

BELÇİKA LİMANLARINDA TÜRK BAYRAKLI GEMİLERDE 2022-2023-2024 YILINDA TESPİT EDİLEN EKSİKLİKLER
(Tutulma maddeleri Gri Renkli olarak verilmiştir)

DENETİM LİMANI	DENETİM TARİHİ	NO	REFERANS	EKSİKLİK
ANTWERP	21.09.2022	1	SOLAS ch.V R.19.2.3	Radar scanners (X- and S-band) are not installed clear of obstructions (just in front of top mast) resulting in false echoes. Recurrent deficiency, see inspection 10/2018 (Belgium).
		2	BWM Con. R B-2	Ballast operations are not recorded after installing the BWMS (07/2022).
		3	SOLAS ch. III R.20	Combined RB/LR davit is not ready for launching the RB by stored mechanical power. The davit is stowed above the DL LR and the accumulator bottle capacity is insufficient for launching the RB from the stowed positionThe manual slewing of the davit is hampered by the ship's railing and could not be demonstrated
		4	SOLAS CV R27	The ECDIS is not updated for more than 4 weeks, voyage ENC are not updated.
		5	SOLAS CV R.19	Nautical publications electronic back-up is not provided
		6	STCW Code Part A / PART 3	Watchkeeping officers are not familiarized with the ship's ECDISECDIS voyage planning and route monitoring, e.g. visual and radar position fixes, safety contour and safety depth settings.
		7	STCW Code Part A / PART 2	Voyage plan monitoring not conducted in accordance with the prepared plan: no manual position fixes found on the ECDIS as required by the voyage planVoyage ENC are not up to date. Back-up electronic nautical publications are not
		8	BWM. R.B-1	The amended BWMP for D2 compliance is not available in the working language (Turkish)
		9	SOLAS C II-2 R10.5	On water mist system the delivery valve between the pump and the actuators found closed
		10	ICLL ANI / R20	WBT vent heads are not properly maintained: several bolts are missing from the top covers.
		11	STCW Code Part A /Section A-VIII/1	UMS call-outs are not recorded on the rest hour recordsThe total minimum hours of rest in any 24h and any 7 day period is not calculatedcompliance with the minimum rest hour requirements is not verified.
		12	SOLAS ch. II-1 R45	earth fault on 220v and 440v
		13	ISM Code SOLAS 99/00 Amend /IX/R3	Corrective action taken on the ISM system by the Company is required within 3 monthsDeficiency(s) marked ISM is (are) objective evidence of a failure, or lack of Effectivenessof the implementation of the ISM CodeThe ship will be eligible for reinspection after 3 months from the final date of the report
	26.04.2023	1	MLC 2006 Standard A4.3	The hobby room is the citadel according to the fire plan. The door to the hallway has therefore been changedA wooden door has been used for outer. Doors not according the A-division

GENT	15.07.2022	1	SOLAS ch. II-1 R.43	Emergency generator reported out of order upon arrival. Shore service engineer ordered. During the inspection repairs were still ongoing. Prior departure the proper functioning of the emergency generator is to be confirmed to PSC Belgium by the attending class surveyor.
		2	BWM Con. R.B- 2,5	Not each operation concerning Ballast Water is fully recorded without delay in the Ballast Water record book, e.g. in ports and during exchange of ballast water at sea, only 1 entry is made for all separate ballast operations conducted. Master instructed to comply with the Ballast Water Management from today, 2022-07-15.
		3	MARPOL Annex IV ch.2-2.1	The onboard available Engine International Air Pollution Certificates have not been issued on behalf of current Flag Administration.
		4	SOLAS C V R 23	Pilot ladder on deck. lower rubber step is damaged, manila rope in poor condition.
		5	SOLAS ch. II-2 R.4.2	Quick closing valve on e.g. Main engine storage tank (at SB) blocked when tested. Prior departure proper functionality of all quick closing valves in engine room to be confirmed by the attending Class surveyor.
	22.09.2023	1	MLC/STD. A2.2	Seafarers are not given their monthly account of payments due and amounts paid, including wages and additional payments. Seafarers are only given the general payroll stating the wage information of the other crewmembers as well.
		2	SOLAS/CH.- 2/R.4.2.2.5.5	Means of isolating the fuel supply and spill piping to individual auxiliary engines in accordance with SOLAS II-2 4.2.2.5.5 and MSC.1 Circ 1321 are not available. Manually operated valves are present to shut off the fuel supply and spill lines however these are located in the direct vicinity of the engine and thus not satisfying the distance criterion of chapter 4, paragraph 2 of aforementioned circular. At the time of inspection, shipowner was consulting with flagstate.
	04.04.2024	1	SOLAS CH. V	S-band radar not working properly. Picture quality in confined waters (e.g. channel from Ghent to Terneuzen) is very bad. Radar scanners (X- and S-band) are not installed clear of obstructions (just in front of top mast) resulting in false echoes. Carried out alterations in the past are clearly not sufficient and efficient. To be investigated properly and dealt with asap since this is a recurrent deficiency since 2018!
		2	MLC 2022	Safety stoppers not applied on both sides on open cargo hatch covers.
		3	MLC 2006	Several mooring lines under tension are kept on the capstans instead of on the dedicated mooring bits.
		4	MLC 2006	Seafarers are not given a monthly account of the payments due and the amounts paid, including wages, additional payments and the rate of exchange used where payment has been made in a currency or at a rate different from the one
		5	ISM CODE SOLAS AMED/IX/REG.3	Corrective action taken on the ISM system by the Company is required within 3 months. Deficiency(s) marked ISM is (are) objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report.
		6	SOLAS CH.III	In the case of a lifeboat arranged for free-fall launching, at least once every three months during an abandon ship drill the crew shall board the lifeboat, properly secure themselves in their seats and commence launch procedures up to but not including the actual release of the lifeboat (i.e., the release hook shall not be released). The lifeboat shall then either be free-fall launched with only the required operating crew on board, or lowered into the water by means of the secondary means of launching with or without the operating crew on board. In both cases the lifeboat shall thereafter be manoeuvred in the water by the operating crew. At intervals of not more than six months, the lifeboat shall either be launched by free-fall with only the operating crew on board, or simulated launching shall be carried out in accordance with the guidelines developed by the Organization*. The last time that this drill was performed was on 1 November 2023.

		7	SOLAS CH. VI.	Before the solid bulk cargo is loaded or unloaded, the master and the terminal representative did not agree on plan which shall ensure that the permissible forces and moments on the ship are not exceeded during loading or unloading, and shall include the sequence, quantity and rate of loading or unloading, taking into consideration the speed of loading or unloading, the number of pours and the de-ballasting or ballasting capability of the ship. The plan and any subsequent amendments thereto were not lodged with the appropriate authority of the port State.
WILLEBROEK	09.08.2022	1	BWM Conv. R.D-2	Forward ballast water treatment system (fore peak and 21C tanks) sensor in alarm and not properly working.