

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

DENETİM LİMANI	DENETİM TARİHİ	NO	REFERANS	EKSİKLİK
MALMO	07.03.2024	1	SOLAS CH. V	Sound reception system – Lights/indicators on sound reception panel, inoperative
		2	SOLAS CH. II-1	Electrical installations (2 decklights and searchlight on monkeyisland), loose cables to electrical junction boxes affecting the IP/EX classification
		3	SOLAS CH. II-2	Multiple selfclosing – A class firedoors & B class firedoors, fitted with holdback hooks. Multiple A class doors not closing properly (Emcy exit ER, CCR etc)
		4	MLC TITLE4	Emergency Shower/eye shower, manifold area. Eyewasher-inoperative
		5	SOLAS CH.II-2	Firedamper-Emergency diesel generator compartment. At the time of the inspection dampers inoperative
		6	SOLAS CH. II-2	M/E Turbocharger-insulation insufficient Aux #1 and #3 – insulation insufficient on exhaustpipes. (Surfaces with temperatures above 220 degrees C which may be impinged as a result of a fuel system failure shall be properly insulated)
		7	SOLAS CH. III	Rescue Boat *During operational control, crew was considered untrained and unfamiliar with Crane/Rescue boat. *There is an offload hook on the rescueboat. In this there is a shackle which is attached to a combined offload/onload hook. Thus the rescueboat hangs in two different hooks (this is a very dangerous arrangement). *Bilge pump in engine compartment damaged. *During launching, the watertight engine compartment was partially filled with water which meant that the RB was not ready for use. *Water penetration in the RB is due to the lack of tight gaskets and the fact that hatches cannot be closed. Water was also coming in through missing bottom plug. *During launching, hydraulic hoses on the crane burst, resulting in oil leakage. *RB damaged / Hole on aft quarter (Port)
		8	ISM CODE	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.
		9	ICLL	Freeboard marks not painted/maintained in accordance with ILLC.
		10	SOLAS CH. III	Instruction posters for rescue boat and free fall life boat operation not as required. Signs posted on both sides of funnel. One side missing light armatures, other side has broken light armature installed. Unclear if it is powered by emergency switchboard.
		11	SOLAS CH. III	During preparation and launching, the survival craft, its launching appliance, and the area of water into which it is to be launched shall be adequately illuminated by lighting supplied from the emergency source of electrical power. Missing for free fall lifeboat.

		12	SOLAS CH. II-1	Emergency stop buttons for purifier room missing marking/identification.
		13	SOLAS CH.II-1	Gangway not properly connected on ships railing, leaving in a scewed and unstable postion.
		14	MLC TITLE1	Medical certificate expires 2024-03-08 after ETD Malmö. (C/O). Date of inspection 2024-03-07. Next porl Szczecin in Poland.
		15	SOLAS CH.III	During operational control of the free fall life boat, several hydraulic hoses and pipes bursted resulting in hydraulic oil spill into the port basin. The crew repaired the equipment and the lifeboat was launched by crane to the water. The rollers on the free fall life boat davit, both horizontal and vertical, are stuck and the lifeboat slided over them partly with the help of the davit crane.
LANSKRONA	11.11.2024	1	MARPOL ANNEX IV	ISPPC- Information missing Issued ISPPC IST_ISPP_0019_23, Description of holding tank(s), page2, 1.3, Incomplete
		2	MLC 2006 TITLE 2	SEA article H – incorrect SEA (Off & Crew) Signed contracts with ATF Forvarderlik Ltd STI. Acc to Statement of compliance MLC owner is Nakkas Denizcilik ve Ticaret Anonim Sirketi
		3	SOLAS CH. V	Official languages used on board are Turkish and English as officially recorded in the bridge log book. The system is not consistent as mandatory manuals are only written in one or the other language. Example; Emergency towing booklet - Turkish only Mooring system management – English only SOLAS training manuals - Turkish only
		4	BWM REG. B-2	Ballast Water Record Book – Entries missing According to BWTS records the vessel has conducted BW operations 03 November and 05 November without any entries in BWRB
		5	MLC 2006 TITLE 5	Maritime Labour Certificate (Statement of Compliance) and declaration of maritime labour compliance (I & II) and relevant CBA are not posted in a conspicuous place on board where it is available to the seafarers.
		6	SOLAS CH. II-2	Fire Control Plan - Wrong Information According to CSSEC the vessel is fitted with 21 immersion suites and 8 lifbouys. Information in Fire Control Plan refers to 22 immersion suites and 9 lifbouys.
		7	MLC 2006 TITLE-3	Rotten fruit and vegetables in cold stores
		8	MLC 2006 TITLE-3	Unclean and grease/dirt deposits under work cabinets, frying tables, etc.
		9	SOLAS CH. III	Floodlights Port/Stb – Inoperative Emergency floodlights port/stb liferaft station - inoperative
		10	SOLAS CH. III	Rescueboat hook instructions (Rb station) refer to instructional information to another type of hook
		11	MLC 2006 TITLE-3	Bosun – Cabin Ventilation damaged and not possible to open/close

	12	MLC 2006 TITLE-3	Inspections logged 09 november without remarks. During the PSC inspection multiple discrepancies were noted (see deficiency 18312, 18315, 18306)
	13	SOLAS CH. II-2	Emergency exit Steeringgear to Poopdeck - blocked. The hatch is blocked for a person to open from below. The total weight of the hatch is 40kg> which makes it difficult to handle at a height of 3.3 metres on a ladder and the handles are partly stuck. Emergency exit hatch (WT) forecaste – Not as required The hatch is kept in open position.The hatch can not be closed during sea journey due to emergency ropes etc obstructs proper closing.
	14	SOLAS CH. II-2	QCV - Boiler port and stb. (2 pcs) The QCV system is completely drained of oil, which imply that it is not possible to pressurise the system as the oil does not reach the piston cylinder.
	15	SOLAS CH. II-2	The M/E lower part of the exhaust pipes lacks insulation over large surfaces. Areas with temperatures above 220 degrees are exposed.
	16	SOLAS CH. III	The LSA training manual is not in compliance with reg 35 – Information missing The manual shall describe the following in detail: .1 donning of lifejackets, immersion suits and anti-exposure suits, as appropriate; .2 muster at the assigned stations; .3 boarding, launching, and clearing the survival craft and rescue boats, including, where applicable, use of marine evacuation systems; .4 method of launching from within the survival craft; .5 release from launching appliances; .6 methods and use of devices for protection in launching areas, where appropriate; .7 illumination in launching areas; .8 use of all survival equipment; .9 use of all detection equipment; .10 with the assistance of illustrations, the use of radio life-saving appliances; .11 use of drogues; .12 use of engine and accessories; .13 recovery of survival craft and rescue boats including stowage and securing; .14 hazards of exposure and the need for warm clothing; .15 best use of the survival craft facilities in order to survive; .16 methods of retrieval, including the use of helicopter rescue gear(slings, baskets, stretchers), breeches-buoy and shore lifesaving apparatus and ship's line-throwing apparatus; .17 all other functions contained in the muster list and emergency instructions;and .18 instructions for emergency repair of
	17	SOLAS CH. III	At the time of the inspection the Rescue boat were attached to a certified liferaft Off-Load hook (250-T25 Wuxi Mingzi). This hook is not type approved for rescueboats. During the inspection, the crew found a hook in a storage room (BD-HR1) which they fitted to the existing triangle. The rescue boat shackle does not fit the "new" hook and a verification of the correct functioning of the hook, is missing. The installation/mounting is incomplete/inadequate and the installation needs a complete verification by an authorised/approved service company.
	18	ISM CODE PART A/1	Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.