

**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

<b>GENT</b>	<b>15.07.2022</b>	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.
	<b>22.09.2023</b>	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.
<b>WILLEBROEK</b>	<b>09.08.2022</b>	1	BWM Conv. R.D-2	Forward ballast water treatment system (fore peak and 21C tanks) sensor in alarm and not properly working.