

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

DENETİM LİMANI	DENETİM TARİHİ	NO	REFERANS	EKSİKLİK
SETUBAL	25.02.2022	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.
	05.08.2024	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 fare) objective evidence of a failure, or lack of allociveness, of the implementation of the ISM Code. The ship will be eligible for reinspection after 3 months from the final date of tha 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		3	MARPOL Annex VI Reg. 14	At the time of inspection change over procedures from Company presented were outdated.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 miasing 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 abble ta scroll down on the curser and check for alarms log: and operation log. Ta 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 pus button on both veg room, and cold room beside not working. Also some frost acumulation on door sill was observed; and some buckets on the fiver to collect drainage from the cold unit inside.

SETUBAL	07.03.2025	1	BWM 2004 / B / REG. B-2	During operation it was observed upon checking BWR and crosschecking recorded data on BWMS that operations recorded as a single operation, are in reality different and separated operations. As so different entries regarding each specific operation have to be observed and recorded. Also inspection took place on the 7th, and there was a operation performed and not recorded on the 6th. That last entry to be performed on BWRB
		2	SOLAS CH.II-2	During inspection, on the funnel dampers while operating were seized, not closing properly. Operation/test was repeated, maintenance performed, and closing was achieved.
		3	MARPOL ANNEX VI	During inspection while checking Sulphur record book, it was checked the quality for the entries recorded. All the items to be recorded were present, but the duration for each operation was not recorded accordingly. It was not presented or explained how the duration/time from start to completion of any change over was calculated. As from today it was explained on board the use for FOBAS and how to calculate, regarding ship specific inputs namely ME.
		4	SOLAS CH.III	A fire drill was performed on board (galley). During the witnessing of that drill, the first time it was observed that for example no pre check was performed on COM s, as well for air pressure inside the bottles, before rigging fire man outfit. Also one of the fire team members come to the drill without torch and axe. Drill was then repeated to the satisfaction of its purpose.
		5	SOLAS CH.II-1	During inspection it was observed that shaft generator was out of order. Electric load/capacities and conditions were confirmed for aux 1,2 and 3. Also Class was present on board and according survey report, the repair for the malfunction due date was established for 20 JUN 25
AVEIRO	02.07.2025	1	SOLAS CH. V	At the time of inspection the VDR was showing 3 errors: Back Up HDD no connection, DRU no connection and cannot recover DRU and back up HDD. Master informed to send copy of the repair report to PSC office before departure.
		2	SOLAS CH. III	At the time of inspection it was found that the last launching and manoeuvring of FFLB on water was on 24 March 2025.
		3	MLC 2006 TITLE 3 / REG. 30.2 STD A3.2	At the time of inspection it was found that the provisions ran out of fish and the fresh vegetables were also very scarce. There were 19 crew on board and the next port was not known. Master informed to send copy of the delivery note to PSC office before departure.
		4	STCW CODE PART A CH. VIII	At the time of inspection it was noted that the position fixes were not recorded on every watch neither the leaving of Mediterranean ECA area was recorded on the bridge log book. Master instructed to make all relevant records on the log book from now on.