

**HOLLANDA LİMANLARINDA TÜRK BAYRAKLI GEMİLERDE 2022-2025 YILLARI ARASINDA TESPİT EDİLEN EKSİKLİKLER**  
(Tutulma maddeleri Gri Renkli olarak verilmiştir)

DENETİM LİMANI	DENETİM TARİHİ	NO	REFERANS	EKSİKLİK
ROTTERDAM	27.12.2022	1	SOLAS ch. II-2 R.14.2	The firedamper of engineroom inlet S1 on starboard can not close because of the changed louvres are bigger size Flap of inlet goosneck S4 of steeringgear room can not close properly.
		2	ICLL An. I/R.20	The housing of the airventhead of aft peak ballast tank 11P is holed by corrosion.
		3	MLC 2006 Title 4	The crew is not aware of presence of mechanical ventilator in CO2 room, can not demonstrate the start of the fan.
		4	SOLAS ch. III R.17	The rescueboat painterline can not be released under tension from the boat.
		5	SOLAS ch. II-2 R.15.2.5	The quick closing valves (qcv) installed on the HFO service tanks and HFO bunker tanks did not close when operated. After adding hydraulic oil to the sytem the qcv became operational. All qcv's to be checked
		6	MLC 2006 Std A4.3	The 220 and 440 V system are in low insulation alarmThe alarm is active since 25-07-2022 and has been put offscan by ships crew.
		7	MLC 2006 Std A3.1	The steriliser in the fresh water system is out of order since at least two months.
		8	STCW ch.I R I/9	The medical certificate of able seaman D. Bay is expired since 23-09-2022
		9	SOLAS ch. II-1 R.31	Proper test of telegraph between bridge and emergency control stand at engine could not be performedThere is also an internal alarm indication on the bridge telegraph which can not be explained.
		10	SOLAS ch. II-2 R.10.10.4	The portable radio telephone of the fire team is not two-way. Communications to the fire fighter are received. Communications from the fire fighter are not received.
	26.01.2023	1	MLC 2006 Std A3.1	The UV steriliser in the fresh water system is switched off and the valve in the line is closed. The same deficiency as recorded during the last PSC inspection on 28-06- 2022
		2	ISMCode / Part A / 1	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 reinspection after 3 months from the final date of the report.
		3	SOLAS CII-2 R14.1	The quick closing valves installed on the HFO service and settling tanks did not close when remotely operated.
		4	COLREG RULE 20	Both starboard and portside bridge deck navigational lights, sector blocked by structure of cabinet construction.
		5	MLC 2006 A4.3	The main bus bar number 2 has a low insulation alarm (440V).
		6	MLC 2006 A3.1	The ventilator installed in the CO2 room does not work.
		7	LSA Code 4.1	Several corroded and broken belts Messy inside the lifeboat.
		8	SOLAS ch. III R.20	Found rescue boat (crane) not ready for useremote control for lowering did not workbottle of the stored power not sufficient filled, several limit switches not working. Painter line and remote release of painter line not connected.
		9	SOLAS ch. II-2 R10	The isolation valve in front of the accomodation of the fire main line does not properly closeAll valves to be I checked.
10		MLC 2006 R A3.1	Found galley dirty and therefore not hygienic	
11		SOLAS II-2 R10	1 air bottle not properly filled up and dirty sights/masks.	

		12	SOLAS CII-2/R14.1	Several fire dampers on deck could not be remotely closed
	<b>27.02.2023</b>	1	SOLAS ch. III R.17	During small drill the crane for the rescueboat has been tested Movement of the crane on the accumulator is very slow. Release hook not working by on load.
	<b>05.08.2023</b>	2	MLC 2006 /R3.1	Inside galley signs of vermin, as well on the bridge (flies) Additionally are public toilets dirty, not hygienic.
		3	SOLAS ch III/ LSA	Despite the fact a new rescue boat is installed, the automatic stop (david swing) is not functioning and keeps going turnig towards accommodation/railing (dangerous)
		4	ISM Code- SOLAS Ch. IX / R. 3	Safety management audit by the Administration is required before departure of the ship Deficiency(s) marked ISM is objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
		5	ICLL 2003 Amend / AN. I / R.25	Part of portside railing is missing rope is used for aprox 1 meter in length as preventive action for falling overboard (No Class approved drawing on board) In addition found new installed steel stair 32 cm width (no drawings or other evidence of Class approval) In addition found at least two manholes located on main deck not fully bolted.
		6	SOLAS ch. III R.7.1.3	Smoke and Light sb bridge wing lifebuoy not according regulations In additions are lifebuoys not in place at several locations around ship. In addition are buoys with light (according safety plan) not having a light.
		7	ICLLAN. I / R.18	Foreward (fore-castle) door can NOT BE WATERTIGHT closed (water test carried out) the door handle can hardly be moved. In addition Fore-ward located HATCH is partly broken (in way of open/close handle) and closing device missing (broken off) some man holes missing bolts/nuts located on main deck
		8	SOLAS ch. II-2/ R.14	Some vents (remote controlled) not closing when activated, e.g. port side aft accommodation.
		9	SOLAS C II-2/ R9.4.2	Found several fire doors not closing properly or kept in open position. Door steering gear to acc. blocked by stores
		10	SOLAS ch. II-1/ R. 3-1	Crew is not familiar with the planned maintenance system Could not show the job discriptions of certain jobs
		11	MLC 2006 Std A3.1	Filling drkw water tanks not closed properly
		12	SOLAS ch.II-1/ R.21.1	Found from the Dearation unit off the fire /bilge pumps the air valve closed.
		13	SOLAS ch. III R.19	During the witness drill many items went wrong. BA sets not ready for use. Fire Man was send to fire not properly dressed (one shoulderstrap used, mask not correctly donned (Leaking), Unsufficient communication with bridge (no remark to bridge that BA set needed to be changed), Fire hose badly leaking (people tried to cover it up)
		14	SOLAS ch. II-1/ R. 3.1	Found the remote operation valve on seachest disconnected
		15	SOLAS ch. II-1/ R. 45	Electric cabels not properly secured (near the shaftgenerator SB side)
		16	MLC 2006 Std A4.3	Line from safety valves air bottles to deck disconnected (hanging loose) Fuel lines near circulation pumps thermal oil no protection on flanges
17	MARPOL An IV -R. 9	Found the Air compressor from the sewage installation not working		
<b>TERNEUZEN</b>	<b>23.02.2024</b>	1	SOLAS CH. II-2	Found several cable penetrations in A class bulkhead on the bridge not properly closed.
		2	SOLAS CH. II-2	Engine room emergency escape, hole made in bulkhead for internet cable , not proper certified fire retardent cable penetration used.
		3	COLREG/PART C/ RULE 20	Found anchor light aft not properly fixed to its foundation, completely loose. Found SB navigation light foundation box bended about 10 degrees, showing wrong sector, This was brought back to a right angle but it is not clear if this is completely in line with the requirements. Class to be consulted.

		4	MLC 2006 TITLE 4	Found several angle grinders without protection covers in deck workshop 5 pcs and 4 pcs in the ER workshop Benchgrinder in workshop missing covers and supports.
		5	MLC 2006 TITLE 4	Master instructed to use the safety pins on the mooring winches forward and aft from now on. Found no safety pins in use during the inspection and some safely pins are missing.
		6	MLC 2006/TITLE 3	One of the crew shower has black mold (fungus) on the bulkhead.
		7	SOLAS CH. II-2	Found fire damper of ventilator on deck near SB anchor winch seized.