



CIRCULAR MCO – 001-2023

April 19th, 2023

FROM | MCO HEAD OFFICE – TECHNICAL DEPARTMENT
TO | SURVEYORS/ MANAGERMENTS/ OWNERS/ OPERATORS
SUBJECT | MEASURES TO REDUCE PSC DETENTIONS AND PANAMANIAN VESSELS PERFORMANCE IMPROVEMENT

Dear all,

By this means we would like to draw your attention to the contents of Panama Merchant Marine Circular 380 (**MMC 380 - Measurements to Reduce PSC Detentions and improve the performance on Panamanian Vessels**) in regards to preventive measures to be taken in order to reduce onboard deficiencies that may lead to PSC detentions as well as improving the performance of Panamanian flagged vessels.

Recently the Panama Maritime Authority in order to meet requirements as per the IMO Instruments Implementation Code (III Code), has implemented different methods for evaluating the performance of the Panamanian flagged vessel within Port State Control MoU's that are considered necessary for improving the identification of poorly maintained ships that have reached a condition that could be judged as sub-standard ship in order to reduce PSC deficiencies and detentions.

Measurements applied as preventive actions responsibilities are separated as follow:

- A. Ship-Owners/Operators, technical manager, Company Designated Person Ashore (DPA), and
 - B. Recognized Organization (RO)
- A. Ship-Owners/Operators, technical manager, Company Designated Person Ashore (DPA)
- The above mentioned, together with vessel's Captain are fully responsible of establishing on board pre arrival verifications that cover the items mentioned as common recorded deficiencies during PSC inspections. Common recorded deficiencies such as:
 - o Incomplete or invalid vessel statutory certification
 - o Faulty radio equipment
 - o Deficiencies related to Lifesaving Appliances (LSA), commonly associated with lifeboats, life rafts and lifebuoys
 - o Fire fighting and detection equipment poorly maintained or not ready for immediate use
 - o Navigation equipment poorly maintained
 - o Steering gear operations
 - o Mooring arrangement condition
 - o Provision and working spaces inside accommodation in poor condition
 - o Poor standard of cleanliness inside accommodation
 - o Vessel's manning as per STCW Convention requirements
 - o Pollution prevention arrangements on board
 - o Overall vessel condition. Conditions of ventilators, air pipe doors and deteriorated hatchways.

- Poorly maintained vessel
- Structural nature deficiencies related to damaged hull, decks, bulkheads and tanks
- Engine room poorly maintained
- Ship-Owners/Operators, technical manager, Company Designated Person Ashore (DPA) should notify and coordinate for effective corrective actions together with the RO whenever extraordinary issues arise that can't be resolved onboard.
- Deficiencies detected during PSC Inspections shall be sent together with available evidence to the Panama Port State Control Section by completing the Correction of Deficiencies Reports Form F-27.

B. Recognized Organization (RO)

- RO's are responsible for a permanent verification of MoU's websites to determine the status of vessels under its supervision as well as verifying current risk levels for vessel and companies.
- RO's will handle detentions and will follow up on corrective/ preventive actions together with shore side parties looking to avoid future occurrence of major detentions as soon as possible to avoid delays to the vessel.
- RO surveyors, will pay attention to the following frequent detainable deficiencies but will not limit to checking other areas that may be considered a concern:
 - Validity of all Statutory Certificates (including annual/intermediate endorsements).
 - Life-Saving Appliances (LSA) in general.
 - Lifeboat falls (including renewal and reversal dates).
 - Liferafts servicing (dates).
 - Fire Fighting Systems & Equipment
 - Emergency Fire Pumps
 - Fire detention & alarm system (last service).
 - Pyrotechnics (expiry date or expiration date).
 - Records of weekly/monthly drills and equipment inspections (log book's entries, SMS records).
 - Nautical Publications & Charts (up to date).
 - Oil Record Book + Oil Filtering Equipment (MARPOL 73/78 Annex I).
 - Any outstanding statutory items and/or conditions of class
 - Personnel Familiarization & Responsibility (ISM Code – Section 6).
 - Maintenance of the Ship and Equipment (ISM Code – Section 10).
 - Working & Living Conditions

Additional to the measurements performed by RO's and Ship-Owners/Operators, technical manager, Company Designated Person Ashore (DPA), the following will be implemented by RO's:

- Vessel's considered a risk of detention may be mandated, if required, by the General Directorate of Merchant Marine to undergo an Occasional Survey by the RO that issued the Safety Management Certificate.
- Vessel's older than 15 years of construction and considered a high risk by the USCG, Paris MOU and Tokyo MOU will be subject to an Occasional Survey by the Rom that issued the Safety Management Certificate. The survey must be carried out before arrival US ports, Paris MOU, Australian or Chinese ports. On completion of the survey, a Declaration of Compliance of the Occasional Survey will be issued, the declaration will be valid for 6 months and shall be forwarded to the Navigation and Maritime Safety Department together with the inspection report.

It is worth mentioning that detained vessels, independently of their applicability of an Occasional survey, may be subject to Additional SMC audits for the vessel and Additional ISM audits for the company that implemented the Safety Management System.

We strongly recommend that whenever any extraordinary issue that can't be solved onboard immediately, vessel owners, operators, managers or DPA's should be informed accordingly in order to coordinate proper effective actions together with vessel's RO looking to reduce the probability of detainable deficiency.

We highly appreciate your understanding and cooperation with all of the above.

Note: **MMC 380 - Measurements to Reduce PSC Detentions and improve the performance on Panamanian Vessels, IMO Res. A.1155(32) – Procedures for Port State Control, 2021, Paris MOU – Guidance on detention and action taken** are attached for you reference.

Should you have any further questions, don't hesitate to contact us.

Best regards,



A handwritten signature in black ink, appearing to read "Gustavo Vaz", is written over a horizontal line.

Capt. Gustavo Vaz
Technical Department
MACOSNAR Corporation