

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

DENETİM LİMANI	DENETİM TARİHİ	NO	REFERANS	EKSİKLİK
RAVENNA	05.01.2022	1	MLC	3 mooring ropes in bad condition.
		2	ISPS	Missing evidence of security drills carried out in the last 3 months, missing evidence of security exercises carried out since 01/2020
		3	MLC	Shipboard working arrangements table not properly filled.
		4	CIII R37	The muster list doesn't specify substion for key persons.
	01.03.2022	1	MLC	Medical certificate of 2nd officer found not properly filled (indication "engine" instead of "deck")
		2	MLC	SEA of 3rd eng. And cook found with expiring date 01.03.2022 (employed for determinated period of 4 months). Furthermore found 1) "oiler" with SEA for "electrician" (electrician not compulsory for ship in accordance with MSM) 2) "Engine cadet" with SEA for Oiler.
		3	CII-II	Fire door in provision store (upper deck) found blocked with hook and with incorrect placard, not in accordance with ship's firePlan (indication of "B class hinged fire door" – yellow placard, instead of "A class hinged fire door" – red placard)
	02.05.2022	1	ISPS	Access control to ship not as required. Crew member on duty at gangway didn't checked ID cards of PSCO's at boarding.
		2	CIII	No.4 lifebuoys of 8 didn't found in stowed position in accordance with ship's LSA plan(missing). Furthermore, IMO symbol missing.
		3	MLC	Cleanliness of Engine Room not as require. Found minor leakage of oil from M/E (cyl no 6)
		4	ICLL AN 1	Weathertight door on Bridge deck found blocked with rope (not with clamping devices or other equivalent means attached to the bulkhead.)
		5	CIII R20	Rescue boat found not hooked to ship's david.
		6	CIII	Emergency instructions for Rescue Boat operations found not readable (not easily seen under emg lighting condition)
		7	CII-2	Auxiliary engine not as required. Hot water heater's steel cover found deformed (top part).
	22.08.2022	1	MLC	Protective eye solutions missing in paint room and battery room.
		2	ISPS	Access control to ship not as required. At embarkation of PSCO, no ID-check was carried out.
		3	CII-2 R14.1	One head of sprinkler system in paint room (STB side) found obstructed by paint's bins. Not functional for its purpose.
		4	MLC	Cleanliness of E/R not as required. Found minor leakages of oil from ME (cyl no 3-4-5), under termo oil pumps and purifiers MGO.
		5	CII-2 R14.1	Fire door (A-class) of electric store didn't close properly due to handle's problem.
		6	MLC	Detected excessive presence of water under air condition system (in air condition room). Furthermore, found condensate water Collection bucket in Engine Control Room next to High voltage panel. Unsafe.
		7	CIII	Abondonship drill not dully carried out: lack of communication between crew (missing taking SART's EPIRB, rockets and flares). Master instructed to put in place additional briefing and drill before departure.

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RAVENNA	25.08.2022	1	CIII R9.2.2	Emg instructions for liferaft (PS) not easily seen under emg lighting conditions (light obstructes from pipeline)
		2	CII R14.1	Two self closing fire doors in E/R didn't close properly. (Purifier room/ME floor exit). Furthermore, one fire door behind ER found blocked by small bolt.
		3	MLC	Cleanlines of Engine Room not as required. Detected minor leakages of oil from M/E (Cyl no1 next to fuel oil leakage alarm, and cyl no 3). Furthermore found minor leakages of oil from filter of FO purifier.)
		4	CVI IBC 19	Shipping documents of loading port (Braile/Romania) reports wrong information about Cargo viscosity at 20 degree C reported "68 instead of "30". Master instructed to put in place briefing with officers in order to improve controls of Shipping documents.
		5	MARPOL	Cargo record book not properly filled: missing indication to discharge rate during discharge in to the sea of tank washing "F" on
		6	MLC	Thermometers of freezing for vegetables and fish found out of order.
	09.09.2022	1	MLC A4.3	Engine room found severely dirty, found oil leakages everywhere (auxilaiary engines, purifier room, propeller pitch hyroulic pump etc) Especially were found huge oil leakages from fuel oil shock pump/automatic filter, DO seperator & LO seoperator). The Working environment of engine room is absulately substandart.
		2	II-2 R14.2	2 self closing fire doors in accommodation not properly closing.
		3	II-1 R29	Minor oil leakages from Steering gear.
		4	MARPOL	Engineers not familiar with OWS 15 ppm test.
		5	II-1 R43	2 emg lights ST besids Cargo holds found inoperative.
		6	CIII R9	Operating instructions for liferafts PS&Forward not in working language.
		7	CII R14.2	Hydroulic oil pipe broken during test of funnel's dampers: oil spil on B deck.
		8	MLC A4.3	Oil leakages from PS forward winch and hydroulic pump in forecstle.
		9	CIII R20	IMO label missing for one lifebuoy PS midship.
		10	MLC	Missing eyewash solution in paint locker.
		11	CV R27	The last Notice to Mariners on board was not the last one published by the Admiralty (week 31 found on board) not up to date.
		12	C5 R27	Nautical charts no 220 and 200 not up to date.
		13	C IV R17	In the GMDSS radio log book there is no evidence of the montly test carried out by the crew. Furthermore missing entries for the Daily tests of the 07.09 and 08.09.
14	MLC A3.1	Common toilet on the fourth floor found dirty and with the toilet flushing device broken. Furthermore the shower was found inoperative and without courtain. The showers of the bosun cabin and of the common toilet of A deck STBs were found withouts curtains. Not hygienic.		
15	MLC A 3.2	No thermometer was found inside the fridge and freezer of the messroom. It was impossible to determine the temperature.		
16	C III R35	In the SOLAS training manual missing evidence of the procedure for the use of helicopter rescue gear (slings, baskets, stretchers), breeches buoy and shore lifesaving apparatus and ship's line throwing apparatus.		
17	MLC A4.3	Missing protection devices fort he lathe machine & drill press in ER workshop.		
18	MLC A.4.1	During abondon ship drill one crew member didn't wear safety shoes.		
19	STCW	During drill in ER, Engine crew has not a ready familisation with alarm systems.		

28.09.2022	1	CII-2R14.2	Emergency fire pump not properly working, it started without giving enough pressure to fire line.
	2	CII-2R14.2	Fire line found holed ST midship.
	3	CIII R 37	Muster list doesn't specify the following duties: closing of the WT doors, fire doors, valves, scuppers, side scuttles, skylights, port holes and other similar openings in the ship. Furthermore in abandonment duties aren't specified crewmembers in charge of launching liferafts; furthermore aren't specified to ensure that life saving and fire appliances are maintained in good condition and are ready for immediate use, and also substitutes for key persons who may become disabled.
	4	CIII R20	Missing evidence of 5 yearly service for lifeboats, furthermore remote control wire broken during lowering of ST Lifeboat.
	5	CIII R19	During abandonment drill the crew wasn't properly mustered and showed a lack of communication (the crew went to a first wrong muster station) and a very lack of training on lowering ST lifeboat; the remote control wire broken, the lifeboat's wires turned around and blocked the lifeboat lowered, were necessary a lot of attempts to release the wires enough to heave up again the LB.
	6	CV R34	Last voyage plan not berth to berth.
	7	CII R19	During the fire drill the crew showed a lack of training and a lack of communication: the cook remained inside the fire's scenario (galley) not aware of the drill in progress; furthermore the galley wasn't insulated (door kept open), the fireman didn't wear Breathing apparatus and entered the fire's scenario without using a fire hose or fire extinguisher, just holding a torch.
	8	CV R26	Missing evidence of steering gear drills carried out.
	9	CV R 27	Some nautical charts used during last voyage (no 204,220, 1467, 1445) not updated.
	10	MLC A4.3	Oil leakages from aux engines, no 1&2 purifiers, LO purifier, no 1&2 air compressors, FO transfer pump, No 1&2 circulating pumps, No1 FO booster pump. Furthermore bilge wells to be cleaned.
	11	CIII R20	Missing evidence of Solas type approval for 4 lifebuoys, furthermore 3 lifebuoys's lights inoperative, furthermore IMO symbol missing for 1 lifebuoy.
	12	MARPPOL	OWS inoperative, test failed. Furthermore calibration certificate missing.
	13	CII-2 R14	Galley's exhaust duct found greasy and dirty of oil.
	14	CIII R20	Missing lights on lifejackets of 2nd officer, bosun and one AB
	15	CII-1 R26	Boiler found inoperative.
	16	MLC A3.1	All common sanitary facilities and showers found not properly maintained, very dirty, not hygienic. Furthermore one shower's head missing; furthermore hot water not available on board.
	17	MLC A3.2	Cold rooms to be maintained. Furthermore thermometers missing.
	18	MLC	Missing drying machines or adequately heated and ventilated drying room.
	19	CII-2 R7.2	Missing evidence that fixed fire detection and fire alarm system is of an approved type.
	20	CII-1 R43	Emergency DG not properly working. It started without supplying power; furthermore external emergency lighting close to the bridge inoperative also with main power supply.
	21	MARPOL	NOX technical files for aux engines missing on board.
	22	MARPOL	Garbage record book not properly filled in: several times isn't specified the quantity for each category of garbage delivered ashore; incinerated or food waste disposed at sea.

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	<b>23</b>	STCW	Missing Flag State endorsement of GOC IV for Chief Officer.
	<b>24</b>	MARPOL	Oil record book not properly filled. (Records by mistake)
	<b>25</b>	MLC	SEA of donkeyman not properly filled, total montly pay doesn't match with the sum of basic wage, fixed overtime, leave pay.
	<b>26</b>	CIII R17.1	Missing ob board Ship Specific Plans for the Recovery of Persons from the Water.
	<b>27</b>	ISPS Kod	Visitor's log book not as required. Possible to fill only name of visitor. Date&signature, missing purpose of the visit, n. ID card.
	<b>28</b>	ISPS	Missing records and detailes of additional security measures put in place in the port of Kandia/India on 06-07.09.2022 that was marsec level 2 according to ISPS ship pre-arrival security informaation form.
	<b>29</b>	ISPS	Missing records of maintenance, calibration and testing of security equipment.
	<b>30</b>	CIII R20	Missing weekly records of LSA maintenance since july 2022.
	<b>31</b>	CV R27	ITU list V (List of ship stations) 2021 found on board.
	<b>32</b>	CII-2 R14.1	Missing weekly records FF equipment maintenance since july 2022.
	<b>33</b>	MARPOL	SOPEP, List of authorities or persons to be conducted in the event of an oil pollution incident not updated.
	<b>34</b>	MLC A4.3	Both winches of Crane no 3 found rusty & not properly maitanead.
	<b>35</b>	MLC A4.3	Missing protection devices for drill press, lathe machine&grinder in ER workshop.
<b>04.10.2022</b>	<b>36</b>	SOLAS CIII	LSA training manual incomplete, missing some instructions (E.G. methods, and use of devices for protection in launching areas, illumination in launching areas, use of drogues, use of engine and accessories, instruction for emg repair of the LSA.)
	<b>1</b>	CIII R35	LSA training manual incomplete, not properly specified the following instructions; methods and use of devices for protection in launching areas; use of all survival equipment, use of drogues; hazards of exposure and the need for warm clothing; recovery of survival craft and rescue boats including stowage and securing, methods of retrieval, including the use of helicopter rescue gear (slings, baskets, stretchers), breeches buoyand shore life-saving apparatus and ships line throwing apparatus.
	<b>2</b>	CIII R37	Muster list incomplete, not properly specified the following duties: starting fire pumps, launching of liferafts.
	<b>3</b>	CIII R19	During fire drills the crew showed a lack of training and a lack of communication: fire's scenario wasn't understood by all crew members and fireman no 1 was OS 2 instead of AB 2 as required by muster list.
	<b>4</b>	MARPOL	Engineers not familiar with Oil Filtering Equipment.
	<b>5</b>	MLC A4.3	Cleanlines of ER not as required. Oil leakages from both air compressors.
	<b>6</b>	CII-2 R14.2	Some self closing fire doors in accommodation found not properly closing.
	<b>7</b>	CIII R17.1	Plans for the Recovery of Persons from the Water not ship specific.
	<b>8</b>	STCW	Hours of rest for cook and steward are divided into more than two periods.
	<b>9</b>	ISPS	Missing records and details of aditional security measures put in place in the port of Odessa/Ukraine on 11-14.09.2022, Taman/Russia on 09-11.08.2022, Nova/Russia on 16-18.07.2022 and Tuapse/Russia on 19-22.06.2022 that were at marsec level 2 according to ISPS ship pre-arrival security information form.
	<b>10</b>	ISPS	Access control to ship not as required: visitor badge wasn't given to PSCO.

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		11	ISPS	Security contact list not as required: missing contact details of PFSO of Docs Cereali terminal in Ravenna Port.
		12	MLC	Private sanitary facilities floor of 3rd engineer to be maintained.
		13	MLC	Missing protection devices for drill press & lathe machine in ER workshop.
		14	MLC	Meat cold room to be maintained.
	12.06.2023	1	MARPOL REG.17	Oil record book not updated: last records reported 17 mc in bilge water holding tank (sounded 23), 1 mc in sludge tank (sounded 3,3) and 10 mc in purifier sludge tank (sounded 9) last bilge/sludge transfer operations not yet recorded.
		2	MARPOL REG.4	Found excessive amount of special garbage retained on board (drums, cans, oxygen bottles, acetylene bottles, operational waste) stowed in poop deck, engine room, steering gear room, ER workshop, ER changing room, outside the bridge): to be disposed at the next available reception facility
		3	ICLL REG.10	Stability information booklet approved by RO but is missing evidence of approval on behalf of Administration
		4	SOLAS	Cargo securing manual approved by RO but is missing evidence of approval on behalf of Administration
		5	MLC	WC flush inoperative in the hospital & cabin n. 204
		6	SOLAS	Gyro compass repeaters not properly working: on the bridge & steering gear room is 20°, on PS bridge wing is 310*, on STS bridge wing is 140°
		7	SOLAS	Operating instructions (poster) for lowering STS liferaft & rescue boat only in English while working language on board is Turkish
		8	MLC	Corridor's floor close to ER entrance to be maintained.
		9	SOLAS	Plans for the recovery of persons from the water not ship specific
		10	ISPS CODE	Access control to ship not as required: no visitor's badge was given to PSCO
		11	SOLAS	Fire fighters' outfits are fire proximity only and may not provide the wearer a sufficient thermal protection from radiated heat if entering an enclosed space where a fire is established (e.g. in the galley, where was carried out the fire drill)
	21.09.2023	1	SOLAS/CH. II-2/REG.10	Last two fire drills carried out in galley and in chemical store (AGO-SEP 2023). Fire fighting outfits on board are fire proximity suits type and may not provide the wearer sufficient thermal protection from radiated heat if entering an enclosed space including machinery and accommodation spaces where a fire is established. Close proximity clothing may be freely used for protection when boundary cooling fires or for search and rescue in an enclosed space without a fire. Use of appropriate fireman suits to be included in the fire training manual.
		2	SOLAS/CH. II-1/REG.21	The self-priming/vacuum units, installed on the pumps connected to the engine room bilge pumping arrangements (Fire & Bilge pumps), found inoperative when tested. The drive wheel of the priming units is not moving horizontally when pressure on the discharge increases or decreases. Anyway pumps tested in manual mode with satisfactory results.
		3	SOLAS	It was noticed a minor cooling water leakage from cyl. no. 6 of M/E.
		4	SOLAS/CH. II-1/R.26	Following pressure gauges found unreadable: 1) suction gauge of no. 2 D/G F/O booster pump; 2) cooling water pressure of D/G no. 3; 3) calorifer unit CFL-2000-S (gauge in the middle, missing any label also).
5		SOLAS/CH. II-2/R.14	It was noticed insulation's damages of 1) GMDSS battery room (ceiling); 2) cold room entrance area (A-class bulkhead on the left); 3) pipes/ducts behind air condition machine in air cond. room.	

		6	MLC/TITLE 3/STD. A3.1	The galley floor in general (expecially souppers) need additional cleaning operation. Furthermore, it was noticed excessive presence of flies. Not hygienic.
		7	SOLAS/R.37	Muster list found without assigned person/s to closing of the fire doors, valves, sidescuttles, skylights, portholes and other similar openings in the ship.
<b>RAVENNA</b>	<b>07.08.2024</b>	1	SOLAS CH.III	LSA records of maintenance incomplete missing: diagram of lubrication points with the recommended lubricants; list of replaceable parts, list of sources of spare parts
		2	MARPOL ANNEX I	SOPEP approved by RO but is missing evidence of approval on behalf of Administration
		3	SOLAS CH.III	LSA training manual incomplete, missing the following instructions: methods and use of devices for protection in launching areas; illumination in launching areas; recovery of survival craft and rescue boats including stowage and securing; methods of retrieval, including the use of helicopter rescue gear (slings, baskets, stretchers), breeches-buoy and shore life-saving apparatus and ship's line-throwing apparatus; instructions for emergency repair of the life-saving appliances
		4	MLC TITLE 1	medical certificate of oiler C.F. not properly filled in: results fit for duty for
		5	SOLAS CH. II-2	FF training manual incomplete, no mention about escape systems and appliances
		6	MLC TITLE 3	almost all cabins need maintenance; e.g. several mattresses found very dirty and in bad conditions (cabins n. 10,13, 19,43,44); some ceiling lights' covers missing (cabins n. 19,41,43); several pan air diffusers missing or damaged (cabins n. 13,15,41,42,48,49); furthermore ceiling damaged in cabin n. 44, floor damaged in cabin n. 13, bed's light detached in cabin n. 42
		7	MLC TITLE 3	several sanitary facilities found in bad conditions, expecially common SF close to aundry room found very dirty with floor damaged, one WC inoperative, sink damaged and shower's floor to be maintained; furthermore floor of SF in the cabins n. 9,13.14 & 15 found in bad conditions and WC close to the bridge found inoperative
		8	SOLAS CH.II-2	missing self closing device on galley's fire door
		9	MLC TITLE-3	Foor of both laundry rooms found dirty and damaged; in the biggest laundry room the Moor is also partially flooded and drying machine found inoperative
		10	SOLAS CH.II-2	isolation valve in main fire line found inoperative
		11	MLC TITLE-3	dry provision and vegetable rooms found dirty and in bad conditions, expecially in dry provision room ceiling and walls found damaged
		12	SOLAS CH.II-1	UMS alarms in the cabins of chief engineer and second engineer are only visible on the panel but not audible
		13	SOLAS CH.II-1	hydraulic starting system of em'cy DG not ready for use
		14	MLC TITLE-4	oil leakages from CPP oil pump (shaff): furthermore minor oil leakages from purifiers

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07.08.2024	15	MLC TITLE-3	some bread in provision store found in bad conditions
	16	SOLAS CH.III	rescue boat inventory not as required: waterproof electric torch inoperative; whistle or equivalent sound signal and bucket missing; first aid kit expired on june 2024
	17	MARPOL ANNEX V	excessive amount of garbage retained on board
	18	MARPOL ANNEX 1	oil record book not properly filled in: leak tank's capacity is recorded cm 1,7 instead of cm 1.77 as per IOPP supplement
	19	SOLAS CH.III	at the time of first inspection, during fire drill the crew showed a lack of training fireman didn't use two-way radiotelephone apparatus and lost his axe; furthermore drill's scenario (galley) wasn't properly insulated (door kept open). During second inspection another fire drill was carried out with satisfactory results
	20	SOLAS CH.III	one lifebuoy aft found without RR bands; another lifebuoy aft found with light inoperative; furthermore missing evidence that MOB lifebuoys are Solas type approved and have a mass of not less than 4 kg
	21	SOLAS CH. II.2	ER dampers on open deck PS & STS found damaged and not properly closing
	22	MLC TITLE 3	galley found dirty and in bad conditions, furniture damaged
	23	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.
09.10.2025	1	SOLAS CH.II-1	Found on board document of approval of loading instrument issued by Turkish Lloyd while RO and class is Lloyd Register
	2	SOLAS CH. VI	Vessel fitted with grain loading manual but is missing evidence of authorization for grain carriage
	3	SOLAS CH. II-1	Some spots of corrosion in n. 2 & 3 TS STS WBT, coating wasted in several points
	4	SOLAS CH. XII	Cargo density declaration missing (clay in bulk)
	5	SOLAS CH. III	Plans for the recovery of persons from the water not ship specific
	6	SOLAS CH.III	LSA training manual incomplete, missing the following instructions: method of launching and release from launching appliances for rescue boat, methods and use of devices for protection in launching areas, where appropriate; illumination in launching areas; use of drogues; recovery of survival craft and rescue boats including stowage and securing
	7	SOLAS CH.II-2	FF training manual incomplete, missing: meanings of the ship's alarms & fire detection system, not mentioned two-way radiotelephone apparatus for firemen
	8	SOLAS CH. II-1	oil leakage from Dg n. 1

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		9	MARPOL ANNEX I	OWS fitted with sampling point after three way valve not indicated on the drawing	
		10	SOLAS CH. II-1	On cylinders of M/E, parts of oil fuel lines (connection M/E cyl. and their fuel injection pumps on the M/E fuel high pressure line) found not screened or otherwise suitably protected to avoid oil spray or oil leakage onto the sources of ignition (anti-splash tape)	
		11	SOLAS CH. II-2	Insufficient suction from galley's exhaust duct	
		12	MARPOL ANNEX I	ORB not properly filled in: was updated until 08.10.2025 but in bilge water holding tank was sounded cm 10,2 and according to ORB was cm 8,1; in sludge tank was sounded cm 5,8 and according to ORB was cm 1,1	
		13	ISM CODE SOLAS 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.	
	27.10.2025		1	ISPS CODE	access control to ship not as required: no visitors' badge was given to PSCO
			2	ISPS CODE	missing evidence of involvement of other people/authorities apart from the crew in annual exercise carried out on 29.04.2025; furthermore there is only one form for recording training and drills, it's not clear what is training and what is drill
			3	SOLAS CH. III	public address inoperative at muster station
			4	SOLAS CH. III	during abandon ship drill nobody brought extra food, water, GMDSS logbook, epirb, sart, binocular & VHF as required by muster list
			5	SOLAS CH. III	muster list incomplete, missing the following duties: closing of the watertight doors, fire doors, scuppers, skylights, portholes and other similar openings in the ship
			6	MARPOL ANNEX VI	Record book of engine parameters for auxiliary engines not updated since november 2022
			7	SOLAS CH. III	MOB STS not free for release
			8	MARPOL ANNEX VI	IMO id. number of fuel pump of DG and nozzle element of ME doesn't match with relevant NOX technical files
9	SOLAS CH. V		last voyage plan incomplete, missing the following informations: climatological, hydrographical, and oceanographic data as well as other appropriate meteorological information; marine environmental protection measures		
10	MARPOL ANNEX I		ODME manual not approved by FS or RO on its behalf		
11	SOLAS CH. III		plans for the recovery of persons from the water not ship specific		
12	ISM CODE		Corrective action taken on the ISM system by the Company is required within 3 months. Deficiencies) 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>TRIESTE</b>	<b>10.01.2022</b>	<b>1</b>	CII-2 20.6	Water spray system for Ro-Ro Cargo spaces (Upper deck – section no:6) : no 3 heads clogged.
	<b>19.01.2022</b>	<b>1</b>	MLC 4.3	Lathe machine, grinder and drill press: emergency stop device (foot switch) missing.
		<b>2</b>	CV R27	At the time of the inspection NP 47 (Admiralty e-publication-Med pilot vol 4) was not available on board.
	<b>27.01.2022</b>	<b>1</b>	CII-2 R4.4	Plastic bins found in galley for all types of garbages not as required.
	<b>31.08.2022</b>	<b>1</b>	MLC	Air Condition plant, filters found dirty.
	<b>01.09.2022</b>	<b>1</b>	MLC	Accommodation Air Condition plant, filters missing.
	<b>08/02/2023</b>	<b>1</b>	MARPOL An.I-19 R.17	Bilge operation 04 Feb 2023 recorded under Code C instead of Code D
		<b>2</b>	SOLAS Ch-II-2 08 Amend. R.20.6.1.5	Means to prevent the blockage of drainage arrangements not provided on vehicles and RO-RO spaces. A clearly visible sign or marking “Drain opening- do not cover or obstruct” not as required.
		<b>3</b>	SOLAS Ch-II-2. R.14.1	3 heads of drencher system on whether deck, during the test, found inoperative.
	<b>11.10.2024</b>	<b>1</b>	ISPS CODE	Some restricted areas left opened during cargo operations.
		<b>2</b>	ISPS CODE	Visitor logbook not properly filled in and nobody checked PSCOs document
		<b>3</b>	SOLAS	Form n. 2 and 3 attached to CSR n. 5 not filled properly, missing information that have been changed from CSR n. 4
		<b>4</b>	MLC 2006	Missing protection for gander in Bosun store.
	<b>11.10.2024</b>	<b>5</b>	MLC 2006	Missing pan air diffuser in cabins nr. 8, 10 & 14
		<b>6</b>	SOLAS CH. V	Voyage plans for previous and next port filled in with wrong number of nautical charts. Voyage plans for previous and next port not signed by master.
		<b>7</b>	SOLAS CH. III	During FD carried out in galley: some crew member entered into the scenario without wearing FF outfit; lack of communication between fire men and team leader/master, door of galley left open, crew members showed lack of knowledge
		<b>8</b>	MARPOL	Several barrels of oil stowed in main deck.
		<b>9</b>	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.
	<b>11.06.2025</b>	<b>1</b>	ISPS CODE PART A / 7	VISITOR LOG BOOK NOT PROPERLY FILLED. WRONG NUMBER OF BADGES ISSUED REPORTED. ON PS PILOT LADDER FOUND IN USE NOT ATTENDED.
		<b>2</b>	SOLAS CH. II-1 REG. 3-9	Gangway not properly marked (ref.MSC. 1/Circ. 1331).
<b>3</b>		SOLAS CH. V REG. 34	ON 23 APRIL 2025 MV Safiye Ana at 13.46LT changed her course towards restricted area on anchorage ( area between anchor points C2 and C3). At 13.48 vessel was warned on VHF ch08 by harbor master office. Vessel proceeded with same course and crossed restricted area. Any authorization for this change of route was required to Slovenian Harbour	
<b>4</b>		SOLAS CH. II-2 REG. 14.1	WATER LEAKAGE NOTED FROM FIRE PIPE ON MAIN DECK PS.	

		5	SOLAS CH. II-2 REG. 14.1	FIRE HOSE BOX FWD PS FOUND CLOSED WITH A ROPE WITH SEVERAL KNOTS.
		6	MLC 2006 TITLE 3 STD. A3.1	WATER LEAKAGE NOTED FROM WC IN 2ND MATE'S CABIN.
		7	SOLAS CH. II-2 REG. 14.2	OIL LEAKAGED I NOTED IN QUICK CLOSING VALVE PANEL CONTROL.
		8	SOLAS CH.V REG. 19.2.3	x-band radar - TX time is 35510 hours. X-band radar - TX time is 49808 hours. Manufacturer recommendation for replacement of the magnetron is after 5000 TX time.
		9	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.
		10	SOLAS CH. II-2 REG. 15.1	DURING FD CARRIED OUT IN GALLEY BOTH FIREMEN NOT DORNING PROPERLY THE JACKET LEFT IT OPEN CLOSE TO THE NECK. NO ELECTRICITY WAS CUT OFF. NO BOUNDARY COOLING CARRIED OUT. 1 FIREMAN NOT USING VHE RADIO AND THE 2 ONE HAD SOME DIFFICULTIES USING THE MICROPHONE, FOR THIS REASON DURING THE DRILL, HE TOOK AWAY THE GLOVE ACTING ON THE MICROPHONE OF THE RADIO.
		11	MARPOL ANNEX IV REG.11	Rate of discharge of untreated sewage not approved by the Administration (Turkey).
TRIESTE	18.07.2025	1	ISPS CODE-SOLAS CH. XI-2 REG. 9	The security watch on duty failed to verify the identity of the arriving PSCO.
		2	SOLAS CH. II-1	Non-slip surface is missing in the steering gear compartment, contrary to the requirements of SOLAS Chapter II-1, Regulation 29.13.2. The current condition may pose a slip hazard to personnel during normal and emergency operations.
		3	SOLAS CH. II-2	During a fire drill simulating a fire in the paint store, the crew failed to demonstrate adequate knowledge of emergency response procedures. Specifically, they did not close the natural ventilation serving the space and did not isolate the electrical power supply, as required by onbcard fire response protocols. This indicates a lack of familiarization with essential fire containment actions in a high-ask space, compromising the effectiveness of the ship's emergency preparedness.
		4	MLC 2006 TITLE 4	Acetylene and oxygen gas cylinders were found stored on the main deck with no flashback arrestors fitted on their regulators, in breach of basic safety requirements. This condition presents a serious fire and explosion hazard, especially in exposed areas.
		5	MLC 2006 TITLE 3	Several crew cabins, including those of the engine cadet, electrical cadet, and 3rd mate, as well as associated lavatories, were found in unacceptable hygienic condition. Observations included accumulation of garbage, food stored inappropriately, untidy personal belongings, and cigarette butts left inside. Such conditions pose a health risk, violate onboard sanitation standards, and are not in line with international regulations regarding crew accommodation and hygiene.
		6	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.

		7	MLC 2006 TITLE 3	Records indicate that regular inspections of crew accommodation were carried out; however, the condition of cabins and associated spaces demonstrates that such inspections were either not conducted as required or were falsely recorded. This violates the requirements of MLC 2006, Standard A3.1, paragraph 18, which mandates weekly inspections to ensure cleanliness and habitability. Master is instructed to ensure that, from now on, all accommodation inspections are conducted thoroughly and in strict accordance with MLC 2006. All inspections must be properly documented, with records maintained onboard and made available for verification by relevant authorities.
VENICE	10.01.2022	1	CII-2 R14.2	An oxygen cylinder used during the fire drill is not adequately controlled (Indicator shows low cylinder condition-buzzer activated).
		2	MLC	An insufficient quantity of food was detected in the food storage cells. (not compatible with the number of crew members in relation to the duration of the next voyage Constanta. There is no evidence of an order placed in the port of inspection.
		3	CV	The passage plan drawn up for navigation from Ravenna to Margera (last voyage) reports completely incorrect information.
		4	MARPOL	OWS 15 ppm alarm arrangement not properly tested.
		5	MLC	Some Seafarers Employment Agreements (SEA) not as required.
	10.07.2022	1	LL R14	A wheel of the starboard side of the hatchcover of hold no. 4 has the profile visibly damaged and corroded by rust.
		2	CII-2 R14.1	The pressure indicator of the suction line of the Emergency Fire Pump (installed in the EFP room) is not functional. There is another similar meter installed on the line, functioning.
		3	CII-2 14.1	A nozzle of the paint room fire sprinkler system is partially obstructed. Furthermore, the paint cans positioned on the highest shelf of the shelf obstruct the correct distribution of the water jet.
		4	CII-1 R40	A control panel of the ECR shows a risk alarm of missed / precarious electrical insulation of the equipment.
		5	CIII R13	Freefall pyrotechnic distress signals are incomplete (3 signals and 3 parachute signals are in bridge, in a dedicated container and marked with "free fall pyrotechnics")
		6	CV R12	Deviation difference recorded between the compass and the gyrocompass is not compatible with the deviation data shown in the relevant table.
	23.09.2023	1	MLC/STD. A2.1	There is documentary evidence that the Bosun SEA is extended for a period exceeding 11 months (starting 12.22.2022, extension on 08.21.2023 until 04.21.2022). Master instructed to regularize the duration of the contract before departure.
		2	SOLAS/R.20	Water leakage from the Freefall closing door (waterlight test performed)
		3	SOLAS/R.45	The electrical contact of the oil leakage sensor is improper (insulation and connection precarious). The system is operational.
	05.11.2023	1	SOLAS/R.20	Portside LB lowering system safety lock holding handle is heavily rusted and corroded
		2	SOLAS/R.14	A clear and significant quantity of oil was noticed near the high pressure injection of the FO on cylinder no. 4
		3	SOLAS/R.17	The specific plan for the recovery of people from the sea is generic (the list of equipment present is not detailed as requested)
	24.06.2024	1	SOLAS CH. III	Functional test of ready operation of the rescue boat showed some difficulties in rapid and effective use (failure to use restraining and control lines, difficult positioning of the RB during the test, delay in launching). Master instructed to carry out additional training over the next 14 days
		2	SOLAS CH.II-1	The door closing control panel in bridge shows a malfunction alarm

		3	SOLAS CH.III	The annex with the description of the specific equipment (indicated in the summary) is missing
		4	SOLAS CH.II-1	the DDGGs show some oil leakage coming from the gaskets and joints of the parts.
VENICE	06.05.2024	1	MLC 2006 TITLE 4 REG.4.3	On main deck, above the ship's entrance gangway, the crane for loading operations was moving without adequate control by crew to prevent people from accessing during loading operations (risk of materials falling from the crane). In addition, for the same risk, passage on the walkway on the main deck (on the side of cargo operation) is not forbidden and property marked.
		2	MARPOL ANNEX 1	Quantity of oily bilge water found on board is not in compliance with the maximum quantity prescribed by Reg EU 89/2022. Disposed of is required before departure.
		3	MARPOL ANNEX V	Garbage record book found not property filled in with recent waste deliveries
		4	SOLAS 99/00 AMEND / 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.
		5	SOLAS CH. II-1	In engine room, Engineer's alarm column found without rotating light properly working
		6	STCW CODE PART A CH.I	Engine department crew found not familiar with the test of M/E Overspeed test. After several attempts, Overspeed tested. A safety meeting to raise awareness and prevent recurrence of this event is required before departure.
		7	COLREG PART C RULE 20	Navigational Light panel found with an indicator (stern) not property working
	11.11.2025	8	MLC 2006 TITLE 3	Cold room found with lines icy.
		9	SOLAS CH. II-1	Insulation on the leakage line of Main Engine found in poor condition
		10	SOLAS CH.III	During fire drill, one fire fighter found without axe and safety lamp
		11	SOLAS CH. II-2	In galley, Deep Fat Fryer found in place without extinguishing system
		5	STCW CODE PART A CH. I	Chief engineer does not show adequate familiarization with OWS.
		6	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.
		7	SOLAS CH. II-1	DG n. 1 has exhaust gas leakage and oil leakages. Moreover the electrical connection of the engine starter is in poor condition.
		8	LOAD LINES	Freebord mark not properly readable.

	17.11.2025	1	SOLAS CH.II	Sea chest closing indicator disconnected by local sensor.
		2	MLC 2006 TITLE 4	Oxygen leakage from connection between breathing apparatus and oxygen dispenser.
		3	SOLAS CH. II	Water level indicator of boiler in ECR not properly working (local sensor is operative). Master instructed to arrange for ordinary control of local panel (rectify before departure, on 19 November). Spare material available onboard.
		4	LOAD LINES	Walkway in front of funnel is in poor condition (evidence of rust and points with small corrosion on the walkway's bars).
		5	SOLAS CH. II	Excessive leakages detected in DG2 also with small drip on one high pressure connection.
VENICE	12.12.2025	1	SOLAS CH. II- 1	A cooling water leak has been detected on some ME cylinders (worn seals)
		2	ICLL 1988 ANNEX I REG. 22	The external part of the low sea chest drum is heavily rusted. Furthermore, manually closing the valve is made difficult by a grating. The master is instructed to carry out the necessary interventions or request RO evaluation within 14 days.
		3	SOLAS CH. II-1	The EDG's tachometer stops at 600 rpm instead of the 1800 rpm required for normal operation.
		4	SOLAS CH. II- 2	CO2 containment system covers (fire caps) are missing from at least 3 nozzles in holds 4 and 5
PIOM BINO	24.02.2022	1	MLC	The refrigerator room are not clean, there is a lot of ice on tubes.
		2	MLC	Galley, the sink are broken.
		3	CIII R20	During the abandonment drill the port side lifeboat is not ready to use.

MOLFETTA	21.03.2022	1	ISPS	ID card not checked and visitor badge not delivered during access on board.
		2	SOLAS CIII	The batteries used for VHF GMDSS are not equipped with a non-replaceable seal to indicate that it has not been used.
		3	MLC 2006	C/E has Employment agreement with wrong entries. (The rank is A/B, date of contract ....)
		4	MLC 2006	Hospital sickbay accommodation is used as storage room for paper box, water and soft drink.
		5	SOLAS CII-2	A fire hose on bridge deck found leaking on its connection (Def. recorded also on 24.11.2021 is not rectified as per PSC request)
		6	SOLAS CII-2 R15.2	During the fire drill the fireman didn't use the breathing apparatus correctly and showed poor communication with team leader (Def recorded also on 24.11.2021 is not rectified as per PSC request.)
		7	MLC 2006	One thermometer found inoperative for one freezer.
		8	SOLAS CI	Safety Equipment Certificate found on board not in original.
		9	STCW	Ch.Eng has a medical certificate expired on 17.12.2021.

ORISTANO	12.04.2022	1	SOLAS CII-1	RPM Indicator Emergency Generator was found out of order.
		2	MLC	Ship not equipped with sufficient air conditioning (cooling) for seafarers accommodation, cabins and other common spaces.
AUGUSTA	21.04.2022	1	SOLAS II-1 R43	Emergency generator simulated black out failed. ACB not closing (automatic or manual, too) Emergency consumers without power in black out.
SAVONA	17.05.2022	1	SOLAS CII-2	Two two-way portable radiotelephone apparatus for each fire party for firefighter's communication missing (during fire drill the crew used the GMDSS VHF apparatus).
		2	SOLAS CIII	Rescue boat's engine started after several maneuvers.
		3	MARPOL ANI	It is not possible to conduct OWS test due to a malfunction of the system.
		4	SOLAS CII-2	Emergency escape from forecabin store space found closed by grid fixed with bolt and two nuts.
		5	SOLAS CII-2	Fire drill failed (i.e. fire team was unable to communicate with team leader, fire zone was not properly isolate).
		6	MARPOL	In the IOPP supplement certificate missing the indication of the ship's "date of major conversion" (10.12.1998).
		7	SOLAS CIII	Rescue boat, during the lowering at sea level water of the rescue boat, a handrail was broken
		8	MLC 2006	Some soft drink in dry store were found mixed with cleaning materials
	9	SOLAS CIII R20	Containers, brackets, racks, and other similar stowage locations for life-saving equipment are not marked with symbols in accordance with the recommendations of the Organization, indicating the devices stowed in that location including, if more than one device is stowed, indication of the number of devices. (i.e. parachute flares and rockets)	
	04.07.2024	1	MARPOL ANNEX V	The garbage management plan is not updated with the MEPC Circulars 277(70) and 295(71). The update of the aforementioned Plan dates back to MEPC Circular 219 (63).
		2	MARPOL ANNEX IV	Although the technical file of the engines are on board, the record books of the engine parameters are not recorded from 2022.
		3	STCW CODE PART A	Inconsistency detected between what is reported in the Deck Log-book regarding the ECDIS drills (06 and 09 June 2024) carried out on board compared to the rest and work hours records
		4	SOLAS CH. III	Fire and Solas Training Manuals are not customized to the ship. Addendum to the training manual made available and required info filled in
		5	SOLAS CH. III	Not updated
6		SOLAS CH.V	On some days the signature of the officers in charge of duty is missing from the logbook.	

SAVONA		7	MARPOL ANNEX V	The Master's signatures have been missing from the garbage record book since 14 March 2024.	
		8	SOLAS CH.II-2	Emergency escape in Emergency steering gear compartment was blocked with padlock.	
		9	SOLAS CH.V	For intended voyage Savona - Chipiona Pilot Station: Mediterranean Pilot NP 45.	
		10	SOLAS CH.V	For intended voyage Savona - Chipiona Pilot Station: Not up to Date 5 nautical charts; not installed 25 nautical charts.	
		11	SOLAS CH.III	Crew members not familiar with procedures in case of fire (i.e one crew members dressed with fireman outfit had no air available in the cylinders, the same crewmember went to a different area than where the fire had been simulated and during the move he dropped the ax). Fire drill failed	
		12	SOLAS CH.II-2	The closure of the fire damper of the toilet ventilation room cannot be closed from the main deck and there are no ladders or other safe methods to achieve an easy closure.	
		13	SOLAS CH.V	The magnetic compass bulb does not work.	
		14	SOLAS CH. XI-2	Details of non conformities specified in the security form as per MSC Circ. 1111 provided to Ship's Master.	
		08.01.2025	1	SOLAS CH.III	Sb side lifeboat- Forward and astern propulsion- clutch control cannot be engaged
			2	SOLAS CH.V	ECDIS- Some nautical charts for the next intended voyage not updated
	3		SOLAS CH.II-1	Management plan for inspection and maintenance of mooring equipment-inventory and mooring line records- some inventory items and records not properly filled in	
	4		MARPOL AMEND VI	DG N1 F.O. injection pump nr. #1#2#3#4#5#6 IMO nr. ID not properly redeable; DG N2 F.O. injection pump nr. #1#2#3#4#5#6 IMO nr. ID not properly redeable; F.O, injection pump spare part IMO nr. ID not properly redeable.	
	5		MARPOL AMEND VI	M.E. cylinder head nr. #1#2#3#4#5#6 IMO nr. ID not properly redeable;	
	6		MLC TITLE 4	Boiler; hot water leakage collected within can; unsafe for safety passage.	
12.01.2026	1	SOLAS ch. V	Some electronic nautical charts are not updated for the intended voyage (Savona berth -Italy-/ Samsun berth (Turkey). Rectify during inspection.		
	2	SOLAS ch. V	The passage plan does not contain information about weather conditions. Rectify during inspection.		
	3	SOLAS ch. II-2	The quick closing valve fro HFO settling tank did not work during the initial test. Subsequently, after being moved, it worked. Rectify during inspection.		
	4	STCW Code Part A ch.I	A crew member does not know the emergency lifeboat steering gear operation procedure.		
	5	SOLAS ch. XI-2	Details of non conformities specified in the security form as per MSC Circ. 1111 provided to Ship's Master.		

		6	SOLAS ch. III	Containers, brackets, racks, and other similar stowage locations for life-saving equipment are not marked with symbols in accordance with the recommendations of the Organization, indicating the devices stowed in that location including, if more than one device is stowed, indication of the number of devices. (i.e. parachute flares, rockets and line throwing device).
		7	ISM Code - SOLAS 99/00 Amend / Ch. IX / Reg. 3	Corrective action taken on the ISM system by the Company is required within 3 months. 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.

<b>BARI</b>	<b>14.09.2022</b>	1	C XI-1 R5	Not found on board Form 2-3 of CSR no 4/9 and Form 1 fo CSR no 8/10.
		2	CII-2 R14	Some self closing fire doors didn't close properly (B-deck stairways C-deck stairways, cable room)
		3	MLC A3.1	Extractor duct of galley found dirty.
		4	C V R 12	Standart magnetic compass found not clearly readable.
		5	MARPOL	Not all crew was familiarized with garbage management plan.
<b>16.09.2025</b>		1	MLC 2006 TITLE 3	Air conditioning not working in crew cabins.
		2	MLC 2006 TITLE 3	The meat is not preserved in the freezer not in hygienic way.
		3	MLC 2006 TITLE 3	The galley extractor duct is dirty of grease (fat residue inside) and the marble worktop of galley is damaged.
<b>POZZALLO</b>	<b>30.09.2022</b>	1	MLC A4.3	Rubber mats in front of high-voltage electrical panels non-compliant.
		2	CV R 27	List V – List of Ship Stations and Maritime Mobile Service Identity Assignments 2022 editions not on board.
		3	CV R27	Nautical charts Nr. 2124 not up to date.
		1	MARPOL ANNEX IV	The rate of discharge not be approved by the Administration (only approved by Classification Society)
		2	SOLAS CH. I	The Record of equipment for Cargo Ship Safety Radio (Form R) indicate MF radio Installation on board instead of MP/HF. Found on board MF/HF radio installation as per Ship Station License
		3	SOLAS CH.II-2	The doors of the stairways in the divisions Class “*A” of are not steel or equivalent material.
		4	MLC TITLE 5	MLC complaint procedures were not found on bear

	30.12.2024	5	SOLAS CH.II-2	An opening has been found along the internal bulkhead between the galley and the crew mess room. There is no evidence that the bulkheads are still in class A division.
		6	SOLAS CH. V	The navigation plan for the port of Pozzallo does not provide for berth to
		7	SOLAS CH.II-1	The HMI report indicates asbestos on board, but no monitoring and maintenance plan has been prepared Identification labels have not been placed
		8	SOLAS CH.II-1	Unsafe electrical outlets in crew mess room
		9	SOLAS CH.II-1	Automatic shut-off arrangements (OMD) was found inoperative. The air pipe was found broken
		10	COLREG PART C RULE 20	navigation light pannel not properly maintained.
		11	SOLAS CH. III	During fire drill nobody has checked the pressure of air bottle used by firemans.
		12	SOLAS CH.II-2	the heat detector in the galley has a cover that prevents its ordinary operation.
		13	ISM CODE SOLAS AMEND IX	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.
FALCONARA	20.12.2022	1	CII-1	No:2 emergency light found not working.
		2	MARPOL	Not evidence about approval of Administration of Stability Instruments.
GIOIA TAURO	05.01.2023	1	MLC 2006	Personel Equipment, During test of lowering Rescue Boat, some crew members didn't wear safety gloves.
		2	CII-2 R14.2	Fire detection and alarm system, one smoke detector in E/R, lower deck, port side inoperative.
		3	ISPS Code	Some restricted areas left open during cargo operations.
		4	MLC 2006	Hand rail on main deck (lashing area) starboard side is damaged.
		5	S CXI-1 R3	IMO number in E/R not permanently marked.
		6	ISM	Corrective action needed by company in 3 months.

	<b>21.05.2025</b>	<b>1</b>	SOLAS CH.III	Some lifejackets found worn out
		<b>2</b>	MLC TITLE 3	Galley's floor found dirty.
		<b>3</b>	MLC TITLE 4	Found an excessive amount of vapor escaping from pipes in purifier room.
		<b>4</b>	SOLAS CH.II-2	Found a fire hose holed. Spare one present on board.
		<b>5</b>	SOLAS CH.II-1	Presence of rust in various external parts of ship's main deck. Maintenance needs to be implemented.

<b>GENOA</b>	<b>17.04.2023</b>	<b>1</b>	MLC Title 4 Standart A4.3	Aft/forward mooring winches clutch lever safety pin missing. There is also evidence that pins are not used as necessary
		<b>2</b>	MLC Title 4 Standart A4.3	Railing and passage area on lashing platform between bays 34-30 damaged. Master standing order and risk assessment issued by Master. Master instructed to rectify within 14 days.
		<b>3</b>	SOLAS Ch.2-1 R.457 Part C,D,E,F	Several electrical plugs in deck area found without protective caps impairing IP protection. Deficiency related also to MLC area.
	<b>23.04.2025</b>	<b>1</b>	NOx Technical Code CH. 6	DDGG n. 1-3 - Record books of engine parameters not correctly filled in. For instance: fuel injection pump and plunger and barrel of fuel oil injection pump IMO ID.
		<b>2</b>	MARPOL ANNEX VI	DG n. 1 - fuel injection pumps IMO ID not always clearly readable; all plunger and barrel of fuel all injection pumps IMO ID inconsistent with NOx technical file: IMO ID 36.02 or IMO ID 36.04 instead of BF23FP2. DG n. 2 - fuel injection pumps IMO ID not always clearly readable. DG n. 3 - fuel injection pumps IMO ID not always clearly readable; n. 1, 3, 4, 6 plunger and barrel of fuel oil injection pumps IMO ID inconsistent with NOx technical file: IMO ID 36.04 instead of BF23FP2.
		<b>3</b>	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.
<b>GAETA</b>	<b>18.07.2023</b>	<b>1</b>	MARPOL AN.I/REG.37	Found on board SOPEP Plan with not update local contact
		<b>2</b>	SOLAS/REG.27	Nautical chart n. 1911 not update.
		<b>3</b>	SOLAS-REG.34	Prior to proceeding to sea, the master doesn't ensured that the intended voyage has been planned using the appropriate nautical chart.

<b>MONFALCONE</b>	<b>26.04.2023</b>	<b>1</b>	MLC 2006 / Std A3.1	Cook and Chief steward cabins: flooring damaged.
		<b>2</b>	MLC 2006 Title 4 / St A4.4	No:1 rope(aft) found worn out.
		<b>3</b>	SOLAS Ch II-2 / R.14.2	Fire pump No.1 : Pressure gauge inoperative
	<b>23.04.2025</b>	<b>1</b>	SOLAS CH.II-1	Tools to test manually operated call points not available on board at the time of the inspection.
		<b>2</b>	MLC 2006 TITLE 4	Rubber insulating mats: no evidence of IEC certification. Warning signs for electrical shock risk missing in some electrical panels powered with dangerous voltage.
		<b>3</b>	SOLAS CH.II-2	Quick closing valve No. 1 (HFO separator suction from HFO PS sertling tk): lever defective (not passible to keep in open position).
		<b>4</b>	MLC 2006 TITLE-3	Passenger cabins found dirty and with some fittings/applances broken/damaged. Sanitary facilites not hygienic. Muster instructed put the cabins out of action until they were restored (at the time of the inspection ship doesn't carry any passenger)
<b>22.07.2025</b>	<b>1</b>	SOLAS CH. II-2	Opening identified in class A division between galley and duty mess room lor food passage not shown in fire control plan. Plan to be updated and structural fire protection verified	
	<b>2</b>	MLC 2006 TITLE 4	Minor lubricating oil leakage observed in the area of the flywheel housing on both generator no.1 and generator no. 2. suggesting deterioration of sealing components.	
<b>MARSALA</b>	<b>16.08.2023</b>	<b>1</b>	SOLAS CH.IV-REG.7.1.3	The search and rescue locating device doesn't operate properly
		<b>2</b>	SOLAS CH.II-2/REG.13.1	Escape routes from Engine Room not marked.
		<b>3</b>	ICLL 2003/AN. I/REG.16	The hatch cover on the galley top not weathertight.
<b>CHIOGGIA</b>		<b>1</b>	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.
		<b>2</b>	MLC/TITLE 3/STD. A3.2	Several packages of food in the food store found expired.
		<b>3</b>	SOLAS/CH II-2/REG. 14.2	The escape way from the forecastle is not properly marked (Escape from the emergency fire pump local missing)

	05.09.2023	4	MLC/TITLE 4/STD. A4.3	Some mooring ropes found in poor concitions.
		5	SOLAS CH.III/REG.6.2.1	The two way communication equipment found with inoperative batteries in order to test the equipment, emergency batteries were used by the crew removing the non replaceable seal.
		6	SOLAS/CH.III/REG.19	No evidence found concerning the manoeuvring in the water of the rescue boat during the abandon shi drill carried out in March 2023. Master Instructed to carry out drills according Solas regulations and to record the activities accordingly.
		7	MLC TITLE/ STD. A2.1	The O/S Seafarer Employment Agreement expired on 03.09.2023. A new one found onboard but only in copy and not signed at all.
MILAZZO	27.09.2023	1	MARPOL/REG.7	Found in the Supplement to the IAPP Cert. wrong serial number of Main Engine.
		2	SOLAS/CH. II-1/REG.26	At the time of inspection the diesel uauxiliary generator no 1 was found out of order. During the inspection the flag dispensation letter was received.
		3	ISPS CODE/PART A/7	Access control to ship: found some external doors to access restricted area open and/or not monitored (Garbage Room, Battry Room Dry Provisions Store Paint Loker, Bosun's Store). Master and Sso was been instructed to kept close external doors to access restricted area or monitored by crew. A security meeting must be carry out by Master and Sso before departure with all crew member involved in secunty duties.
		4	ICLL/REG.18	Found the door of external access to Dry Provision Store not properly secured
		5	MLC/STD. A3.1	Found the filters of the air conditioning system, in the air conditioning station, dirly
		6	SOLAS/CH.II-2-REG.9.4.2	Found in galley 3 fire doors (sell closing type) with hooks.
		7	SOLAS/CH.II-2-REG.14.2	During The inspection, fire höse no. 10, located in the Bosun Store, was found blocked by on board material.
		8	SOLAS/ CH.II-1/REG.44	During the PSC inspection two emergency lights were found with one non-functioning neon (Emergency Generator Room and on main deck near stb lifeboat).
		9	MLC/ STD. A3.1	During the PSC inspection the hospital was found occupied by a ship inspector.
		10	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 monts from the final date of the report.
		11	SOLAS/CH.II-2/REG.14.4	During the PSC inspection, fan no. 1 was found out of service and undergoing extraordinary maintenance. ABS survey was released upon restoration of fan #1. See supporting document.

<b>MARINA DI CARRARA</b>	<b>08.01.2024</b>	<b>1</b>	SOLAS CH. II-2	Two fire hoses found holed.
	<b>08.01.2024</b>	<b>2</b>	OTHER CONVENTIONS-PARIS MOU TEXT-ANNEX 1	Steering room unsafe, due to the presence of provisional walkways realized with wooden axis above empty drums.
		<b>3</b>	MARPOL ANNEX V	Some garbage found collected outside appropriate receptacles due to insufficient collection capacity for the intended voyage.
<b>PALERMO</b>	<b>23.04.2024</b>	<b>1</b>	SOLAS CH. XI-2	Custom police not logged in the gangway visitors' log. Muster instructed to properly log all visitors, including authorities, from now on.
		<b>2</b>	MLC 2006 TITLE 4	No adequate ventilation and protective curtain found at the welding area in the workshop.
		<b>3</b>	SOLAS CH. II-2	Heat detector in galley not operational
		<b>4</b>	MARPOL ANNEX V	GMP: no information about the maximum storing capacity of waste cooking oil
		<b>5</b>	SOLAS CH. III	Fire drill in the galley was not satisfactory: no patrol went and check the area involved, fire door was left open and ventilation active. Some information were not reported to the Master on the bridge (i.e. air bottles' pressure). After the Master took a safety meeting with all the crew, the drill was repeated with satisfactory outcoming.
		<b>6</b>	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.
<b>PALERMO</b>	<b>15.12.2025</b>	<b>1</b>	SOLAS 1999/2000 Amend / Chapter V (Reg.1~35) / Reg. 26	During the Emergency Steering gear drill was noticed a huge discrepancy of degree (swinging from 5 to 7 degree) between the agle indicator in the steering gear compartment and that on the bridge. the problem was partially solved by the crew, reducing, but not eliminating the gap. Flag was informed by the Captain and a temporary repair and solution was found. Proper internal procedures must be prepared by the captain before departure, documenting the exact variance in all the different variation of degree (both sp side and port side), usefull for communication in case of emergency.
		<b>2</b>	MARPOL Annex I	The OWS test was performed as operational control; in that occasion the oil filtering equipment did not properly work and several attempts needed before that the equipment finally worked.
		<b>3</b>	SOLAS ch. II-2	In the Steering Gear Compartment the hatch indicated as "Eergency exit" was found blocked from outside due to security reasons. Emergency means of escape was restored immediately.
		<b>4</b>	ISM Code - SOLAS 99/00 Amend / IX / Reg. 3 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.

ORTONA	23.05.2024	1	MARPOL Annex V / R. 13	Original EIAPP Certificate (plus NOX TF) for generator (D2866LXE30) is missing on board. There is only evidence of the certificate released by ABS on 20th Nov 2014 by a screenshot showed by Master.
		2	SOLAS CH.III / R. 13	After abandon ship drill, during recovering operations of the STB lifeboat, there was a problem for securing the aft arm of gravity davit (it was impossible to fix the bolt in the holes). During subsequent manual operations a pulley broke completely.
		3	MLC TITLE 3 / STD. A3.1	In some crew accomodations some bed head lights were not properly safe and electric lines must be properly fixed.
		4	MLC TITLE 3 / STD A3.1	Common sanitary facilities (WC and wash basins) and showers are not properly maintained (Floor damaged, water filters obstructed, general cleanliness, shower hoses and shower heads broken, hot water pressure insufficient).
		5	ISM CODE / PART A / 1	Corrective action taken on the ISM system by the Company is required within 3 months. 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.
CATANIA	01.04.2025	1	MLC 2006 TITLE 3	Into two refrigerators in provisional store meet, fish and bread are nol correctly segregated.
		2	MLC 2006 TITLE 3	Common toilette not hygienic
		3	SOLAS CH. V	Last passage plan was not signed by Chief Engineer as acknowledgement.
		4	MARPOL ANNEX V	Placard of garbage basket are missed in the officer's messroom
		5	STCW CODE PART A	On september of 2024 the work and rest hours log book not endorsed by the Seafarers.
LIVORNO	18.03.2025	1	SOLAS CH.II-1	Some gauges (water separator pressure, A/Es gauges, etc.) in E/R are not readable.
		2	ISPS CODE	Escape way from ECR to poop deck not marked as restricted area. Moreover, the handle necessary to open the hatch it's stored nearby.
		3	SOLAS CH.II-2	G/O Service tank QCV found lashed to its releasing mechanism.
		4	SOLAS CH.II-2	E/R workshop fire door's automatic closing device found damaged.
		5	MLC 2006 TITLE 4	Anti shock mat under FO filter high voltage panel missing.
TARANTO	12.05.2025	1	MLC 2006 TITLE 2 REG. 2.1	One crew member (n. 8 on arrival crew list) has a S.E.A. as Electrician, despite only having rule III/4.
		2	MARPOL ANNEX V REG.10	GMP not update with actual receptables' capacities provided on-board
	15.07.2025	1	ISPS CODE SOLAS CH. XI REG.9	Crew in charge of access controll ship at gangway did not check PSC/D.A.O.'s I.D.
		2	SOLAS CH. XI-2	Visitor logbook not properly filled in. Missing information relating to visitor's suitcase control.

<b>PORTO NOGARO</b>	<b>04.08.2025</b>	<b>1</b>	SOLAS CH. V	Passage plan Ravenna - Porto Nogaro missing.
		<b>2</b>	SOLAS CH. V	Magnetic compass not redeable.
		<b>3</b>	COLREG PART C RULE 20	Not under command light found inoperative.
		<b>4</b>	SOLAS CH. V	Steering gear test before departure from last port (Ravenna) not carried out as per Solas requirements.
		<b>5</b>	SOLAS CH. II-2	Cargo holds fixed fire detection system out of order due to sensor malfunction
		<b>6</b>	MLC 2006 TITLE 3	No fresh fruits and vegetables available on board at the time of the inspection
		<b>7</b>	SOLAS CH. II-2	During the fire drill conducted in the emergency generator room, no boundary cooling was applied, no quick closing valve and ventilation closure measures were taken, one fireman's SCBA cylinder was nearly depleted with no replacement arranged, and the emergency fire pump was not started by the crew and fire hoses were not pressurized despite the pump being operational, indicating inadequate training and lack of familiarity with emergency procedures. Moreover, during the functional test of the bilge and fire pump engine officers were initially unable to start the pump. It was eventually started after locating the correct valve, indicating a lack of familiarity with the emergency fire-fighting system.
		<b>8</b>	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.
		<b>9</b>	MLC 2006 TITLE 4	Some electric motors in E/R, including M/E compressors, were found not properly earthed, posing a potential electrical hazard.
		<b>10</b>	SOLAS CH. III	Throttle (gas) lever of the R/B was found not operational during testing, preventing proper control of engine speed and propulsion.