

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

DENETİM LİMANI	DENETİM TARİHİ	NO	REFERANS	EKSİKLİK
<b>SETUBAL</b>	<b>25.02.2022</b>	1	SOLAS CVI R.5	Maintenance log of Cargo Securing Manual not kept updated (Manual to be reviewed// Minimum lashing material/equipment list not available.
		2	SOLAS CIII R.26	FF lifeboat battery group no.2 out of order// lifeboat engine not able to increase rpm fwd
		3	SOLAS c.III R.16	RB Davit manual operation out of order (on emergency in case of power failure)
		4	SOLAS/ CII-2 R16	Engine room ventilation, fire dampers located fwd accommodation- found with hydraulic oil leaks and not closing properly (rubber seal adjustment or out of position)
		5	SOLAS C III R35	Training manual not kept updated and a according to LSA equipment installed on board- Rescue boat and davit instructions and FF lifeboat manuals not available)
		6	SOLAS / C IX / R.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>05.08.2024</b>	1	SOLAS ch. II-2 Reg. 15.2	At the time of inspection during the performance of drill (scenario fire on EDG Room), fire team did not perform pre check of equipment. For example pressure inside the two air bottles brought to the drill was bellow 100 bar. Also for example torch was not fitted. New drill to be performed and recorded before departure
		2	ISM Code / 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		3	MARPOL Annex VI Reg. 14	At the time of inspection change over procedures from Company presented were outdated. (ex on SECA still talking about 1 % sulphur content admissible). On recording change over on Engine log book, was missing completion time, and how this time was calculated, and also recording of compliant fuel on board at that time
		4	Ballast Water Management	At the time of inspection; both (2) control panel for BVTs were not able to scroll down on the cursor and check for alarms log: and operation log. To be checked and out back into operation
		5	MARPOL Annex1	On IOPP certf. max throughput of the system (OWS) was not shown.
		6	MLC 2006 Title 3 Standard A3.2	At the time of inspection: emergency opening push button on both veg room, and cold room beside not working. Also some frost accumulation on door sill was observed; and some buckets on the fiver to collect drainage from the cold unit inside.