

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

DENETİM LİMANI	DENETİM TARİHİ	NO	REFERANS	EKSİKLİK
ROTTERDAM	27.12.2022	1	SOLAS ch. II-2 R.14.2	The firedamper of engineroom inlet S1 on starboard can not close because of the changed louvres are bigger size Flap of inlet goosneck S4 of steeringgear room can not close properly.
		2	ICLL An. I/R.20	The housing of the airventhead of aft peak ballast tank 11P is holed by corrosion.
		3	MLC 2006 Title 4	The crew is not aware of presence of mechanical ventilator in CO2 room, can not demonstrate the start of the fan.
		4	SOLAS ch. III R.17	The rescueboat painterline can not be released under tension from the boat.
		5	SOLAS ch. II-2 R.15.2.5	The quick closing valves (qcv) installed on the HFO service tanks and HFO bunker tanks did not close when operated. After adding hydraulic oil to the sytem the qcv became operational. All qcv's to be checked
		6	MLC 2006 Std A4.3	The 220 and 440 V system are in low insulation alarmThe alarm is active since 25-07-2022 and has been put offscan by ships crew.
		7	MLC 2006 Std A3.1	The steriliser in the fresh water system is out of order since at least two months.
		8	STCW ch.I R I/9	The medical certificate of able seaman D. Bay is expired since 23-09-2022
		9	SOLAS ch. II-1 R.31	Proper test of telegraph between bridge and emergency control stand at engine could not be performedThere is also an internal alarm indication on the bridge telegraph which can not be explained.
		10	SOLAS ch. II-2 R.10.10.4	The portable radio telephone of the fire team is not two-way. Communications to the fire fighter are received. Communications from the fire fighter are not received.
	26.01.2023	1	MLC 2006 Std A3.1	The UV steriliser in the fresh water system is switched off and the valve in the line is closed. The same deficiency as recorded during the last PSC inspection on 28-06- 2022
		2	ISMCode / 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	SOLAS CII-2 R14.1	The quick closing valves installed on the HFO service and settling tanks did not close when remotely operated.
		4	COLREG RULE 20	Both starboard and portside bridge deck navigational lights, sector blocked by structure of cabinet construction.
		5	MLC 2006 A4.3	The main bus bar number 2 has a low insulation alarm (440V).
		6	MLC 2006 A3.1	The ventilator installed in the CO2 room does not work.
		7	LSA Code 4.1	Several corroded and broken belts Messy inside the lifeboat.
		8	SOLAS ch. III R.20	Found rescue boat (crane) not ready for useremote control for lowering did not workbottle of the stored power not sufficient filled, several limit switches not working. Painter line and remote release of painter line not connected.
		9	SOLAS ch. II-2 R10	The isolation valve in front of the accomodation of the fire main line does not properly closeAll valves to be I checked.
10		MLC 2006 R A3.1	Found galley dirty and therefore not hygienic	
11		SOLAS II-2 R10	1 air bottle not properly filled up and dirty sights/masks.	

		12	SOLAS CII-2/R14.1	Several fire dampers on deck could not be remotely closed
	27.02.2023	1	SOLAS ch. III R.17	During small drill the crane for the rescueboat has been tested Movement of the crane on the accumulator is very slow. Release hook not working by on load.
05.08.2023		2	MLC 2006 /R3.1	Inside galley signs of vermin, as well on the bridge (flies) Additionally are public toilets dirty, not hygienic.
		3	SOLAS ch III/ LSA	Despite the fact a new rescue boat is installed, the automatic stop (david swing) is not functioning and keeps going turning towards accommodation/railing (dangerous)
		4	ISM Code- SOLAS Ch. IX / R. 3	Safety management audit by the Administration is required before departure of the ship Deficiency(s) marked ISM is objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
		5	ICLL 2003 Amend / AN. I / R.25	Part of portside railing is missing rope is used for approx 1 meter in length as preventive action for falling overboard (No Class approved drawing on board) In addition found new installed steel stair 32 cm width (no drawings or other evidence of Class approval) In addition found at least two manholes located on main deck not fully bolted.
		6	SOLAS ch. III R.7.1.3	Smoke and Light on bridge wing lifebuoy not according regulations In addition are lifebuoys not in place at several locations around ship. In addition are buoys with light (according safety plan) not having a light.
		7	ICLLAN. I / R.18	Foreward (fore-castle) door can NOT BE WATERTIGHT closed (water test carried out) the door handle can hardly be moved. In addition Fore-ward located HATCH is partly broken (in way of open/close handle) and closing device missing (broken off) some man holes missing bolts/nuts located on main deck
		8	SOLAS ch. II-2/ R.14	Some vents (remote controlled) not closing when activated, e.g. port side aft accommodation.
		9	SOLAS C II-2/ R9.4.2	Found several fire doors not closing properly or kept in open position. Door steering gear to acc. blocked by stores
		10	SOLAS ch. II-1/ R. 3-1	Crew is not familiar with the planned maintenance system Could not show the job descriptions of certain jobs
		11	MLC 2006 Std A3.1	Filling drinking water tanks not closed properly
		12	SOLAS ch.II-1/ R.21.1	Found from the Deaeration unit off the fire /bilge pumps the air valve closed.
		13	SOLAS ch. III R.19	During the witness drill many items went wrong. BA sets not ready for use. Fire Man was sent to fire not properly dressed (one shoulderstrap used, mask not correctly donned (Leaking), Unsufficient communication with bridge (no remark to bridge that BA set needed to be changed), Fire hose badly leaking (people tried to cover it up)
		14	SOLAS ch. II-1/ R. 3.1	Found the remote operation valve on seachest disconnected
		15	SOLAS ch. II-1/ R. 45	Electric cables not properly secured (near the shaftgenerator SB side)
		16	MLC 2006 Std A4.3	Line from safety valves air bottles to deck disconnected (hanging loose) Fuel lines near circulation pumps thermal oil no protection on flanges
		17	MARPOL An IV -R. 9	Found the Air compressor from the sewage installation not working
		1	SOLAS ch. XI-1 / Reg. 5	No original CSR no. 1,2 and 3 on board issued by Malta
	2	STCW Code Part A ch.VIII	Incorrect tidal information used for the voyage from odessa to Rotterdam. Crew is not familiar with the colors used on the ECDIS. Incorrect ECDIS settings in the port of Rotterdam.	

ROTTERDAM

ROTTERDAM	03.06.2025	3	SOLAS ch. II-2 Reg. 14.1	There are no instructions posted on how to properly operate the CO2 system fitted on the emergency generator. The lever to open the line is positioned in a cabinet. The door of the cabinet can not be opened wide enough to facilitate the operation of the lever. The hinges of the door have to be taken out.	
		4	SOLAS ch. II-1 Reg.4.2	Found several sounding pipes FO on deck temporarily repaired with tape. Also soundingplugs near accommodation thread wasted. Survey report class to be send to PSC office Netherlands.	
		5	ICLL 2003 Amend / ANNEX I / Reg. 14	Found the hatch aft to rope store, CH no2 and CH no 1 not closing properly	
		6	SOLAS ch. II-1 Reg. 48	The valves of the low inlet and the high inlet of the seachest are not capable of being closed from the elevated position. The valves in the elevated position are not properly marked. Crew is not familiar with operation of the valves, the need to remove the small metal insert. Valves became only movable after adding hydraulic oil. As per the crew's advice the valves were succesfully operated two months ago.	
		7	SOLAS ch. II-2 Reg. 26	The colour coding of the items in each individual emergency stop group is faded and confusing. Items stopped in emergency group 1 (yellow) are marked on the switchboard as either yellow, orange or white.	
		8	ICLL 2003 Amend / ANNEX I / Reg. 18	Found several manholes on deck in substandard condition or not properly secured (SST 1, No 1 HFOTP etc) Survey report Class to be send to PSC Office Netherlands	
		9	SOLAS ch. II-2 Reg.4.2	The self-closing valves installed between the sightglasses and several tanks, i.e. ME LO storage tank, GE LO storage tank, cylinder oil day tank, are continuously kept open by means of a clamp or bolt. Master instructed to provide extra training today.	
		10	MLC 2006 Title 4 Standard A4.3	Key personel, chief-engineer, 2nd engineer, both superintendents are walking in the engine room without proper ear protection. Master instructed to provide extra training today.	
		11	MARPOL Annex IV Reg. 9	Found the biological sewage treatment plant switched off. Instruction manual could not be found. Crew is unaware of the correct procedure of correctly starting and stopping the equipment. Presumably all bacteria are dead. Ordinary chemicals are used to clean the toilets. Master instructed to provide extra training today.	
		12	SOLAS ch. II-2 Reg. 14.1	Fire damper installed on engine room ventilator no. 3 does not close properly.	
		13	MLC 2006 Title 3 Standard A3.1	Toilet on the upper dek (121) is generating a foul smell. Drainage from wash bassin is disconnected. Smell of sewage.	
		14	ISM Code Part A/ 1	Safety management audit by the Administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.	
		15	SOLAS ch. II-2 Reg. 15.1	Found following items sub-standard: ba mask not properly used leaking air, ba bottle not properly secured, loose. Fire fighters could not communicate to their fire leader. Pressures of ba bottles are not recorded at the moment of entry. Axe carried without any protection.	
		29.08.2025	1	COLREG-RULE 20	Masthead light wrong sector (135 deg instead of 225 deg)
			2	MLC 2006 TITLE 3	Display of UV sterilizer fresh water system not working.
3	SOLAS CG.V		Daylight signalling lamp is not efficient (light intensity not as required)		

ROTTERDAM		4	SOLAS CH. II-2	Fire flap/opening portside accommodation (portside walkway) cannot be immediately safely reached/closed in case of an emergency/fire (access steps are missing)
		5	MARPOL ANNEX VI	No records could be shown of the seal on the EPL.
		6	SOLAS CH. II-2	CO2 system for separator room (as per crew) not ready for remote operation (found safety/transportation pin inserted in bottle no. 115)
	19.11.2025	1	COLREG PART C RULE 20	Found stern navigation lights without a correct sector angle
		2	SOLAS CH. II-2 REG. 9	Found several nozzles of Fixed high - expansion foam fire-extinguishing system in ER clogged with salty crystals
		3	ISM CIDE 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.
		4	SOLAS CH. II-1	The direct bilge system of engineroom is not operational fully. The port bilge filter cover can not be closed, clamp missing. Both self priming units of the bile/fire pumps are missing. Crew not familiar with all (emergency) bilge pumping systems like direct bilge. Forward pump has open cable penetration on the motor. To be verified with class.
5		ICLL 1988 ANNEX I REG. 22	Found overboard pipe in ER (grey water) leaking and temporary repaired	
		6	SOLAS CH II-2	Found nozzle of firehydrant in engineroom seized.
AMSTERDAM	02.09.2025	1	BWM 2004 ANNEX REG B-1	The working language on board is Turkish. The Turkish version of the BWMP is not approved by the RO.
		2	BWM 2004 ANNEX REG B-2	Total quantities retained are not recorded, both during uptake and discharge of ballast water.
		3	SOLAS CH. II-2 REG.47	The self closing mechanisms installed on the fired doors leading from the galley to the officers messroom and the crew messroom is disconnected. Repeating deficiency from previous PSC inspections Kalymnos Greece 11-07-2025 and Ravenna Italy 04-10-2022.
		4	MLC 2006 TITLE 3 REG.3.1	Toilet on A deck is dirty and unhealthy (mould). In the cabin of the radio officer 2 cadets are sleeping, the cabin is extremely dirty, cover of air conditioning system is missing, bathroom floor is cracked and dirty, toilet does not flush. As per the weekly inspection records of the chief officer everything is up to standard. All cabins to be checked.
		5	STCW CODE PART A / PART 2	When checking the last voyage plan the following was observed: No evidence found of any position fixing carried out during last voyage as required by signed passage plan. The use of Ecdis safety setting could not be explained by Captain nor by 2/O.
		6	SOLAS CH. V REG.34	In the last voyage plan the following was observed: Required Navtex stations are not filled in on the voyage plan and from waypoint 94 to waypoint 114 incorrect UKC and incorrect Minimum depth have been used.
		7	MLC 2006 TITLE 2- MLC 2018 AMENDMENT STD. A2.1	The SEA of two persons on board, U. Cetin and U.K. Dizdar, mentions their capacity on board as being cadet. However no objective evidence could be shown that these person are indeed registered at a recognised training institute, that there is a written training program, and that their progress is monitored and evaluated by persons on board.

	8	MLC 2006 TITLE 2 STD. A2.3	As per work & rest hour administration on board all three the deck cadets are working from 08:00-12:00 and 13:00-16:00. However as per Master's information one deck cadet walks the 12:00-16:00 wacht and one cadet the 16:00-20:00 watch.
	9	SOLAS CH. II-1 REG. 22	Stability booklet has not been updated. Port of registry is incorrect, call sign is incorrect. Same deficiency as recorded during previous PSC inspection in Kalymnos at 11-07-2025
	10	SOLAS CH. II-2 REG. 15.2.6	The self closing valve of the sightglass of the cylinder oil measuring tank is gagged.
	11	MLC 2006 TITLE 3 STD. A3.1	The steriliser in the fresh water system is switched off. Once switched on and when the inlet and outlet valves are opened, heavy leakage is observed.
	12	SOLAS CH.II-2 REG. 15.2.9	The fuel oil leakage alarm of generator no. 2 is not as required. The sensor is not properly secured to the collecting tank. Leakages will spill out without causing an alarm.
	13	LSA CODE AMENDMENT 4.4.8	Painter line release mechanism of both lifeboats is not functioning and painter line is not attached to the release mechanism
AMSTERDAM	14	SOLAS CH. II-2/ REG. 14.1	The engine room is equipped with a CO2 system. The selfclosing fire door leading to the emergency escape from the ER floor starboard side is continuously kept open. In case CO2 is applied it will escape. Master instructed to provide extra training today.
	15	SOLAS CH. II-1 REG. 21.1	The priming units installed on the fire/gas pumps number 1 and 2 are out of order. The lines providing air to operate the units are missing. Consequently there is no efficient bilge pumping system.
	16	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.
	17	LSA CODE / CH. IV / 4.6.3.1	At least two seat belts inside PS lifeboat are broken.
	18	LSA CODE CH. IV / 4.1	Painter line of PS and SB liferafts not connected to weak link.
	19	MLC 2006 TITLE 3 STD A3.2	Vegetable room is dirty, mould is observed. Galley floor is cracked and dirty, can not be properly cleaned.
	20	SOLAS CH. III REG. 48	At PS lifeboat the break release wire for lowering lifeboat from inside the lifeboat is not correctly in place. The weight installed on the wire lays on top of the lifeboat.
	21	SOLAS CH. III REG.20	Rope on the eyes of SB liferaft embarkation ladder are deteriorated.
	22	SOLAS CH. III REG.19	Both lifeboats have not been manoeuvred in the last three months.
	23	MLC 2006 Title 4 - Reg. 4.3	Several electrical issues found on board during inspection: Two lights in crane number 4 not operating. One light fixture in crane number 4 missing its cover. All cranes to be checked by the crew. Earth fault test button (440V) EDG not giving any response. Junction box between cargo hold 4 and 5 for the ventilator is sub standard. Fire alarm panel in E/R indicating fault, where on the bridge there is no fault. To be clarified. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.

02.09.2025	24	SOLAS ch. II-2 - Reg. 14.2.1.1.3	<p>Emergency escape doors:</p> <ul style="list-style-type: none"> • A-deck engine case: Can be opened only from the inside, not from outside. Release system for both-side opening is disconnected. • Main deck / ER escape: Door cleated; can only be operated using an external bar. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.
	25	SOLAS ch. II-1 Parts C, D, E, F - SOLAS 1981 Amend / Chapter II-1 / Reg. 26	<p>PS generator</p> <ul style="list-style-type: none"> • Cable penetration junction box substandard. • Turbo charger LO oil alarm active. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.
	26	SOLAS ch. II-1 Reg. 29	Steering gear system: Port side (PS) manometer out of order. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.
	27	SOLAS ch. II-2 Reg. 44	Horizontal cable penetrations: Pipe duct on A- and B-deck not properly sealed. Safety plan is indicating A class separation. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure
	28	STCW Code Part A ch.I	<p>CO₂ system (engine room):</p> <ul style="list-style-type: none"> • Familiarization and operational training for crew requires improvement. • Crew uncertain if valves on deck are operational and afraid to operate them due to risk of seizure from paint. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.
	29	MLC 2006 Title 3 - MLC 2006 / The Regulations and the Code / Standard A3.1	However the galley floor was cleaned, still some areas in the galley require attention: cabinet of the deep fat fryer the inside of the door and the bulkhead very dirty/greasy. Galley exhaust duct the filters are clean, however in the duct a large build-up of grease is present. The lid of the food waste bin in the galley is not being used. Freezer part of the fridge in the crew mess dirty. In the meat room the condensate drain of the freezer unit is not connected, under the gratings the floor still very dirty. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.
	30	MLC 2006 Title 3 - MLC 2006 / The Regulations and the Code / Standard A3.1	Following items found not as required: Bosun/OS cabin toilet seat loose, C/O cabin toilet seat loose, water connection leaking when toilet is flushed, Oiler cabin bedlamp not working, floor in cabin dirty, Chief Cook cabin ceiling not clean, A/C unit closed by means of tape, O/S cabin light at desk not working, 2 A/B cabins light above desk not working, Upper deck 1 x toilet leaking when flushed, Hospital toilet water connection leaking when being flushed. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.
	31	MLC 2006 Title 2 - MLC 2006 *** / MLC 2018 Amendment / Standard A2.1	SEA of the C/O currency for overtime is in TL and USD, instead of 1 currency only. In addition to this all SEA's have G.O.T. of 103 hours instead of 104 according to the appendix. SEA contract duration of ratings are on 6M +/- 1M instead of 4M +/- 2M. During the inspection the appendix of the SEA's was amended to 6M, however this was not what all seafarers signed for and thus not allowed. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.
	32	MARPOL Annex V Reg. 10	Purpose of storage IBC containers to be clarified, if used as storage for Cargo residues to be included in Garbage Plan. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.

		33	MLC 2006 Title 4	Labels for blue drums stored on top of deck store in way of deck crane 4 containing cleaning agent are missing. MSDS to be made available to the crew and contents to be made clearly readable. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.
		34	SOLAS ch. III Reg. 13	Remote release system from inside boat not running synchronously with lowering lifeboat. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.
		35	MLC 2006 Title 4	Safety switches (provision crane): Several are substandard and not fit for safe operation. Mooring winch operation lever protection clips / devices seized or missing. Report of rectification of this deficiency by the RO to be sent to psc The Netherlands before departure.

TERNEUZEN	23.02.2024	1	SOLAS CH. II-2	Found several cable penetrations in A class bulkhead on the bridge not properly closed.
		2	SOLAS CH. II-2	Engine room emergency escape, hole made in bulkhead for internet cable , not proper certified fire retardent cable penetration used.
		3	COLREG/PART C/ RULE 20	Found anchor light aft not properly fixed to its foundation, completely loose. Found SB navigation light foundation box bended about 10 degrees, showing wrong sector, This was brought back to a right angle but it is not clear if this is completely in line with the requirements. Class to be consulted.
		4	MLC 2006 TITLE 4	Found several angle grinders without protection covers in deck workshop 5 pcs and 4 pcs in the ER workshop Benchgrinder in workshop missing covers and supports.
		5	MLC 2006 TITLE 4	Master instructed to use the safety pins on the mooring winches forward and aft from now on. Found no safety pins in use during the inspection and some safety pins are missing.
		6	MLC 2006/TITLE 3	One of the crew shower has black mold (fungus) on the bulkhead.
		7	SOLAS CH. II-2	Found fire damper of ventilator on deck near SB anchor winch seized.