

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

DENETİM LİMANI	DENETİM TARİHİ	NO	REFERANS	EKSİKLİK
GALATI	30.03.2023	1	MARPOL 19/I/R.17	Sludge and bilge water discharge to shore facilities recorded under same code ( C 12.1 ). Master instructed to keep proper records from now on.
		2	SOLAS 83/III7R.7	Man overboard lifebouy (PS) with ship's name not readable.
	04.04.2023	1	MLC /STD A 2.3	Table of shipboard working arrangements missing information regarding minim hours of rest or maxim hours of work.
BRAILA	01.07.2022	1	SOLAS 2005 /XI-1/R5	CSR no 1 and 2 with form 2 and 3 missing.
CONSTANTA	16.03.2022	1	SOLAS /CH. II-1/R.26	Gauge from steering pump no. 2 missing.
		2	SOLAS 96 CHII-1/R.26	Auxillary engine number 1 found with small quantity of oil leakage.
		3	MLC 2006 R 3.2.1	Found several rotten fruits and vegetables.
		4	STCW PART A /PART 2	Incomplete passage plan: no UKC available, passage plan not berth to berth (vessel berthed at Constanta S and passage plan was done for Constanta N).
		5	SOLAS 1988 CIV/R.17	GMDSS Radio log improper fill up. A summary of communication relating to distress, urgency and safety traffic not recording. Master instructed to keep proper records from now on.
		6	MARPOL A V/R.10	Insufficient storage capacity available on board for the category (A)-plastic, (B)-food waste, (C)-domestic waste.
		7	SOLAS C III/R.19	Lack of rescue procedure
		8	MLC 2006/R. 4.3	Several engine room flooring plates not properly secured.
		9	STCW PART A/ 4-1	Compass error correction not recorded at least once per watch. Master instructed to. keep proper fill up from now on.
		10	MLC 2006 /R. 4.3	Engine room dirty slippery floor.
	07.05.2022	1	SOLAS /CXI-1/R.5	Form 2 and 3 missing from CSR No. 23 and 24.
2		MARPOL /R.10	Insufficient storage capacity available onboard for the categories A, B and C, according to the disposed amounts recorded in the GRB.	

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	<b>3</b>	SOLAS /CH.II-1/R.3-4.2	Emergency Towing Booklet has missing information for safe working loads (SWL) of the equipment, connection points and strong points.
	<b>4</b>	MLC /STD A2.3	Signed-off crew did not sign the work and rest hours sheet for the respective month. Master instructed to keep proper records from now on.
<b>09.05.2022</b>	<b>1</b>	ICLL /ARTICLE 15	Catwalk from cross bay rusted.
<b>28.07.2022</b>	<b>1</b>	STCW PART A/PART 2	Incomplete passage plan not berth to berth
	<b>2</b>	SOLAS 1988 AMEND /CH. IV/R.17	GMDSS Radio log improper fill up. A summary of communication relating to distress, urgency and safety traffic not recording. Master instructed to keep proper records from now on.
	<b>3</b>	MLC 2006 / STD. A4.3	Two aft mooring ropes in bad condition.
<b>01.08.2022</b>	<b>1</b>	SOLAS /C I/R. 12	Wrong entries in Form E: AIS search and rescue transmitters AIS-SART provided instead of Radar search and rescue transponders SART.
	<b>2</b>	SOLAS /CV/R.12	Spare magnetic compass found with consistent air bubbles.
	<b>3</b>	SOLAS 2001-2003 AMEND/CH.V /R.28	The official deck logbook was found with incomplete records. (e.g incomplete details as such courses steered, speed and distances sailed and position fixings during the ship's maneuvering).
	<b>4</b>	SOLAS /CV R.27	NP 284 Admiralty List of Radio Signals Volume 4 - old edition.
	<b>5</b>	SOLAS /CH. V /R. 22	Bridge windows wipers are totally damage.
	<b>6</b>	SOLAS/CH. VI/R. 5-1	Material safety data sheets from the last bunkering 04.07.2022 missing.
	<b>7</b>	ICLL 1988 PROTOCOL/ AN.A/ARTICLE 15	The main deck area and the hatch covers were found heavily corroded in several areas. Hydraulic deck oil line heavy corroded.
	<b>8</b>	MLC 2006/STD. A3.1	Ships air condition is inoperative. Accommodation overheated.
	<b>9</b>	SOLAS /CH. II-2/R.13	Fire detection system under alarm zone 4.
	<b>10</b>	SOLAS /CH. V/R. 12	Speed and distance measuring device inoperative
	<b>11</b>	COLREG***/RULE 20	Main power of navigation lights (1) is Inoperative.
	<b>12</b>	SOLAS/IX/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.
<b>28.09.2022</b>	<b>1</b>	STCW CODE PART A /PART 2	Incomplete passage plan: no manual plotting position as per passage plan instructions, no abort point, no emergency anchorage area, no go area marked on the chart, no berth to berth passage plan.
	<b>2</b>	SOLAS/CH.IV/ R.17	GMDSS Radio log improper fill up. A summary of communication relating to distress, urgency and safety traffic not recording. Master instructed to keep proper records from now on.
	<b>3</b>	STCW /PART 4-1	Compass error correction not recorded at least once per watch. Master instructed to. keep proper fill up from now on.
	<b>4</b>	SOLAS /CH.V/R.28	The official log book was found with incomplete records e.g (incomplete detail as such courses steered, speed and distance sailed position fixings during the ships maneuverings). Master instructed to keep proper records from now on.

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24.11.2022	5	SOLAS/CH. III/R.19	Lack of rescue procedure.
	6	MLC 2006 THE R. AND THE CODE/STD. A2.3	Records of seafarers' daily hours of work/rest for chief officer and 2nd engineer in 07.08.2022 at Fire Drill is not corresponding with ship activity.
	7	SOLAS /CH.II-1/R.3-4.2	From Emergency towing manual missing the bollards SWL.
	8	SOLAS IX/R.3 ISM CODE/PART A /1	Deficiencies marked ISM are objective evidence of failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report.
	1	STCW CODE PART A/PART 2	Incomplete passage plan: manual plotting position from Constanta anchorage area to Constanta berth not available as per passage plan instructions (at least one position every hour). Master instructed to keep proper records from now on.
	2	SOLAS /CH.IV/R.17	GMDSS Radio log improper fill up. A summary of communication relating to distress not recording. Master instructed to keep proper records from now on.
	3	STCW/PART 4-1	Compass error correction not recorded at least once per watch. Master instructed to keep proper fill up from now on.
	4	SOLAS/ CH. III/R.9	Several IMO symbols deteriorated (around outside accommodation).
	5	MARPOL /AN V/R.10	insufficient storage capacity available on board for the category (F)-operational waste.
	6	MARPOL/VI/R.21	Ship Energy Efficiency Management plan has the old company name.
	7	SOLAS /CH.III/R.19	Lack of rescue procedure.
08.12.2022	8	MLC /R. 2.1/STD. A2.1	3RD ofTicer employment contract expired.
	9	SOLAS AMEND/IX/R.3	Deficiencies marked ISM are objective evidence of failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report.
	10	MLC STD. A4.3	One forward mooring rope in bad condition.
	11	MLC 2006/STD. A3.2	Provisions not properly stowed and segregated.
30.12.2022	1	SOLAS /CH. V /R.28	The official log-book found with incomplete records (e.g. incomplete details as such courses steered, speed and distances sailed, position fixings during the ships maneuverings). Master instructed to keep proper records from now on.
	2	MLC 2006/STD. A4.3	In engine room found with slippery floors.
	3	SOLAS /CH.V/ R.34	Incomplete passage plan: method and intervals of plotting positions information missing.
	4	STCW /SEC. A-VIII/1	Drills performed in November recorded as rest time for some deck and engine crew.
30.12.2022	1	MARPOL/AN. 1/PART I	Wrong records during bunkering, fuel recorded in kg instead of mt. Master/Chief Engineer instructed to keep proper records from now on.
	2	MLC 2006/STD. A4.3	Oily filters in galley, the last cleaning done three month ago.
	3	SOLAS/CH.VI/R. 5.1	Some chemicals on board without material safety data sheet (ex. ECC-19 air cooler cleaner).
	4	SOLAS/CH. IV /R.17	Not any communications relating to distress, urgency and safety traffic are recorded. Master instructed to keep proper records from now on.

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12.03.2023	1	MLC 2006/STD. A3.1	The flushing water system was found inoperative at the ship's public toilet from main deck. The sink from public toilet poop deck is broken.
	2	SOLAS/CH. III/R.9	Operating instruction for rescue boats is not readable.
15.04.2023	1	MARPOL /AN.V /R.10	Untreated sewage rate of discharge table not available on board.
	2	SOLAS/CH. II-2 /R.14	Poop deck inside accommodation self-closing fire door not properly closing.
21.06.2023	1	STCW CODE PART A /PART4-1	Procedure of handing over the bridge watch during sea passage not followed (ship position entry missing at handing over watch from Deck Log Book). Master instructed to keep proper records from now on.
	2	SOLAS CH. II-1/ REG.3-4.2	Discrepancies found between SWL printed on the bollards (40 Tonnes) and SWL. stated in Emergency Towing Booklet (8 Tones)
	3	STCW	Chief officer watch from 0400-0800 not covered by other watch officer on 10,17, 23, 24 of May 2023
	4	SOLAS CH. III/REG.19	Incomplete and incorrect fire-fighting equipment was used during the exercise (e.g.VHF was not used by fire fighting team to report situation inside affected area) and the fire-fighting procedure not properly followed, (e. gonly one fire fighter entered affected area the other one stayed outside the door)
	5	MARPOL AN.1 PART I	In Oil Record Book the sum of quantities bunkered in specific tanks are different that total quantity bunkered on 10 April 2023 and 01 June 2023
	6	SOLAS REG.3 ISM CODE PART A/1	Deficiencies marked ISM are objective evidence of failure, or lack of" effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report
22.08.2023	1	MLC/STD. A4.3	Two aft mooring rope in bad condition.
	2	SOLAS/CH III/R.9	Several IMO symbols missing or deteriorated (around accommodation).
05.09.2023	1	SOLAS /CH.II-2/R.7.3	The function of fixed fire detection and fire alarm systems not periodically tested (CIC related).Master instructed to keep proper records from now on
	2	SOLAS /CH.IV/R.17	Incomplete records (received distress, urgency, and safety messages missing).Master instructed to keep proper records from now on
	3	STCW/PART A/PART 4	Standard compass error is not determined at least once a watch Master instructed to keep proper records from now on
30.09.2023	1	MLC/STD.4.3	Two forward mooring lines and two aft mooring lines were found damaged.
	2	ICLL/REG.25	Bulwarks stay rusted port and starboard side in several areas.
	3	ICLL/REG.16	The driveway for Cargo hatch covers wheels for Cargo hold two rusted.
	4	MLC/STD. A4.3	Bilge found with traces of oil lealages.
	5	MLC/STD. A4.3	Hydraulic pipes for Cargo hatches rusted in several places.
15.11.2023	1	MLC/STD. A3.2	Frozen vegetables mixed with plastic bags and boxes in the frozen vegetables freezer
	2	MARPOL/AN.I/P.1	In Oil Record Book quantities of lube oil bunkered recorded in liters and Kg not in metric tones
	3	MARPOL/AN.V/R.10	Location and storage capacity for category E (Incinerator Ash) information missing
	4	MLC/Title 3/Std. A3.2	Daily log of food temperature (vegetable rooms, meat room and different freezers) last entry is 09.09.2023, Master instructed to keep proper records from now on
	5	SOLAS/ch.II-1/R.3-4.2	Discrepancies found between SWL, printed on the bollards and SWL, stated in Emergency Towing Booklet.

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	6	SOLAS/R.9	No access control to ship - Master instructed to take action immediately according requirements
	7	SOLAS/R.3 ISM CODE/PART A/1	Deficiencies marked ISM are objective evidence of failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report
22.11.2023	1	MLC/REG. 42./STD. A42.1	Certificate or documentary evidence of financial security for repatriation not posted in a conspicuous place on board where it is available to the seafarers.
	2	MLC/ REG. 4.2/STD. A4.2.1	Certificate or documentary evidence of financial security relating to shipowners liability not posted in a conspicuous place on board where it is available to the seafarers.
04.03.2024	1	SOLAS /CH.V /R. 34	Passage plan from Gemlik Turkey to Constanta Romania method and periods of plotting positions and UKC information missing.
	2	SOLAS CH. I / REG. 12	In Record of equipment for the CSSR (form R) is stated the minimum persons required to operate radio installation is one(1) , in Minimum Safe manning certificate is stated two (2).
	3	MARPOL AN. V /R.10	Storage capacity and location for all garbage categories not officially stated in Garbage management plan
	4	SOLAS CH.II-1 / REG. 3-4.2	Discrepancy found between SWL listed in Emergency towing arrangements booklet and SWL printed on the bollards FWD and Aft station.
	5	STCW PART A/ PART 2	Planned route from Constanta Pilot to Constanta Berth not printed on chart.
	6	SOLAS CH. III / REG. 20	Lifeboat no 2 heavy starting on battery no 1
	7	SOLAS CH.III / REG. 19	Incomplete and incorrect fire-fighting equipment was used during the exercise (e.g fireman VHF missing,, only one fireman entered the affected area) and the fire-fighting procedure not properly followed. (e.g electricity shut off, ventilation shut off fire flaps closing not performed)
	8	MLC REG. 3.1	Flushing of toilet at main deck was found inoperative outstanding deficiency from PSC inpection on 24.11.2022
	9	SOLAS REG. 3 ISM CODE/PART A/1	Deficiencies marked ISM are objective evidence of failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspections after 3 months from the final date of the report.
15.03.2024	1	STCW CODE PART A	Incomplete passage plan: no manuel plotting position available as per passage plan instruction (every 6 minutes). Master instructed to keep proper records from now on.
	2	SOLAS CH.II-1	Auxiliary engine number two found with oil leakages.
	3	MLC TITLE 3	Provisions not propely stowed and segregated.
	4	SOLAS CH. II-1	Steering gear found with oil leakages.
	5	ICLL ANNEX A	Main deck corroded in several places. Master instructed to rectify deficiency within one month.
20.03.2024	1	SOLAS CH. V	In the coastal waters there is no evidence that the ship's position was checked by an independent means of position fixing at required period, Master instructed to check the ship's position as per requirements from now on
	2	SOLAS CH. V	Last Passage plan from Istanbul Turkey to Constanta Romania Pilot to Pilot only and UKC information missing
	3	SOLAS CH.II-1	SWL information from towing arrangements on FWD Station not readable
08.05.2024	1	SOLAS CH. XI / REG. 5	CSR number 1,2,3,5, form 2 and 3 not filled up.
	2	MLC/TITLE 4/STD A4.3	One forward mooring rope was found damaged.

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08.05.2024	3	MLC 2006/STD. A2.3	Records of seafarers' daily hours of work/rest for master, chief officer, for days, 4, 11, 18, 25 of April not corresponding with ship activity.
	4	STCW CODE PART A/PART 2	Incomplete passage plan: passage plan not berth to berth (vessel berthed at Constanta N and passage plan was done for Constanta S), emergency anchorage area, abort point, parallel index, no go area not available.
	5	SOLAS 2022 /REG.17	GMDSS Radio log improper fill up. A summary of communication relating to distress, urgency and safety traffic not recording. Master instructed to keep proper records from now on.
16.07.2024	1	MLC TITLE 4	One aft mooring rope was found damaged.
	2	ICLL ANNEX I REG.25	The handrails at the freefall embarkation station were found heavily corroded (holed in two places)
	3	SOLAS CH.V REG. 14	Information required by the deck logbook format is not properly recorded. The trip cannot be restored following the logbook entries.
	4	SOLAS CH.V REG.14	The ship's working language is not established and recorded in the ship's logbook,
	5	SOLAS CH.IV REG.17	The records of the distress and safety messages are missing or incomplete. Only the tests are recorded.
	6	MLC TITLE 3	The air conditioner system was found to be inefficient. The accommodation area was found to be overheated.
	7	SOLAS CH. V REG. 34	The last passage plan was found to lack information. (The anchorage position is not included, the method of fixing position, reporting points, and no-go areas are missing)
	8	STCW CODE PART A	In the coastal waters, there is no evidence that the ship's position was checked as per requirements (during the arrival maneuvering).
	9	SOLAS CH. V REG.18	VDR annual test certificate missing. Rectified during inspection.
	10	SOLAS CH.III REG.19	The fire drill was of very poor quality, indicating a lack of knowledge and training demonstrated by the ship's officers. Most of the essential elements were missing during the drill. (fire area - not properly insulated, boundary cooling - not performed, personal protective equipment not properly used inside of the fire area - breathing apparatus, gloves, helmet, and there was very poor communication and organization)
	11	MLC TITLE 3 REG.3.1	An inappropriate flushing water system was found in the main deck common toilet. (the basins for the flushing water are missing). The sink in the toilet is cracked.
	12	ICLL ANNEX I REG.16	The compression bars and the wheel ramp were found corroded. The foam was used to seal the hatch covers. The deck cranes used for opening the hatch covers were found to be in poor condition (they show signs of corrosion). The testing evidence is missing.
	13	STCW ANNEX REG VIII	An outdated table of shipboard working arrangements was found on the vessel.
	14	STCW CODEANNEX REG. III/3	The third engineer (watchkeeping officer 00-04 & 12-16) was discovered to have an inappropriate Certificate of Competency.
15	SOLAS CH.II-2 REG.15.2	The posted fire plans were found not updated. (the fire doors are readable on the plans)	
16	MLC TITLE 4 REG. 4.3	The chemicals are stored in the steering gear room. The steering gear room does not have a firefighting system, and the access door is wooden type and has holes.	
17	SOLAS CH. V REG 12	Excessive error at the magnetic compass was observed (about 20 deg.)	

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	<b>18</b>	SOLAS CH.II-2 REG.16.2	The specific information about the ship was found incomplete. (e.g. fire protection in the paint locker missing)
	<b>19</b>	SOLAS CH. II-2 REG 31	The door to the room where the refrigerators are stored is missing. The frames of the main deck toilet doors were found damaged due to corrosion.
	<b>20</b>	SOLAS AMEND IX REG.3	A safety management audit by the Administration is required before the ship's departure. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
<b>01.04.2025</b>	<b>1</b>	SOLAS CH.IV	INMARSAT C number 427102686 found inoperative. According to master declaration the INMARSAT C was found in this way after Constanta berthing maneuver. The deficiency was rectified during the inspection. The test was carried out and the results was found satisfactory.
	<b>2</b>	MLC 2006 TITLE 4	Two forward mooring ropes and two aft mooring ropes were found damaged.
	<b>3</b>	STCW CODE /PART A/PART 2	Incomplete passage plan: in the last passage plan Novorossiisk to Constanta the chart number 2230 was not be used. The route planning was not verified on this chart taking into consideration all pertinent information.The plotting position was not available on this chart. The passage plan not covered all the route.
	<b>4</b>	STCW CODE PART A	Compass error correction not recorded at least once per watch. Master instructed to keep proper fill up from now on.
	<b>5</b>	SOLAS CH.II-1	Auxiliary engines number one, two and three have oil leakages.
	<b>6</b>	MLC 2006 TITLE 4	Bilge under all three auxiliary engines was found with oil leakages.
	<b>7</b>	ISM CODE PART A / 1	Deficiencies marked ISM are objective evidence of 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>02.04.2025</b>	<b>1</b>	MARPOL ANNEX IV	The rate of discharge for untreated sewage is not available for the summer draft
	<b>2</b>	SOLAS CH.V	The crew could not provide evidence that, in the coastal waters at Constanta port, the ship's position was verified by the deck officers. Master instructed to check the ship's position as per requirements from now on.
	<b>3</b>	STCW CODE	Some required information on the format of the records is available only in the Turkish language. ( The rank, month, and hours of rest in any 7 days)
	<b>4</b>	SOLAS CH.V	Information required by the deck logbook format is not properly recorded. The trip cannot be restored following the logbook entries. Several required information, such as courses steered and distances sailed, position fixings, weather, and sea conditions, are not properly recorded. Master instructed to keep proper records from now on.
	<b>5</b>	SOLAS CH.II-1	During the PSC inspection, the crew could provide evidence of the functionality of the audible or visual alarm for low levels of continuously monitored insulation to earth.
	<b>6</b>	SOLAS CH.V	The last printed passage plan was found to contain incorrect and incomplete information, including the wrong arrival berth, and several required publications. such as NP 285, NP 282(1), NP 283(1). NP 284, and NP 86, were missing.
	<b>7</b>	MLC 2006 TITLE 4	Two mooring ropes ( one in the aft and one in the forward) were found damaged.
	<b>8</b>	MLC 2006 TITLE 4	Oil leakage was found in the engine room bilge, measuring approximately 10 cm.
	<b>9</b>	SOLAS CH.II-2	The Engine room part side ventilation (on the merkey deck) was found to be stuck in the open position. The deficiency was rectified during the PSC inspection.
	<b>10</b>	MARPOL ANNEX V	The garbage management plan does not provide dedicated space for storage of the cargo residues (categories J and K)

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	<b>11</b>	MLC 2006 TITLE 3	The ship's cold rooms were found to be overheated. Rotten fruits and vegetables were found in the vegetable cold room.
	<b>12</b>	ISM CODE PART A/1	Deficiencies marked ISM are objective evidence of 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>15.05.2025</b>	<b>1</b>	SOLAS CH. XI-2 REG.9	Gangway watchman did not check the identity of the PSCO officer - Master instructed to take action immediately
	<b>2</b>	STCW CODE PART A PART 2	Incomplete passage plan: passage plan not berth to berth (vessel berthed at Constanta S and passage plan was done for Constanta N), emergency anchorage area, abort point, parallel index, no go area not available. Outstanding deficiency from PSC report dated 08.05.2024
	<b>3</b>	STCW CODE PART A SECTION A-VIII/1	Records of seafarers daily hours of work/rest for Master, Chief Officer do not follow the requirements from the Shipboard working arrangement. Records of seafarers daily hours of work/rest from signed-off crew in the month of April missing
	<b>4</b>	STCW CODE PART A	Shipboard working arrangements are not updated to the current onboard crew situation
	<b>5</b>	MARPOL ANNEX VI	Supplement of International Air Pollution Certificate found with wrong value of Main engine power (1140 instead of 1098)
	<b>6</b>	MARPOL ANNEX VI	Engine International Air Pollution Prev. Cert found with wrong value of Main engine power (1140 instead of 1098)
	<b>7</b>	SOLAS CH. II-1	Emergency lowering arrangements fwd and aft station found with missing or wrong SWL data
	<b>8</b>	SOLAS CH. II-2	Self-closing mechanisms have no sufficient power to close and latch the door fully shut for the fire door from emergency escape from engine room. Closing mechanism to be property adjusted.
	<b>9</b>	SOLAS CH. II-2	Fire hydrant located Fwd Statin port side found leaking during Emergency fire pump test
	<b>10</b>	ISM CODE-SOLAS 99/00 AMEND IX REG.3	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>	STCW CODE PART A	The records do not match the shipboard activity. The chief engineer was found resting during a bunkering operation on 21 May 2025. All the engineers do not follow the Shipboard working arrangements approved by the Company.
	<b>2</b>	MLC 2006 TITLE 2	The amount of paid annual leave or the formula used for calculating is not correctly recorded in the SEA.
	<b>3</b>	MLC 2006 TITLE 4	The lighting around the accommodations is not fully operational. Several bulbs. Including some emergency lights, are broken or inoperative.
	<b>4</b>	MLC 2006 TITLE 4	The engine room bilge well was found to be dirty with oil.
<b>15.06.2025</b>	<b>1</b>	MLC 2006 TITLE 3 / STD A3.1	Air condition malfunction due to damage of compressor electric motor. Owner Informed accordingly and request of spare parts was sent on 31.05.2025
	<b>2</b>	ICLL 1988 / ANNEX I /REG. 16	Hatch cover 6P forward part and aft part have damaged gasket, hanging from position on the fore part. Inspection was carried out when hatch cover was on the pier.
	<b>3</b>	STCW CODE PART A / CH. VIII	Rest hours for many of the crew members are divided into more than 2 periods in any 24 hours during month of May 2025.Master instructed to follow regulations accordingly from now on.
	<b>4</b>	MLC 2006 TITLE 3	Water flushing valve for toilet located on Upper Deck is leaking. Rectified during inspection.

		5	SOLAS CH. II-2 / REG. 15.2	On Fire Safety & Control Plan, the Muster Station is marked in the Symbol list on A-Deck, but on the plan itself the muster station is shown on Upper Deck port side where it is also marked on board.
		6	MLC 2006 TITLE 3 / STD. A3.2	Lobby for the provision rooms found dirty with spots of rust on the bulkheads. Deficiency rectified during inspection.
		7	MLC 2006 TITLE 3 / STD. A3.1	Crew mess room found dirty, with partially damaged floor and some of the chairs and sofa with damaged upholstery.
CONSTANTA	17.08.2025	1	SOLAS CH. V	The starboard side wiper from the navigation bridge was found to be inoperative
		2	SOLAS CH. II-1	Lack of maintenance was observed on the access ladders in the main deck area, on the catwalk, and on the frames of the A deck. (Several locations showed spots of corrosion.) The master was instructed to Improve maintenance and rectify the deficiency within one month.
		3	SOLAS CH. V	The crew could not provide evidence that, in the coastal waters, the ship's position was verified using an independent means of position fixing. (The LOPs are missing.) The master was instructed to check the ship's position as per the requirements from now on.
		4	SOLAS CH. II-1	During the PSC inspection, the crew could provide evidence of the functionality of the audible or visual alarm for low levels of continuously monitored insulation to earth.
		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.
	18.11.2025	1	AFS 2001 ANNEX IV	Document of compliance issued instead of Certificate and Turkiye ratified International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001.
		2	MLC 2006 TITLE 2	Not posted in public places. Deficiency rectified during inspection.
		3	SOLAS CH. III	Ship specific arrangements related to equipment used for recovery of persons from the water it is not filled up.
		4	MLC 2006 TITLE 4	Not posted in public places. Deficiency rectified during inspection.
	29.11.2025	1	Nairobi WRC 2007	The Certificate is missing. A new certificate was issued and received during inspection.
		2	ICLL 1988 ANNEX I REG. 16	The edges of the cargo hatch cover were found to be heavily corroded. Maintenance needs to be improved, and the deficiency shall be corrected within 45 days.
		3	ICLL 1988 ANNEX I REG.25	The passageway (the steel gratings) along the cargo holds was found to be heavily corroded.
		4	SOLAS CH. V	The official logbook was found with incomplete records e.g. (incomplete detail as such courses steered, speed and distance sailed position fixings during the ships maneuverings). Master instructed to keep proper records from now on.
		5	SOLAS CH. V	The system was found alarmed. (remote disk check failed)
		6	ICLL 1988 ANNEX A ARTICLE 15	Spots of corrosion were observed on the decks around the accommodation. Maintenance has to be improved and the deficiency recured within one month
		7	SOLAS CH. IV	The NAVTEX printer was found to be malfunctioning: The messages are noi readable.
		8	SOLAS CH. IV	Only the tests are recorded. Master is Instructed to keep proper records from now on.

		<b>9</b>	ISM CODE	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>10</b>	MLC 2006 TITLE 4	Incomplete PPE was observed for several crew members.
<b>MIDIA</b>	<b>30.10.2022</b>	<b>1</b>	STCW CODE PART A / PART 4-1	In the coastal waters there is no evidence that the ship's position was checked by an independent means of position fixing at required period.
		<b>2</b>	MLC /STD. A2.1	The amount of paid annual leave or the formula used for calculating it is not recorded in the SEAs.
		<b>3</b>	MLC 2006 /STD. A3.1	Upper deck common toilet is malfunction - water drain system is damaged. Deck A common toilet was found with one toilet seat cracked.
		<b>4</b>	STCW CODE PART A/PART 4-3	The records of received urgency and safety messages missing or are incomplete. Master instructed to keep proper records from now on.
	<b>22.11.2022</b>	<b>1</b>	MLC 2006 /STD. A4.3	One aft mooring rope was found damaged.
		<b>2</b>	MLC 2006 /STD. A4.3	The ship's access was found not safely. The ship's access ladders exceeds the maximum accepted angle.
		<b>3</b>	MLC/STD. A4.3	Small amount of oily-water mixtures was found in the Engine Room.
	<b>27.02.2023</b>	<b>1</b>	ICLL /AN. A /ARTIC. 15	Main deck, flooring plates from deck walkway, aft mooring deck rusted in several areas.
		<b>2</b>	STCW/PART 4-1	Compass error correction not recorded at least once per watch. Master instructed to. keep proper fill up from now on.
		<b>3</b>	SOLAS /CH. IV/R. 17	GMDSS Radio log improper fill up. A summary of communication relating to distress, urgency and safety traffic not recording. Master instructed to keep proper records from now on.
		<b>4</b>	SOLAS CH. II-1/R. 29	Steering gear found with oil leakage.
		<b>5</b>	SOLAS /CH. III /R. 19	Lack of rescue procedure. Lack of communication between team leader and fire squad.
		<b>6</b>	MARPOL /R. 10	Insufficient storage capacity available on board for the category (A)-plastic.
		<b>7</b>	ICLL AN. A /ARTICLE 15	Hull corroded. Master instructed to rectify in 90 days.
		<b>8</b>	SOLAS /IX/R.3/ ISM CODE/PART A /1	Deficiencies marked ISM are objective evidence of failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report.

<b>MANGALIA</b>	<b>12.04.2025</b>	<b>1</b>	MLC 2006 TITLE 2	Information about duration of contract and amount of salary information missing from all crew contracts. New contract received from Company with updated missing data
		<b>2</b>	SOLAS CH. II-1	Ballast pump found with water leakage from gland packing. Outstanding deficiency from PSC report dated 30.03.2024
		<b>3</b>	SOLAS CH. III	Incorrect fire-fighting equipment was used during the exercise (e.g fire man no 2 entered affected area with closed air bottle and also not familiar with the donning of the face mask, communication between fire team and on scene commander insufficient
		<b>4</b>	ISM CODE PART A/ 1	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>5</b>	SOLAS CH. V	Wrong value of the Main Engine power. (6050 instead of 5970)
	<b>30.06.2025</b>	<b>1</b>	MLC 2006 TITLE 4	Aft mooring winches corroded in several places
		<b>2</b>	MLC 2006 TITLE 4	Bunker pipes. bunker manifolds around accommodation corroded in several areas
		<b>3</b>	SOLAS CH XI-2	Access control to ship was poor no ID was requested.
		<b>4</b>	SOLAS CH. II-1	Auxiliary engine number two have oil leakage