



PANAMA MARITIME AUTHORITY  
Additional Checklist for Annual Safety Inspection  
Previous to Concentrated Inspection Campaign 2023

The Concentrated Inspections Campaigns (CIC) on 2023 will be focused on FIRE SAFETY AND ISM, since high levels of deficiencies were found in recent years in this specific areas. Thereupon, the Panama Maritime Authority has determined the inclusion of the questionnaire's verification, prior to the implementation of the CIC which will be held from September 1 until November 31 2023 as foreseen on the due Memorandums of Understanding. This additional survey based on the mentioned questionnaire, shall be performed by our Flag State Inspectors during the Annual Safety Inspection (ASI) ON 2023.

The purpose of this additional verification is to make sure the vessels and their crew are familiar with the requirements established in terms of the vessel FIRE SAFETY and ISM and its importance for the vessel's safety operations verifying that the vessels comply with the applicable international instruments, and the proper implementation the safety management system.

We emphasize at all times that this questionnaire is a complement to the safety inspection and should not affect the development of the ASI. However, if any observation related to the FIRE SAFETY and ISM is found at the time of inspection; flag inspectors must take note and immediately notify the vessel's captain and Flag Inspection Section of the Navigation and Maritime Safety Department, about the appropriate corrective measures and preventive action plan taken by the vessel's company in order to avoid future recurrences.

VESSEL'S DETAILED INFORMATION

Vessel's Name:	IMO No.:	Call Sign:
Inspection Date:	Inspection Place:	

QUESTIONS 1 TO 20 ANSWERES WITH A “NO” MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.

No.	Questions	Yes	No	N/A	Detention
1	Are the emergency escape routes maintained in a safe condition?				
2	Are the fire doors maintained in good working condition?				
3	Has the fixed fire detection and fire alarm systems, been periodically tested in accordance with the requirements of the Administration?				
4	Are ventilation closing appliances capable of being closed?				
5	Are the means of control for power ventilation of machinery spaces operable from two grouped positions?				
6	Can each fire pump deliver at least the two required jets of water?				
7	Are the means of control provided in a position outside the machinery space for stopping ventilation and oil transfer equipment operational?				
8	Is the room for the fixed gas fire extinguishing medium used only for this purpose?				
9	Are the valves used in the fire main line operational?				
10	Where a fire drill was witnessed, was it found to be satisfactory?				
11	The latest revisions of the SMS manuals, procedures and records are readily available at relevant locations?				
12	Identity and contact details of the DPA have been reported to the flag Administration, if required?				
13	Drills as required by SOLAS and as per the company's SMS have been carried out?				
14	The SMS contains documented procedures for key shipboard operations?				
15	All accidents, incidents, injuries and near misses are being reported?				
16	The ship has implemented and is maintaining an effective planned and/or preventive maintenance system (PPMS)?				
17	Critical and standby equipment and systems have been identified and routine testing is being carried out?				
18	Records of maintenance and test activities are available?				
19	The vessel is clean, tidy, habitable and well illuminated?				
20	Following a PSC detention, corrective action taken by the ship must not be limited to the PSC deficiencies?				

OBSERVATION / REMARK: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Inspector's Name:	Master's Name:
Inspector's Signature:	Master's Signature: