

Denetim Limanı	Den. Tarihi	Uzman (PSCO)	Type	Gross	Keel Date	RO		Eksiklik Maddesi	Ref.	Eksiklik Maddesi
						Safety Cert.	SMS			
	7.02.2018	Roger GREEVEN Jan PAS	General Cargo	3726	10.10.2003	İDARE	TL	No automatic position update on PS VHF-DSC	Solas Ch.IV	17
								Tide tables missing. Sailing directions are not updated (e.g. NP 28)	SOLAS Ch.V Reg.27	17-Det.
								SB liferaft is lashed down.	SOLAS Ch.III Reg.13	17
								Some fire hoses could not be connected to the nozzle or hydrant due to slight differences in the couplings.	SOLAS Ch.II-2 Reg.10.3.2.1	17
								Several air vent heads from ballast tanks are damaged.	Loadline An.I Reg 20	17-Det.
								Found water mist system inoperative. Suction valve on pump closed/power supply switched off and valve indication on control panel open / closed indication same time. Automatic release could not be demonstrated.	SOLAS Ch.II-2 Reg.10.5.6	17-Det.
								Section enclosed by A and B class divisions are not clearly indicated on the fire control plan.	SOLAS Ch.II-2 Reg.15.2	17
								The hand crack for slewing is not protected by a limit switch, electric slewing is possible with the hand crack inserted. The gearbox is noisy during lowering and hoisting.	LSA Code 6/6.1	17
								Found quick closing valve system inoperative.	SOLAS Ch.II-2 Reg.14	17-Det.
								Found blower of sewage plant inoperative.	Marpol An.IV Reg.11	17
	A written procedure showing how the fuel oil change over is to be done, allowing sufficient time for the fuel oil service system to be fully flushed is missing. The change over records incorrect.	Marpol An.VI Reg.14	17							
	Wrong entries for sludge transfer	Marpol An.I Reg.17	17							
	The ship is not manned in accordance with the MSMD. No second Eng. (III-3) is employed on board.	Solas Ch.V Reg.14	17							
	SMC audit by the Administration is required before departure	ISM Part A-1	17(19) Det.							
	5.06.2018	Stephaan VERHELLEN Karl SCHROYENS	General Cargo	4422	18.01.2003	İDARE	BV	Insufficient cleanliness of galley and vegetable refrigerator	MLC 2006 T.3	17
								Not all voyage charts are fully up to date	SOLAS Ch.V Reg.27	17
								Found incorrect entries for ECA zone	MARPOL An. VI	99
								Not Under Command Lights are not positioned correctly	COLREG An. I	16
	14.06.2018	Roger GREEVEN Karl SCHROYENS	General Cargo	5857	3.12.2003	BV	BV	Not Under Command Lights are not positioned correctly	COLREG An. I	16
									MLC 2006 / Title 4 / Regulation 4.3	
Forward mooring winches: brake lining worn out									LSA 2006 Amend / CHAPTER VI / 6.1	17
Found accumulator (stored mechanical power) uncharged. After further investigation it was noticed that the capacity of this accumulator is too low to launch the rescue boat.									SOLAS 2012 Amd. Ch. III Reg. 20	17
								Cooling system from the rescue boat engine is inoperative.		17

ANTWERP

11.07.2018	Karl SCHROYENS PAS	Jan	General Cargo	7635	15.10.2008	iDARE	BV	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.	ISM Code - ISM	21
								Smoke extraction system for cargo holds has an airflow fault on line 2. Two flexible hoses from the CO2 pilot line are cracked.	SOLAS 1999-2000 Amd - Ch. II-2 Reg.14.1	17
								Forward embarkation ladder is too short. The emergency light is inoperative (fwd). Stanchions for the transfer from the deck to the head of the ladder are not provided on both sides (fwd).	SOLAS 2006 Amd -Ch. III -Reg. 11	17
								Radar antenna from the X-band radar is installed close to the top mast foundation resulting in excessive signal reflections.	SOLAS 1999/2000 Amd Ch. V - Reg. 18	16
								The flow-through method is used instead of the sequential method (as per BWM certificate). Master instructed to use only the sequential method for BW exchange as from July 11th, 2018.	BWM 2004 Con. / An. / Reg. D-1	99
								Found purifier room equipped only with smoke detectors. Flame detector missing.	SOLAS 1999/2000 Am.d Ch. II-2 / Reg. 10.5.6	10
								Load line mark(SB) poorly readable.	ICLL 2003 Amd. An. I- Reg. 5	17
								BW operations are only logged upon completion of BW operations in port. The entries for discharge of BW in Antwerp are logged in advance of the actual operations. Records are not signed by the responsible officer and completed pages are not signed by the master. The log form (record book) mentioned in the BWMP is not found on board.	BWM 2004 Convention / ANNEX / Regulation B-2	17
								SB gyro repeater is not synchronized (misalignment of 5 degrees).	SOLAS 2004 Amend / Chapter V / Reg. 19.2.5	17
								Ships whistle is damaged.	COLREG*** / Part D / RI. 33	17
								One line from a lifebuoy (PS deck B) is perished.	SOLAS 1996-1998 Amd. / Ch. III / Reg. 7	17
								Watch keeping officers are unfamiliar with calculation of compass error. Compass error logbook not properly filled.	STCW Code Part A ch.VIII -	17
								Several alarms on the ER alarm monitoring system are 'blocked' (e.g. CH bilge level, fire detection system, low insulation alarm).	SOLAS 1981 Amend / Chapter II-1 /Reg. 46	17
								The release mechanism from the FFLB has no two independent activation systems; both hand pumps are connected by a T-branch at the emergency pump unit. Failure or leakage of 1 activation system will make the other system inoperable.	LSA 06 Amend / 4 / 4.7	16
Not all crew members receive minimum wage as mentioned in the applicable CBA.	MLC 2006 -Title 2 Reg. 2.2	17								

	20.07.2018	Karl SCHROYENS PAS	Jan	General Cargo	9035	15.12.2015	IDARE	RINA	Referring to a message submitted by Helsinki Traffic Control, the vessel ended up in a close quarter situation. The master is instructed to navigate with caution at the termination of TSS and to act in accordance with COLREG	STCW Code Part A ch.VIII -	99
									The release mechanism from the FFLB has no two independent activation systems; both hand pumps are connected by a T-branch at the emergency pump unit. Failure or leakage of 1 activation system will make the other system inoperable.	LSA 06 Amend / 4 / 4.7	16
	17.10.2018	Karl SCHROYENS Jan PAS	General Cargo	7635	15.10.2008	IDARE	BV		oily water separator not properly working control air hose to SV 1 valve broken	MARPOL 2015 Amend / Annex I / Reg. 14	10
									starting air compressor 2(emergency) control box inoperative no (external cable used by crew to start manually).	SOLAS 1996-1998 Am. /Ch. II-1 / Reg. 26	16
									earth fault on 220V and 440V	SOLAS 2004 Am. / Ch. II- 1 /Reg. 45	17
									no flow on water mist system pressure line (air on pump)	SOLAS 2012 Am. Ch. II-2 /Reg. 10.5.6	10
									The operation of the RB engine could not be demonstrated.The engine did not start (more than 1h waited). Recurrent deficiency.	SOLAS 2012Am. / Ch. III /Reg. 20	17
									Speed log is showing a speed of -2.5kn, vessel is berthed and no current present.	SOLAS 99/00 Am. / V / Reg. 19.2.3	17
									Tide tables used during the last passage could not be found on board, the same publication is needed for the intendedvoyage.	SOLAS 1999/2000 Am. / Ch. V (Reg.1~35) / Reg. 27	17
									The wrong release hook is connected to the RB. No operating instructions for the release hooks are posted at the launching stations.	SOLAS 2012 Am. / Ch. III / Reg. 20	99
									exchanged in the English Channel instead of the open sea. Corrector is used to correct several positions in the record book. The master is instructed to comply with BWM 2004 Convention / ANNEX / Regulation B-4 as from 17 Oct 2018.	BWM 2004 Con./ AN. /Regulation B-4	99
									The records for fuel change-over are incorrect. Quantities of LSFO in each tank are not recorded at the time of completion when entering SECA. The master is instructed to enter the records in compliance with MARPOL 11 Amend / VI / Reg. 14 as from 17 October 2018.	MARPOL 11 Amend / VI/ Reg. 14	99
		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 finaldate of the report.	ISM Code Part A / 1	21							
		signal reflections. Objects approaching from astern could not be detected and echoes are not stable. See also outstanding deficiency.	SOLAS 1999/2000 Am. / Ch. V / Reg. 19.2.3	17							
	24.07.2019	Alexis JOUKES Jves De MUYNCK	Bulk Carrier	11193	12.12.1995	NKK	NKK		Oiler on board since 12.04.2018. Oiler went during 10 days home in Tuzla during dry dock (02/19) Oiler is therefore more than 14 months on board with only a leave of 10 days(not 25 days)	MLC 2006 Title 2.1	17
								Emergency suction valves for E.R. & cargo holds secured by chain & padlock. Could not be opened immediately.	Solas Ch.II-1 Reg.35 1.3	17	
								As per CBA wages are in USD. For the officers wages on SEA are in TL. In addendum of CBA the rate of USD/TL is mentioned.	MLC 2006 Title 2.1	17	
								Termination of sounding pipes on tanktop with missing self closing blanking devices. Some with missing spring	Solas Ch.II-2 Reg 4.2.2.	17	
								Incinerator type found on board not as stated on IOPP form A and IAPP Record. Not able to bum sludge.	Marpol An.I	16	

GENT	4.01.2019	Stephaan VERHELLEN	General Cargo	2997	10.04.2006	BV	BV	Ballast water exchange not performed (or legitimate reason not to do the exchange not entered BW records) for recent voyage from Egypt (18.11.2018) to Turkey (25.11.2018)	BWM 2004	99
								Floors and floor drains in galley, cold room and cold room area not clean.	Con.Regulation B-4	17
								Instruction on rescue boat release hook and how to slew the rescue boat crane not available in Taringing manual and not posted locally.	MLC Title-3 St.A.3.1	17
								Isolation valve on main deck STB side frame 22: position on the fire plan is different from the actual position of the valve. Valve found in closed position during the inspection.	Solas Ch.III Reg.35	17
								Solas Ch.II	17	
								Reg.10.2.4.1	17	