Merchant Marine Circular No.155 をご覧ください。

### 2. EPIRB ID の登録 (Merchant Marine Circular No.158)

SOLAS 条約 IV 章 5-1 規則では、各締約国政府が、GMDSS で使用する ID をデータベースに登録し、捜索救助機関が 24 時間利用できるように準備をすることを規定しています。

この規定に関連して、パナマ政府は、パナマ籍船の船主及び運航者が同国籍船の衛星 EPIRB の ID を COSPAS-SARSAT \* の ID データベースに登録するよう求めています。

COSPAS-SARSAT の ID データベースには下記の URL からアクセスすることが出来ます。

<https://www.406registration.com/>

詳細は添付の Merchant Marine Circular No.158 をご覧ください。

\* COSPAS-SARSAT : 衛星 EPIRB 用の衛星システムの管理運用をする国際機関

### 3. VDR/S-VDR の年次性能試験 (Merchant Marine Circular No.161)

VDR/S-VDR の年次性能試験は、SOLAS 条約 V 章 18.8 規則に規定され、実施されています。

今回、パナマ政府から、この年次性能試験に IMO MSC.1/Circ.1222「VDR/S-VDR の年次試験のガイドライン」を適用する旨通知がありました。今後、SE の定期検査では、VDR/S-VDR の製造者が発行する「Test Report」\* により VDR/S-VDR の年次性能試験の完了を確認します。

なお、SE 検査実施時に製造者の「Test Report」が間に合わない場合、弊会は、承認された VDR 性能試験事業所の資格のある技術者が作成したチェックリストにより、当該年次性能試験の完了を確認します。

詳細は添付の Merchant Marine Circular No.161 をご覧ください。

\* Test Report は承認された VDR 性能試験事業所の資格のある技術者が作成したチェックリストに基づいて製造者が発行します。

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#### NOTES:

- ClassNK テクニカル・インフォメーションは、あくまで最新情報の提供のみを目的として発行しています。
- ClassNK 及びその役員、職員、代理もしくは委託事業者のいずれも、掲載情報の正確性及びその情報の利用あるいは依存により発生する、いかなる損失及び費用についても責任は負いかねます。
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なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

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添付:

1. Merchant Marine Circular No.155 “Automatic Identification System (AIS)”
2. Merchant Marine Circular No.158 “EPIRB Registration”
3. Merchant Marine Circular No.161 “Voyage Data Recorder (VDR) and Simplified Voyage Data Recorder (S-VDR)”



**PANAMA MARITIME AUTHORITY**  
**Directorate General of Merchant Marine**  
Segumar Panama

**Merchant Marine Circular No. 155**

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**To: Owners/Operators of Panamanian Ships, Recognized Organizations and Consulates**

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**Subject: AUTOMATIC IDENTIFICATION SYSTEM (AIS)**

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**Reference:** Decree Law No. 7, SOLAS 74 as amended, IMO Resolution A. 694(17), IMO Resolution A. 917(22), Resolution MSC.74 (69), Resolution MSC.99 (73), Resolution A.917 (22), Resolution A 956(23) and SOLAS/CONF.5/32, SN/Circ.227 and MSC.1/Circ.1252

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1. The purpose of this Merchant Marine Circular is to inform all parties concerned with Panamanian flag ships of the approved guidelines adopted for annual testing of the Automatic Identification System.
2. The Panama Maritime Authority has decided to implement these guidelines since the 1<sup>st</sup> of June 2008, with the purpose to determine if AIS is operational as defined by IMO performance standards.
3. The annual test of the Automatic Identification System (AIS) should be carried out by a qualified Radio technician; authorized by the Administration or by a Recognized Organization.
4. The annual test can be done:
  1. up to 3 months before the due date of the passenger ship safety certificate renewal survey or the cargo ship safety equipment certificate renewal survey; and
  2. 3 months before or after the due date of the cargo ship safety equipment certificate periodical/annual survey (the maximum period between subsequent tests is governed by the time window associated to the subsequent surveys, unless either certificate has been extended as permitted by SOLAS regulation I/14, in which case a similar extension may be granted by the Administration).
5. The annual test will be recorded on the form from the Model Report referring to the test included on the Appendix of this Circular. Also this form will be available for all Port State Control Inspectors and Panamanian Flag Inspectors.

6. The annual testing of the AIS installation should include:

1. installation details including antenna layout, initial configuration report, interconnection diagrams, provision of the pilot plug and power supply arrangements;
2. checking the correct programming of the ships static information;
3. the ability of the AIS to receive ships dynamic information from the appropriate sensors;
4. the ability to correctly input the ships voyage related data;
5. a performance test of the equipment including radio frequency measurements; and
6. an on-air test proving that the unit is working correctly using for example an appropriate Vessel Traffic Service (VTS) station or a suitable test equipment.

**March 18, 2008**

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

Panama Maritime Authority  
General Directorate of Merchant Marine  
P.O. Box 5245 Panama 5  
Republic of Panama

Tel: (507) 501-5010  
Fax: (507)501-5011



**PANAMA MARITIME AUTHORITY**  
**Directorate General of Merchant Marine**  
Segumar Panama

**Merchant Marine Circular No. 158**

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**To: Owners/Operators of Panamanian Ships, Recognized Organizations and masters.**

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**Subject: EPIRB Registration**

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**Reference: Decree Law No. 7, 1998  
IMO Resolution A. 887(21)**

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1. The International Convention for the Safety of Life at Sea, Chapter IV, Regulation 5-1, establishes that each Contracting Government undertakes to ensure that suitable arrangements are made for registering Global Maritime Distress and Safety System (GMDSS) identities and for making information on these identities available to rescue coordination centers on a 24-hour basis.
2. IMO Resolution A. 887(21) adopts the Recommendations on the Establishment, Updating and Retrieval of the Information contained in the Registration Database for the GMDSS, which should include the EPIRB identification code.
3. Beacon registration is essential for efficient SAR operations, and proper registration of a beacon can make the difference between success and failure of a search and rescue mission.
4. With the purpose to assist States in the responsibility of beacon registration, Cospas-Sarsat implemented an International 406 MHz Beacon Registration Database in January 2006. This database allows users to register their beacons and provide information that can be of great use to SAR services in the event of beacon activation. SAR services are able to query the International Registration Database directly over the Internet.
5. From February 2009 the Cospas-Sarsat Satellite System will no longer process the 121.5 MHz frequency and users could be denied Cospas-Sarsat services if they do not make the transition to 406 MHz EPIRBs before 2009.

6. Taking in consideration the information above, this Administration encourages owners of Panamanian flag vessels to register their beacons in the Cospas-Sarsat International Registration Database. This service is entirely free of charge and is available online at [www.406registration.org](http://www.406registration.org). For additional information, consult Cospas-Sarsat via email at [mail@cospas-sarsat.int](mailto:mail@cospas-sarsat.int) or look under the Beacons tab at [www.cospas-sarsat.org](http://www.cospas-sarsat.org).

**March 2008**

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

**Directorate General of Merchant Marine  
Panama Maritime Authority  
Phone: (507) 501-5033  
Fax: (507) 501-5083**



**PANAMA MARITIME AUTHORITY**  
**Directorate General of Merchant Marine**  
Segumar Panama

**Merchant Marine Circular No. 161**

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**To: Owners/Operators of Panamanian Ships, Recognized Organizations and Masters**

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**Subject: Voyage Data Recorder (VDR) and Simplified Voyage Data Recorder (S-VDR) annual test.**

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**Reference: Decree Law No. 7, SOLAS regulation V/20, SOLAS regulation V/18.8, IMO Resolution A.861(20) MSC.163(78) MSC.1/Circ.1222**

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1. The purpose of this Merchant Marine Circular is to communicate all parties concerned with Panamanian flag ships, of the approved guidelines adopted with the purpose of having a standard method for the annual testing of the VDR and S-VDR.
2. The requirements for VDR and S-VDR systems to be subject of an annual testing has been approved by the revision of SOLAS Regulation V/20 and established by Regulation V/18.8. as amended.
3. The purpose of an annual performance test is to determine that a VDR/S-VDR is operational as defined in the manufacturer's specification.
4. The annual test for the VDR and S-VDR will be carried out by the manufacturer or a person authorized by the manufacturer.
5. The annual testing of the VDR and S-VDR should include:
  1. Confirmation that no alarms are present prior to the initiation of the test;
  2. Confirmation that when the external power is removed, the power supply alarm is activated, the equipment continues to operate for at least 1 hours and 55 minutes and automatically stops recording no later than 2 hours 5 minutes after the external power is removed;
  3. Confirmation that the acoustic beacon is functional using the appropriate manufacturer's test equipment or by the substitution of a certified fully operational unit;

4. Confirmation that the overall condition of the equipment is satisfactory and that any battery within the equipment (acoustic beacon and power supply) is not expired;
  5. Confirmation that accurate maintenance records of the VDR are available;
  6. Confirmation that the items to be recorded, specifically those data items available and required to be recorded at the time of original commissioning as defined in resolution A.861(20) and resolution MSC.163(78) for VDR and S-VDR respectively, are satisfactorily stored for the duration of the 12-hour recording period;
  7. Confirmation that the capsule float-free arrangements, where required or fitted, are satisfactory as originally accepted at commissioning; and that any battery, release mechanism or other items are within their expiry date; and,
  8. Confirmation that the equipment is restored to normal operation mode following completion of the tests.
6. The annual test may be carried out:
1. Up to 3 months before the due date of the passenger ship and 3 months before or after the due date of a cargo ship. (The maximum period between subsequent checks is, therefore, 15 months for passenger ships and 18 months for cargo ships, unless either certificate has been extended as permitted by SOLAS regulation I/14, in which case a similar extension may be granted.). The manufacturer must complete a review, record any changes and issue the completed test report within 45 days. To accommodate performance checks to align with the appropriate survey under the Harmonized System of Survey and Certification (HSSC).
  7. The annual test will be registered on the form from the Model Report about the test that figures on the Appendix of this Circular. A copy of the report from the test will remain on board of the vessel. Also these forms will be available for all Port State Control Inspectors and Panamanian Flag Inspectors

**March 2008**

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

Panama Maritime Authority                      Tel: (507) 501-5010  
General Directorate of Merchant Marine      Fax: (507)501-5011  
P.O. Box 5245 Panama 5  
Republic of Panama



# Appendix - Voyage Data Recorder Performance Test Report

. Note - Insert Yes for success, No for failure or N/A for non fitted interfaces in these boxes, as appropriate.

		Yes	No	N/A
<b>Ship's details</b>				
Ship's name				
Flag				
IMO number				
Date keel laid				
Gross tonnage				
<b>Voyage data recorder details</b>				
Manufacturer				
Model				
System serial number				
Software version number				
Date fitted				
<b>Inspection Details</b>				
Name person conduction testing				
Company				
Inspection date				
Inspection location				
<b>1 Pre-existing alarms</b>				
Confirm that no alarms were present at start of procedure				
<b>2 Power supply alarm check</b>				
Remove source of external power. Confirm that alarm is activated.				
Record time (hh.mm)				

<b>3 Reserve power source check</b>							
Allow VDR to continue running for 1 hour 55 minutes from '2' above							
Confirm that equipment is still operating at this time, with no additional alarms.							
Record time (hh.mm)							
<b>4 Reserve power source shutdown check</b>							
2 hours 05 minutes from '2' above confirm that the VDR has automatically stopped recording.							
Record time (hh.mm)							
<b>5 Battery expiry dates</b>							
<b>Battery</b>	<b>Expiry date (where applicable)</b>						
Acoustic beacon							
Reserve power source							
<b>6 Acoustic beacon test</b>							
Using manufacturer's test equipment confirm that acoustic beacon is functional or by the substitution of a certified fully operational unit.							
<b>7 Overall condition of equipment</b>							
Inspect equipment and record condition, thickness if satisfactory							
Sub unit	Notes on condition						
Protective capsule							
External cables							
Main unit							
<b>8 Interfaces: Operation and recording</b>							
Date and time	Perferably external to ship (e.g. Global Navigation Satellite System.)						
Ship's position	Electronic Positioning system						
Speed (through water or over ground)	Ship's designated speed and distance measuring equipment						
Heading	Ship's compass						
Bridge audio	1 or more bridge microphones						
Communications Audio	VHF						
Radar data-post display selection	Master radar display						

Water depth	Echo sounder									
Main alarms	All mandatory alarms on bridge									
Rudder order and response	Steering gear and autopilot									
Engine order and response	Telegraphs, controls and thrusters									
Hull openings status	All mandatory status information displayed on bridge									
Watertight and fire door status	All mandatory status information displayed on bridge									
Acceleration and hull stresses	Hull stress and response monitoring equipment <b>where fitted</b>									
Wind speed and direction	Anemometer <b>where fitted</b>									
<b>9 Change or repair of sensors</b>										
Check maintenance records of VDR										
Confirm any defects properly rectified										
<b>Person authorized by the Manufacturer</b>							<b>Ship's representative</b>			
<b>Date</b>							<b>Date</b>			
If the manufacturer does not complete a review and issue a completed test report within 45 days, this test report should go forward for certification.										
<b>10 Manufacturer's analysis</b>										
Note - This confirms the endorsement by the manufacturer of the tests and that the master record/database has been checked.										
Manufacturer's analysis of 12-hour log is attached and in accordance with International Electrotechnical Commission (IEC) 61996 Maritime navigation and radiocommunication equipment and systems – Shipborne voyage data recorder (VDR) performance requirements – Methods of testing and required test results section 4.6 – Data items to be recorded ( <u>resolution A.861(20)</u> , section 5.4). Confirmation that all data is available throughout the 12-hour recording.										
<b>Date and time of above log.</b>										
<b>11 Observations and additional manufacturer's requirements</b>										
Note - This specifically provides for the logging of significant										

<p>events that may have occurred on board since the previous test, including the refitting of equipment or major unit change to existing equipment. – Any or all of which may have an impact on the availability or quality of the VDR/S-VDR input signal.</p>								
<p>This performance test was conducted in accordance with SOLAS <u>regulation V/18.8</u> and forms part of the procedure for the issue of the Annual Performance Test Certificate. The results, information and any comments should be relayed to the manufacturer in accordance with the instructions contained within the Operation Manual. Subject to satisfactory results, an Annual Performance Test Certificate will then be issued.</p>								
<p>In accordance with the principles of harmonization of Certificates, the Certificate, when issued, will remain valid until the next annual re-validation of that Certificate, subject to the equipment being maintained in appropriate operational condition.</p>								