

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

| DENETİM LİMANI    | DENETİM TARİHİ    | NO | REFERANS                   | EKSİKLİK  |
|-------------------|-------------------|----|----------------------------|---|
| <b>BIRKENHEAD</b> | <b>29.01.2023</b> | 1  | MLC/R. 4.3                 | Ventilation fan in Provision store not as required-protective cover unsuitable.   |
|                   |                   | 2  | SOLAS ch. II-2 Reg.5.2.1.2 | Unauthorised modification of ventilation system/loose wiring in crew cabin was observed.  |
| <b>CARDIFF</b>    | <b>20.01.2022</b> | 1  | SOLAS ch. III R.20         | Rescue boat lowering and manoeuvring into the water not carried as requiredLast lowered into the water in May 2020  |
|                   |                   | 2  | MLC 2006 /R 2.3            | 2 number crew members showing resting during drillsMaster instructed to maintain accurate record of work and rest hours   |
|                   |                   | 3  | SOLAS ch. IV R.15          | MF/HF DSC equipment showing wrong date and time. Last successful weekly test with shore station was on 25/12/2021. The MF/HF DSC to be serviced by shore technician and report submitted to MCA Cardiff Marine Office.  |
|                   |                   | 4  | SOLAS ch.VR.19.2           | Vessels primary and backup system is ECDIS. Several voyage ENC chart permit expired.  |
|                   |                   | 5  | SOLAS ch. V-R.34           | Progress of voyage not monitored adequately. GPS position fixing during coastal passage not cross checked by visual or radar fix Navigating officers shown lack of familiarity with the operation of the on board ECDIS equipment Master instructed to provide proper training to all navigation officers before departure and carry out proper monitoring of the voyage during the next passage. |
|                   |                   | 6  | SOLAS ch.III R.13          | Port liferaft painter was not connected to the HRU.   |
|                   |                   | 7  | SOLAS ch.II-2 R.14         | Crew unable to demonstrate testing SCBA low level alarm.  |
|                   |                   | 8  | MLC 2006 Std A3.1          | Toilet flushing not operational in 2 cabins when inspected.   |
|                   |                   | 9  | SOLAS IX /R. 3             | 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   |

|                    |                   |    |                        |   |
|--------------------|-------------------|----|------------------------|---|
| <b>HULL</b>        | <b>17.01.2022</b> | 1  | LSA 1996 ch. IV 4.8    | Lifeboat self contained air pressure found to be below minimum stipulated in manufacturers instructions.  |
|                    |                   | 2  | IBC Code -Ch. 14.3     | The fresh water feed pipes to the decontamination eye wash and showers on the aft deck are holed in multiple places Which does not allow sufficient pressure to the eye wash and shower.  |
|                    |                   | 3  | MLC 2006 Std A3.1      | Toilet inoperative and no hot water available in the hospital.  |
|                    |                   | 4  | SOLAS ch. III R.31     | The freefall lifeboat would not start as the batteries were flat, investigation revealed the battery charger had been removed. A replacement battery charger is ordered for delivery to the next port. The vessel has adopted a temporary procedure to ensure the batteries are manually charged every six hours until the charger is replaced. The battery charger is to be replaced at the next port, at the latest by 19.01.2022 |
|                    |                   | 5  | SOLAS ch. II-2- R.15.1 | The fire drill conducted by the crew was unsatisfactory. Reasons included failure to identify missing person, lack of control of personnel, incorrect donning of BA.  |
|                    |                   | 6  | SOLAS ch.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 reinspection after 3 months from the final date of the report.  |
|                    |                   |    |                        |   |
| <b>NEW HOLLAND</b> | <b>19.08.2022</b> | 1  | SOLAS ch.V, R.19.2.2   | Energy source of electrical power not solely dependent upon the ship's power supply for lamp not working  |
|                    |                   | 2  | SOLAS ch. II-2 R.14.1  | Fire damper for bridge ventilation on monkey island missing securing pin  |
|                    |                   | 3  | SOLAS ch. II-2 R.14.2  | Structural fire protection insulation missing in way of stbd forward of E/R on deck head by fire pump on lower level  |
|                    |                   | 4  | MLC 2006 R. 3.1        | Emergency bedside light in hospital inoperative   |
|                    |                   | 5  | MLC 2006Std. A3.1      | Galley, Provision store and walk in fridge not hygienic   |
|                    |                   |    |                        |   |
| <b>IMMINGHAM</b>   | <b>12.08.2023</b> | 1  | STCW Part A/PART 2     | No voyage plan from anchorage to berthfrom 12/08/23 master to ensure that passege plan concerns all parts of voyage   |
|                    |                   | 2  | SOLAS ch.V,R.20        | Vdr in alarm condition.   |
|                    |                   | 3  | MLC 2006 R. 3.1        | Crew mess room sink has no water.   |
|                    |                   | 4  | ICLL 2003 Reg. 20      | Numerous air pipe vent head covers missing bolts to be repaired to satisfaction of class surveyor prior to sailing.   |
|                    |                   | 5  | MLC 2006 R. 4.3        | Cable duct 120, 440v electrical cabinet door missing securing devices. Steering gear aft winch control electical door cabinet damaged.  |
|                    |                   | 6  | SOLAS ch.IV-R.13       | Not all lights work on 24v battery charger panel.   |
|                    |                   | 7  | MLC 2006 R. 4.3        | Lighting incomplete in numerous areas. Including emergency lights g edg room, eng escape.   |
|                    |                   | 8  | SOLAS ch I-R.11        | Acetylene room bulkhead on poop deck corroded through and repaired with tape  |
|                    |                   | 9  | SOLAS ch. II-2 R.14.1  | Fire door to a/c room, does not close against seal closes against door frame.   |
|                    |                   | 10 | MLC 2006 R. 3.2        | No fresh fruit on board for the last 5 days   |
|                    |                   | 11 | SOLAS ch. II-2 R.14.1  | Fire hose box on forecastle not adequately secured to rails. Tied on with rope  |
|                    |                   | 12 | MLC 2006 R 4.3         | Port gangway fall drum wasted also grating wasted.  |
|                    |                   | 13 | MLC 2006 R. 3.1        | All cabins to have showers curtains and light covers  |
|                    |                   | 14 | MLC 2006 R. 3.1        | Fresh water tank filling pipe not adequately secured  |
|                    |                   | 15 | SOLAS ch. II-2 R.15.1  | Crew unable to demonstrate correct donning of scba and firemans outfit. External trainer on board   |

|        |                      |   |   |   |
|--------|----------------------|---|---|---|
|        |                      | 16  | SOLASCh. 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 reinspection after 3 months from the final date of the report.          |
|        |                      |   |   |   |
| LONDON | 22.11.2023           | 1   | SOLAS CH. V/ STCW CODE PART A/ PART 4-1 | When using ECDIS, the ship's position is not being checked by an independent means of position fixing at appropriate intervals in accordance with the passage plan. Master instructed to ensure that independent means of position fixing is undertaken at required intervals from now on.                                      |
|        |                      | 2   | IBC CODE                                | Deck shower at manifold is not ready for use.   |
|        |                      | 3   | MLC 2006                                | Galley found to have several broken tiles and requires cleaning, on floor and under freezers.   |
|        | 12.12.2023           | 1   | SOLAS CH. II-2 REG. 15                  | Poor/unsatisfactory fire drill performance noted where by lack of co-ordination, control and familiarisation noted; fire search carried out before muster, one BA set not ready, no spare bottles available. too much time taken for BA parties to ready, fire entry procedures not followed, no time recording for events etc. |
|        |                      | 2   | SOLAS CG. II-2 REG.14.2                 | Emergency Generator fire damper not closing as the cover is out of shape. Other fire dampers also found hard to close eg CO2 room.  |
|        |                      | 3   | STCW CODE PART A CH. VIII               | Rest hours do not confirm to vessel's operation for example, night round of accommodation are logged in the Deck Log Book but rest and work sheets are not recorded accordingly. Master instructed to ensure accurate records are kept from now.  |
|        |                      | 4   | MARPOL AN. IV REG.5                     | The vessel has a sewage holding tank but the it is not reflected on the International Sewage Pollution Prevention Certificate.  |
|        |                      | 5   | SOLAS CH.II-2 R. 4                      | The temperature of AE no3 observed exceeding 330C at the exhaust manifold.  |
|        |                      | 6   | MARPOL AN. V R.10                       | Loose pages found in the garbage record book.   |
|        |                      | 7   | MLC TITLE 4                             | No eye wash available in the engine room work shop for any grinding work.   |
|        |                      | 8   | SOLAS CH.II-2 R.9                       | Various signage and marking found in poor condition/missing/incorrect eg, paint locker, co2 room, fire extinguishers, boiler safety shut off etc.   |
|        |                      | 9   | SOLAS CH.III R.35                       | On board launching instructions and training manuals not ship specific, eg Ports and stbd life boats and life rafts, forward life raft. Emergency escape set etc  |
|        |                      | 10  | STCW CODE PART A CH.I / R. 14.1.5       | Bridge team not familiar with ECDIS operation eg 2nd officer unable to demonstrate fixing vessel position manually on ECDIS.  |
|        |                      | 11  | ISM CODE-ISM                            | 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.   |
| 12     | SOLAS CH.II-2 R.14.1 | One breathing apparatus found with nearly empty air bottle during the fire drill. |   |   |

AVONMOUTH

13.01.2024

|    |                                    |   |
|----|------------------------------------|---|
| 1  | SOLAS CH. II-1                     | Steering gear pump #2 found with oil leaks  |
| 2  | MLC 2006 / TITLE 2                 | The table with the shipboard working arrangements does not provide for engine rating to be on watch from 00 to 04 and from 12 to 16   |
| 3  | SOLAS CH. III                      | Report for for the 5 year load test of lifeboats not available on board   |
| 4  | SOLAS CH. II-2                     | Service report for CO2 10 years service not available on board. As per latest service report for annual the hydrostatic test was last carried out on 11/2016  |
| 5  | SOLAS CH. V                        | Backup arrangements for digital publication not updated since week 51/2023  |
| 6  | SOLAS CH. V                        | ECDIS charts not updated since week 52/2023   |
| 7  | SOLAS CH. III                      | There is no sufficient evidence available on board to prove that:1) the lifeboats have been lowered and manoeuvred in the water within required frequency; 2) The MOB drill have been conducted within required frequency. The form used for recording lifeboat drill refer to freefalls ifeboats.              |
| 8  | MLC 2006 / TITLE 3                 | In various crew cabins lights diffusers are missing and vents are masked  |
| 9  | MLC 2006 / TITLE 4                 | numerous light diffusers found missing and/or broken  |
| 10 | MLC 2006 / TITLE 3                 | Galley, officer mess and crew mess found dirty  |
| 11 | MLC 2006 / TITLE 3                 | Fridge in crew mess the door hinge is broken and the door seal is broken  |
| 12 | SOLAS CH. II-2                     | 2xSCBA found leaking in fire locker in upper deck   |
| 13 | SOLAS CH. II-2                     | Fire locker in upper deck required signs not posted on door   |
| 14 | SOLAS CH. II-1                     | Floor plating in the ER found not secured   |
| 15 | SOLAS CH. II-1                     | 2xSea water cooling pumps found leaking. Ballast pump #2 found leaking  |
| 16 | SOLAS CH. II-1                     | DG#2 found with evidence of fuel leakage  |
| 17 | MLC 2006 / TITLE 4                 | various eye wash found missing and/or empty   |
| 18 | ISM CODE / SOLAS AMEND/ IX / REG.3 | Corrective action taken on the ISM system by the Company is required within 3months. Deficiencies marked ISM 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. |
| 19 | SOLAS CH. II-2                     | Fire hydrants found leaking on port side in between cargo holds 2/3 and 4/5   |
| 20 | SOLAS CH. V                        | Bridge officers interviewed demonstrated lack of familiarity with ECDIS   |
| 21 | SOLAS CH. V                        | Passage plan does not include ECDIS specific information and alarm parameters   |

|                        |                   |    |                      |   |
|------------------------|-------------------|----|----------------------|---|
| <b>NEWPORT (GWENT)</b> | <b>16.01.2024</b> | 1  | MLC 2006/TITLE 4     | Floor plating in the ER found not secured - re raised from PSCI dated 13/01/2024  |
|                        |                   | 2  | ISM CODE             | Corrective action taken on the ISM System by the Company within 3 months  |
|                        |                   | 3  | MLC 2006 TITLE 4     | numerous light diffusers found missing and/or broken - re-raised from PSCI dated 13/01/2024   |
|                        |                   | 4  | MLC 2006 TITLE 4     | Eye wash missing on Fo'castle Store   |
|                        |                   | 5  | SOLAS CH. V          | Pilot ladder incorrectly rigged using shackles on deck  |
|                        |                   | 6  | SOLAS CH. II-2       | BA set in For'castle pressure at 180Bar   |
|                        |                   | 7  | SOLAS CH. II-2       | Fire drill showed lack of familiarity, lack of training and lack of command and control. Mustering and head count not completed, casualty not identified as missing, incorrect donning & dressing and entry.  |
|                        |                   | 8  | MLC 2006 TITLE 4     | Reasonable precautions to prevent occupational accidents not taken by use of dangerously weighted heaving line  |
|                        |                   | 9  | SOLAS CH. V          | Incomplete passage plan between Avonmouth and Newport - only route drawn on ECDIS available. Master instructed to undertake training of all watchkeeping officers on the correct completion of a passage plan for any voyage.                       |
|                        |                   | 10 | SOLAS CH. II-2       | Self closing fire screen doors around galley fitted with hold back arrangements.  |
|                        |                   | 11 | SOLAS CH. II-2       | Multiple fire screen doors around vessel holed/damaged including fire screen door from galley to stores   |
|                        |                   | 12 | MARPOL ANNEX I       | Weekly 'I' entries for bilge water not completed weekly. Master instructed to conduct training with all engineering officers on the appropriate entries and timescales of entries in the oil record book.   |
|                        |                   | 13 | SOLAS CH.II-2        | Mushroom vent fire dampers operating instructions misleading in that both opening and closing the vent is given as anti-clockwise.  |
|                        |                   | 14 | ICLL ANNEX I / R. 15 | Accommodation ladder incorrectly rigged - gangway net not secured to vessel.  |
|                        |                   | 15 | SOLAS CH. IV         | Second Officer unable to demonstrate daily on-load test of GMDSS equipment, daily on-load tests being recorded in the GMDSS log book by Second Officer. Lack of familiarisation shown by Second Officer with respect to response to DSC messages.   |
|                        |                   | 16 | SOLAS CH. II-1       | Significant area of pitting starboard side midships hull plating.   |
|                        |                   | 17 | SOLAS CH. IV         | No entries maintained in radio log book since 7th January, with evidence available of DSC communication with the vessel whilst on passage on 16th January. Master instructed to provide training to OOW regarding the completion of the log book.   |
|                        |                   | 18 | MLC 2006 TITLE 4     | Generator fly-wheel guards missing when in operation.   |
|                        |                   | 19 | MLC 2006 TITLE 4     | Unsafe practices witnessed during mooring operations and rigging of gangway including but not limited to lack of PPE, stepping across gap from vessel to accommodation ladder during rigging, standing outside of railings without fall protection. |
|                        |                   | 20 |                      | Vessel displayed NUC lights and transmitted status as NUC on AIS when underway and not making way. Master instructed to familiarise OOW's with IRPCS requirements   |
| <b>LIVERPOOL</b>       | <b>10.03.2024</b> | 1  | MLC TITLE 3          | Floor Tile in Galley damaged.   |
|                        |                   | 2  | MLC TITLE 3          | The hot water in crew cabin taps discoloured at the start. The hot water linet o be flushed and cleaned.  |
|                        |                   | 3  | MLC TITLE 3          | The floor tile in bridge is temorary repaired with textuile tape. Permanant repairs ro be carried out to the floor.   |



