



Merchant Marine **Notice**

Panama Maritime Authority
General Directorate of Merchant Marine
Control and Compliance Department

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(DCCM)
V.04

KEY DETAINABLE DEFICIENCIES FOR PANAMA - FLAGGED VESSELS UNDER ITALY PORT STATE CONTROL (PSC) INSPECTIONS – 2025.

No.: MMN-13/2026

1. Purpose:

The purpose of this Merchant Marine Notice is to notify Shipowners, Operators, Masters, Recognized Organizations (ROs), and Legal Representatives of the most frequent detainable deficiencies identified during Port State Control (PSC) inspections on Panamanian-flagged vessels within Italy jurisdictional waters (Paris MoU) during 2025, with the objective of mitigating detention risk, enhancing vessel safety, and maintaining the high-performance standing of the Panama Ship Registry.

2. Applicability:

- 1) All Panamanian-flagged vessels, regardless of size or type, calling at or operating within Italian ports.
- 2) All Shipowners, Operators, and Masters responsible for ensuring the vessel's seaworthiness and compliance with international maritime conventions.

3. Analysis of Detainable Deficiencies (Paris MoU – Italy):

An analysis of 2025 inspections within the Panamanian fleet identifies ten key areas where regulatory adherence and operational safety require prioritized attention. Addressing these technical and procedural gaps is essential for ensuring the highest standards of maritime safety.

All stakeholders are reminded that every individual deficiency recorded during an inspection constitutes non-conformity in the ship's Safety Management System (SMS). The accumulation or grouping of deficiencies serves as objective evidence of a failure, or lack of effectiveness, in the implementation of the ISM Code, representing a direct risk to the safety of the vessel and its crew.

Deficiency Code 15150 – ISM, is the most common registry deficiency and includes the following comment:

“Safety management audit by the Administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure or lack of effectiveness, of implementation of the ISM Code”.

The following is a summary of the top area of deficiency causes of detention recorded for the Panamanian fleet in Italy.

07125	Evaluation of crew performance (fire drills)
1	Fire drill not was performed with on board procedures lack familiarization with crews duty on board (fireman without light lamps, portable radio not properly used, doors remained open, wrong exit to the scenario). New drill must be performed before ship departure under muster control.
2	Fire drill completely failed. Due to evident and deep lack of familiarization and training of crew in all phases of test (missing knowledge of preventive and operational action, communication procedure and muster list duties, wrongly general approach and management of emergency situation) was not possible to complete the drill.
3	The fire drill conducted in the galley was not satisfactory: no one checked the filling level of the breathing apparatus before the firefighter entered the galley and the firefighter entered with the breathing apparatus closed; furthermore, parts of the firefighter's body (ears and neck) were unprotected. Firemen do not wear all the firefighting equipment (e.g., torch, axe and safety line).
4	During the fire drill the second operator (oil rating 2) didn't wear fire suite as per berthing operators. Moreover, the chief mate, leader of firefighting and command group, didn't report to the master the condition that the fire is not under control and, after few minutes, the master reached the scenario area (fire in the galley room). In addition, the AB broken the face strap of the oxygen mask without using the spare.
5	The execution of the fire drill highlighted several serious deficiencies, both in the management of the preparatory phases (meeting at the muster station carried out incompletely and without the simultaneous participation of the crew to verify attendance), in the prevention phases (failure to position the assistance and cooling teams entrances to the fire zone, both doors and windows, never checked and all left in an open position both towards the outside and towards the inside) and in the protection phases (at least 3 people, including an officer, entered the fire emergency area, galley, absolutely without any active and passive protection, before the intervention of the fire team. the person in charge of transporting the first aid stretcher positioned it inside the area where the fire was simulated, before the actions of the fire team). The vhf supplied to the firefighter employed could not be used due to the incorrect size and the precarious conditions of the gloves.
6	During FD carried out in galley, the air bottle of one fireman was closed. The second fire man was not able to check the air pressure.
7	During fire drill firemen outfits and radios were not worn correctly, lack of communication was noted.
8	Pressure of air bottle checked fire drill in the galley room not properly executed (i.e., only after PSC request; entering fire affected area w/out precautions; no fire-fighting operation once rescue injured persons from the fire affected area; fire fighters outfits not properly wearn i.e. belt with lifeline loose during fire operations).
9	During fire drill not all firemen didn't get dressed. The one dressed was not correctly dressed.

10	Fire drill failed due to poor crew performance during it (scenario agreed with Captain in the "galley"): donning of fireman's outfit; S.C.B.A. not worn properly; air leakage detected from air bottle related to one fire man; power supply not disconnected as well as lighting and ventilation.
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04109	Fire drills
1	Fire drill not satisfactory: the fire team took a long time for dressing and poorly dressed (one fireman losing trousers); no adequate communication with fire party (explosion proof VHF not used); no cooling, team set up.
2	Emergency drills not conducted in accordance with SOLAS requirements. During fire drill in galley: crew collected fire extinguisher inside simulated fire area, fire doors or left open, fire pump not started and hoses not pressurized. During mustering, 3 crew members were absent and not reported to the bridge as per list. Furthermore, the working language used during the drill was not understood by all crew members (notably one Indian crew), indicating ineffective Communication in emergency situations.
3	Fire drill not satisfactory: firemen's outfit not properly set (air pressure insufficient), communication with fire party not adequate and power not switched off.
4	The performance of the crew during the fire drill was unsatisfactory. The air bottle of the fire man were not opened and one was leaking air
5	crew showed a lack of familiar with their respective duties during the fire drill (mastering, firemen outfit dressing).
6	During the simulated fire drill in the laundry room, demonstrating poor knowledge of (e.i. the crew used equipment located in the fire locker at the rear, not dedicated crew bring fire hoses without fire outfit, etc.).

04114	Emergency source of power - Emergency generator
1	AIS, radars, echo sounder not supplied by emergency source of power.
2	Emergency generator does not work (stop several times during the automatic start test).
3	Emergency generator not in auto mode position.
4	Emergency generator and related equipment in poor conditions: fuel tank heavily leaking from quick closing valve and gas oil in the floor and gas oil vapor in the room; battery charger inoperative and a portable one used; earthing test system inoperative; some switch missing in panel and emergency consumers indication missing; fuel tank almost empty.
5	Emergency generator found not ready for use.
6	The emergency generator is not provided with additional second source of energy for an additional three starts within 30 minutes neither manual starting means.

07105	Fire doors/openings in fire-resisting divisions
1	Class A self-closing fire doors providing access to the bridge and from the internal corridors to the stairwell do not close properly.
2	Several fire doors in accommodation spaces and in engine room damaged, without handles or closing system. Several doors blocked by hitches.
3	Several fire doors were found lashing improperly in the open position.
4	Bulkhead A60 above the entrance door to the engine room punctured in a way that is not consistent with the penetration of the bulkheads
5	Steering gear fire door lock found inoperative.
6	Poop deck/a-deck: in the aft part self-closing fire door (engine casing + fire locker) means for self-closing found inoperative due to bad maintenance. Fire resisting condition of engine casing self-closing fire door on a-deck to be repaired.

07109	Fixed fire extinguishing installation
1	Fire line holed PS midship, furthermore isolation valve inoperative.
2	CO2 alarm in engine room: two light signals inoperative.
3	Water leakage noted from several fire hydrants on main deck.
4	CO2 alarm in engine room not properly working (several sound alarm devices and lights inoperative).
5	Deep-fat cooking equipment in galley not provided by a fire extinguishing system.
6	During the test of the emergency fire pump, a minor water leakage has been observed from the hydrant located at aft mooring station port side.

07106	Fire detection and alarm system
1	Fire detection panel permanently in fault (zone n. 10).
2	Fire manual call point near changing room inoperative. Heat detectors in galley and galley store inoperative and not in accordance to fire plan
3	Several fire detectors in engine room covered by plastic.
4	Light signal for fire detector activation in the sailor deck is inoperative as per fire alarm panel.
5	The smoke sensor above the F.O. purifier in engine room found inoperative.

11112	Launching arrangements for survival craft
1	Port side lifeboat's launching arrangement was not properly working. One pulley was blocked and one release hook was not working.
2	Emergency lights to illuminate the area of water into which liferafts are to be launched: they are in a fixed position and cannot be moved to illuminate the water area where liferafts are actually launched.
3	Emergency external seaside lights for freefall lifeboat found inoperative.
4	During test of the emergency source of power it has been detected the lighting to illuminate the area of water into which where lifeboats are to be launched were found inoperative (for both lifeboat launching station).
5	Test of the port side survival craft launching and recovery arrangements failed: it was found inoperative. Moreover, the structure of the davit was found in very poor maintenance condition (including winch, brake and etc..). It has not been possible to test the launching appliance of the other lifeboat because the vessel is moored along STBD side.

13102	Auxiliary engine
1	Inside aux engines No. 1-2-3 there was presence a lot of stagnant MGO.
2	DG No. 1 does not work properly (does not maintain the necessary rpm and switches off after a few seconds).
3	Diesel generator n. 1 inoperative. No proper communication to RO and/or classification society available on board. no electric balance calculation available on board. no confirmation of ums notations maintenance available
4	A power diesel generator has been found on board (STB side) positioned close to another diesel generator without any mention of it in the ship's certificates.
5	Some water leakages from the refrigerating system of the diesel generator No. 3. Moreover, several fuel leakages from the injection pumps of the diesel generators No. 1 and No. 2.

07111	Personal equipment for fire safety
1	Firemen's outfit damaged (personal protective clothing worn out and eyes screen broken).
2	Helmets of firefighting outfit are missing.
3	Two two-way portable radiotelephone apparatus for fire-fighters communication explosion-proof type or intrinsically safe are missing on board.
4	Protective clothing for fireman's outfits found damaged so much so the skin would be directly exposed to the fire.

07113	Fire pumps and its pipes
1	Fire pump in ER found with major water leakage when running.
2	Fire pumps not ready for use: section valve closed at first attempt; sea water cooling line connection valve leaking; wheel-hand valves heavily rusted and one leaking.
3	Designated fire pump No. 1 found inoperative after test from all control position.
4	Isolating valve found inoperative, even if activated was not able to separate water flow from deck to engine spaces.

4. Fleet Advisory – Compliance Emphasis

In view of these findings, this Administration urges all Shipowners, Operators, and Masters to ensure strict and continuous compliance with international conventions, PMA regulations, and industry standards. To prevent future detentions, immediate and prioritized attention must be given to the following areas:

- Merchant Marine Circular No. MMC-404.
Measures adopted to enhance the performance of the Panamanian Merchant Fleet – Pre-arrival checklist for ports under the Port State Control (PSC).
- Merchant Marine Circular No. MMC-384.
Guidelines for appeals process against Port State Control deficiencies/detentions.

Key IMO and International References:

- SOLAS / Chapter I / Reg. 11 – Maintenance of conditions after survey.
- ISM / Part A / 10 – Maintenance of the ship and equipment.
- Resolution A.1206(34) – Procedures for Port State Control, 2025
- MSC/Circ.1070 – Ship design, construction, repair and maintenance.
- MSC.1/Circ.1253 – Shipboard technical operating and maintenance manuals

5. Strategic Focus.

This Merchant Marine Notice highlights the expectations of Port State Control Officers during inspections conducted by the Italy PSC underscores the importance of:

- Effective Safety Management System implementation
- Robust onboard maintenance programs
- Proper preparation prior to arrival at Italy ports
- Continuous compliance with statutory and operational requirements



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The Panama Maritime Authority expects all Panamanian-flagged vessels to ensure full and continuous compliance with these standards. Failure to do so may result in detentions, major deficiencies, operational restrictions, and adverse impacts on the vessel's operational status and the overall performance of the Panama Registry.

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Inquiries concerning the subject of this Merchant Marine Notice or any other request should be forward to:

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