

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

DENETİM LİMANI	DENETİM TARİHİ	NO	REFERANS	EKSİKLİK
AGIOI THEODOROİ	28.01.2023	1	SOLAS / Ch. I (HSSC) / Req. 12-16	Cargo Ship Safety Equipment Certificate is not refer the type of ship. After correspondence between master, vessel's company and R.O. the Certificate was corrected.
		2	MARPOL An V/R6	Excessive amount of garbages observed undivided at garbage station of the vessel.
		3	Load Lines - AN I / R 19	No marking "open" - "shut" at forecastle's area ventilators.
		4	SOLAS Ch. III / R.20	During inspection the engine of free fall -lifeboat was not able to start, due to malfunction at ignition key swith. After fixing the problem, the engine started normally.
	19.02.2023	1	STCW /AN A/Reg. 1/14	Crew being on board are not familiarized properly with their specific duties and with all ship arrangements, installations. equipment, procedures and ship characteristics that are relevant to their routine-emergency duties due to the fact that almost all the crew is new assigned.
	27.10.2023	1	ISPS CODE/PART A/7	No control check while entering the chip.
		2	SOLAS CH. II-2/R.10.6.3	In paint locker the springler system does not work properly.
		3	SOLAS/CH.II-2/R.5.2.2.3	Qcv for MGO service tank was not working properly.
	08.04.2024	1	SOLAS CH. II-2	During emergency fire pump test, the pump was not possible to run correctly due to malfunction that is located between mechanical and electrical equipment of the pump due to damaged coupling and rubber.
		2	ISM CODE PART A/I	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.
	22.10.2025	1	MARPOL ANNEX I	Last sludge and bilge delivery at 15/10/25 found not recorded at the oil record book
		2	MARPOL ANNEX V	Garbage found on deck and outside from the drums
		3	SOLAS CH. III REG. 20	Oil leakages observed at rescue boat crane
		4	SOLAS CH. II-2 REG.14.1	Low pressure observed during operation with the emergency fire pump with two hoses fore and aft
		5	MLC 2006 TITLE 3	At the crow mess room found two chairs damaged
		6	MLC 2006 TITLE 3	Two freezers found in the laundry area
		7	ISM CODE PART A	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 rainspection after 3 months from the final date of the report.

<b>ASPROPIRGOS</b>	<b>30.03.2022</b>	<b>1</b>	SOLAS ch. II-R 57	One(1) fire damper above main engine turbocharger found to be stuck. (ISM)
		<b>2</b>	MARPOL AN. V-R 3	A big amount of garbage found on deck. To be delivered to shore facilities prior the departure of the vessel.
		<b>3</b>	MARPOL AN. IV-REG 3	During PSC inspection treated sample collected from sewage treatment plant. Lack of chlorine content observed and sample had dark opacity and smells like faecals.((ISM)
		<b>4</b>	MARPOL AN. I-R 17	During PSC inspection sounding of Bilge Sludge t.k,F.O sludge T.K, Bilge oil t.k carried out. During verification with the quantities recorded in Oil record book mismatches observed for Bilge sludge t.k and Bilge oil t.k(ISM)
		<b>5</b>	SOLAS CH. II-2-R 14	During PSC inspection one(1) quick closing valve for D.O T.K to seperators found to be not properly maintained. First attempt for activation failed. With second attempt valve closed but air leakage observed from activation cylinder.(ISM)
		<b>6</b>	MARPOL AN. I-R 14	During Oil Water Seperator test (engine room) early solenoid valve closing observed. During dismantling and visual inspection of the overboard discharging pipe, heavy black signs of oil deposits observed.(ISM)
		<b>7</b>	SOLAS CH.II-1 PARTS C,D,E,F-R 26	During test and loading of main diesel generator set No 1 major water leak observed from cooling pump distribution pipe. (above flywheel and near electrical section of the generator). The other existing No 2 generator is damaged and repair is postponed by the Class till 01-06-2022.(ISM)
		<b>8</b>	SOLAS CH.III-R 41	One (1) lifeboat (PS) davit arm roller found to be not properly maintained.(Bent base-wire rope not in line with roller-(ISM)
		<b>9</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>KASTELLORIZOU (ex Megisti)</b>	<b>08.04.2023</b>	<b>1</b>	SOLAS CH-II/R. 14.1	Two Fire hoses in the entrance of passenger space starboard & port side found in poor condition and must be replaced with new.
		<b>2</b>	SOLAS CH. III/R. 30	All Lifebuoys found in poor condition and in no highly visible colour on all parts where this will assist detection. After that the shipp must replace all lifebuoys including MANOVERBOARD before departure.
		<b>3</b>	SOLAS CH.II-1/R. 40	The electical ventilation air compresor in the upper deck port side foun with an electric switch unsafe and uncovered, as a result is not waterproof, as a result is unsafe for passengers, crew and ship from electrical hazards wich can be ensured. After that a proper waterproof cover must be installed before departure.
	<b>13.04.2024</b>	<b>1</b>	SOLAS CH. I	There was wrong entrance at the " PASSENGER SHIP SAFETY CERT." Specifically on board there was found AIS SART but in PASSENGER SHIP SAFETY CERT. mention just AIS.
		<b>2</b>	SOLAS CH. V	International Code of Signals was missing.

	14.04.2024	1	SOLAS CH. I	There was wrong entrance at the " PASSENGER SHIP SAFETY CERT. " Specifically on board there was found Epirb equipment ( as it must be ) but in PASSENGER SHIP SAFETY CERT was not mentioned. Also buoyant Apparatus does not mentioned in PASSENGER SHIP SAFETY CERT as it must be
		2	SOLAS CH. V	International Code of Signals was missing
		3	MARPOL ANNEX V	Garbidge record book was not found on board. Also Carbadge receipts from the beggining of 2024 until today were not found on board.
		4	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.
CHIOS	16.02.2022	1	SOLAS CH.III/R. 37/3.8	One Seafarer designated to control fire-fighting operations did not have successfully completed advanced training in techniques for fire fighting. Duties of the Muster list updated accordingly.(STCW Convention & Codes. 2010 Manila Amendments / STCW Code Part A/Section A-VI/3).
		2	SOLAS CH. III/R. 13	Some of the life rafts found not properly stowed. Weal link found in a not proper position.
	29.04.2022	1	SOLAS CH. III/R. 12.3	Fire duties were not assigned on the Muster List.
		2	SOLAS CH. II-2/R. 12.3	During test public address system was not audible in some accommodation areas.
		3	SOLAS CH. III/ R. 6.2.1	A two-way VHF radiotelephone apparatus found inoperative ( bettery failure )
		4	SOLAS CH. V/R. 19.2.3.3-4.5.	Electronic plotting aid, speed and distance measuring device and transmitting heading device were not fitted on board.During inspection exemption certificate has been updated and published by ship's Flag Administration.
		5	SOLAS CH. II-2/R. 7.9	Fire alarm sounded with no delay throughout the crew accommodation and service spaces, control stations and machinery spaces. During inspection rectified in order two minutes delay audible fire alarm sounded throughout the crew accommodation and service spaces, control stations and machinery spaces.
	29.09.2022	1	SOLAS CH.II-1 PARTS /R.26	Auxiliary Engine No 2 found not ready for use due to air into fuel piping system.
		2	SOLAS CH. II-2/R. 14.1	Passenger Luggage observed blocking fire fighting equipment on Main Garage Area.
	21.12.2022	1	HSC CODES CH.8/8.6	Port liferafts not stowed correctly. Weak link and painter line not in the correct position.
		2	SOLAS CH.V/R.21	Lamsar manual Volume III did not found on board.
		3	HSC CODES CH. 7/7.6	Air ventilator dampers of the engine room, port and stbd not closed remotely during test.
		4	SOLAS CH. V/R. 34	The intended voyage planned in advance but with deviations with the planned route displayed on chart and from the actual route. Voyage plan updated taking into consideration all pertinent information.

	<b>22.12.2022</b>	<b>1</b>	SOLAS CH.II-2/R. 37	Boundary bulkheads on enclosed ro-ro space (special category space) not insulated to A-60 class standard. Exception certificate reissued by the flag state.
		<b>2</b>	SOLAS CH. III/R. 13	Two liferafts not stowed properly. Weak link and painter line not in correct position
		<b>3</b>	SOLAS CH.II-2/R. 41-1	Two minutes delay audible fire alarm should be automatically sounded throughout the crew accommodation spaces/bridge/control stations. Aforementioned alarm sounded to all passenger spaces. General alarm not temporarily interrupted by a message on the public address system.
		<b>4</b>	SOLAS CH. II-2/R.41-2	Not all passenger saloon exits marked by lighting or photoluminescent strip indicators.
		<b>5</b>	SOLAS CH.II-2/R. 15.2.9	External high pressure fuel delivery lines between the high pressure fuel pumps and fuel injectors not protected with a jacketed piping system and without arrangements for collection of leakages and an alarm. Exception certificate reissued by the flag state.
		<b>6</b>	TONNAGE	Ship's keel laid not enter correctly.
		<b>7</b>	SOLAS 94/95 AMEND/CH. IV /R. 6-4	Vessel it is equipped with satellite epirb as means of distress and it is not able to be remotely activated. Additional epirb provided by the company during inspection. Radio license is to be updated.
		<b>8</b>	SOLAS 94/95 AMEND/CH. II-1/R. 23-2	Weather tight door in open garage leading to enclosed ro-ro space not able to secure properly in order to maintain weather tightness to spaces leading below main deck.
		<b>9</b>	SOLAS CH. V/R. 7	Sar cooperation plan found on board but not yet approved by JRCC Piraeus.
<b>CHIOS</b>	<b>14.02.2023</b>	<b>1</b>	SOLAS CH. III/R. 19	Two Embarkation ladders going into Liferafts located in bridge deck not properly maintained. The ladders replaced by new.
		<b>2</b>	AFS/AN. 4	Endorsement of an International Anti-fouling System Certificate not properly filled as per the Date of application of anti-fouling system. AFS certificate reissued by the Administration.
		<b>3</b>	SOLAS CH. II-2/R. 17	During drill fireman's outfit Boots and gloves and helmet located in a different position not ready for immediate use.
	<b>20.12.2023</b>	<b>1</b>	HSC CODES 2000	During the voyage from Chios to Cesme, NAVTEX was not in use (switched off).
		<b>2</b>	LSA CODE	IMO symbols for the lifebuoys at bridge deck port and stbd side were missing.
		<b>3</b>	SOLAS CH. II-2	Aft fire damper of stbd side engine room, was not fully closing.
		<b>4</b>	MLC 2006 TITLE 4	Insulating carpets for both generator switchboards were deteriorated.
		<b>5</b>	SOLAS CH. II-2	The limit switch that giving alarm for the port engine room fire door was seized.
	<b>21.12.2023</b>	<b>1</b>	SOLAS CH.II-2	Head protection cover for fireman outfit had cracked vision glass
		<b>2</b>	SOLAS CH. III	One (01) loudspeaker stbd side, aft at main deck, one (01) loudspeaker at lower garage and one (01) loudspeaker at open upper deck were inoperative.
		<b>3</b>	SOLAS CH.II-2	Stbd side fire and ballast pump was not clearly marked as fire pump
		<b>4</b>	SOLAS CH.II-2	One (01) fire extinguisher stbd side at upper deck and one (01) fire extinguisher at lower garage, port side, had their gauges indicating lower red zone.
		<b>5</b>	SOLAS CH.III	Two (02) liferafts (port and stbd) found marked with incorrect the name of the ship.
	<b>26.08.2024</b>	<b>1</b>	LSA Code	Rescue boat searchlight was inoperative.

	20.12.2024	2	MLC 2006 Title 4	Dielectric mat in front of switchboard for forcastle deck lights operation was in poor condition.
		1	HSC CODES	NAVTEX was not switched on during departure from Chios.
		2	HSC CODES	Public Address System was not audible in all passenger areas
		3	HSC CODES	Minor oil leakage was observed in No 2 main engine
		4	HSC CODES	The intended route of the voyage was not properly displayed in the relevant chart
CHIOS	14.12.2025	1	COLREG PART C RULE 20	During inspection the stern navigation light found inoperative.
		2	SOLAS CH. II-2	During inspection both QCV in engine room found inoperative.
		3	SOLAS CH. III	During inspection the parachute rockets flares found expired (expiration date:11/2025).
		4	SOLAS CH. III	During inspection the painter lines of life-rafts in monkey island deck, found to be not properly fasten to the weak links. Furthermore, was not properly marked the dates of renewal service.
		5	MLC 2006 TITLE 4	During inspection the break pad of STBD windlass in fore mooring area, found in poor condition.
KALILIMENES	14.02.2022	1	SOLAS 16 AMEND /III/R.20	Port side enclosed type lifeboat found defective as its forward side with her gravity davits forward stopper to be repaired. Class condition issued limit date not later than 11-05-2022.
		2	SOLAS CH. II-1 /R. 26	Turbocharger filter of the DIG No1 found dirty and needs cleaning or replacement Furthermore three (03) gauges thermometers in cooling water syster No1 PIG found broken.
		3	SOLAS CH. II-1/ R. 26,27,31	Minor diesel and oil leakages were observed in Main Engine.
	26.09.2025	1	BWM 2004 REG. D-2	Due to the failure of the BWMS, the vessel was temporarily permitted to operate under the D1 standard ballast water treatment method until 03/10/2025. A conditional short-term certilicate was issued by the RO howaver, the local PSC Authorily had not been informed prior to arrival
		2	BWM 2004 / B / REG. B-2 B-4	On page 33 of the BWRB, the use of correction fluid was observed in one record Master instructed that any future errors be corrected using the proper method.
		3	MLC 2006 TITLE 4	A minor water leakage was observed from the steam line on the starboard side of the engine room with water accumulating in the engine room bottom.
		4	MARPOL ANNEX VI	Only copies of the Engine International Air Pollution Prevention Certificates (EIAPPC) for all four (04) engines on board were provided.
		5	SOLAS CH. XI-1 REG.5	Only a copy of the latest Continuous Synopsis Record (CSR) No. 15 was provided on board.
		6	SOLAS CH. II-1	It was noted that No. 1 port and starboard ballast tanks, as inspected from the manholes, were found to be affected by spot corrosion and not properly maintained.
		7	MLC 2006 TITLE 4	It was observed that the mooring pump exhibited hydraulic leakage in the forecastle. Furthermore, the mooring arrangements in the aft mooring area were found to be affected by spot corrosion and were not properly maintained.
		8	SOLAS CH. II-1	It was observed that the deck area was affected by spot corrosion and was not properly maintained. Maintenance has already commenced from fore to aft.

		9	LOAD LINES	It was observed that the cargo hatchways were partly affected by spot corrosion and were not properly maintained.	
		10	SOLAS CH. III	It was observed that two steps of the stairs leading to the embarkation area of the port lifeboat were partly corroded. Muster and embarkation stations shall be readily accessible from accommodation and work areas.	
		11	ISM CODE PART A-1-SOLAS 99/00 AMEND IX REG.3	Corrective action taken on the ISM system by the Company is required within 3 months. Delicency(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>KATAKOLON</b>	<b>23.03.2022</b>	1	SOLAS CH. I/R. 15	In CSSCC last two bottom inspections were not recorded. New cetificate was issued.	
		2	SOLAS CH. III/R. 37	Officer in charge for maintenance of LSA and FFE was not designated.	
		3	BWM 2004/B/ R. B-1	Officer in charge for ballast operation was not designated.	
		4	SOLAS CH. II-2 /R. 16.2	Fire safety operational booklet includes equipment (foam applicator) that is not available on board.	
<b>KOS</b>	<b>16.05.2022</b>	1	SOLAS CH.II-2/R. 14.1	At the time of fire drill, fire hose witch located inside lower deck (passenger seats) lossing water due to holes a long its lenght.	
		2	SOLAS CH. II-2/R. 14.1	At Port side of main deck fire valve needs maintainance. At the time of fire drill fire valve lossing water.	
		3	SOLAS CH. V(R. 1-35)/R. 7	S.A.R. Plan was found expired.	
	<b>05.04.2023</b>	1	MLC 2006/TITLE 2/R. 2.3	Records of seafarers for working & resting hours at 23/03/2023 were missing and not recorded as working hours.	
		2	ICLL/AN. I/R. 5	There is a discrepancy between load line certificate and the actual image of the freeboard marks. Specifically there was write yhe correct name of the Plimsoll's ball.	
		3	SOLAS CH. III/R. 22.3	Some lights from childs lifejackets found with expired light from 01/2023	
	<b>09.06.2023</b>	1	MARPOL AMENDMENT (74TH) /R. 17	ORB to be properly filled, no records found for code (C) from 18/05/2023	
			1	SOLAS CH.V/REG. 19.2.10	Electronic chart No GR6MB002 (Kosharbor) was not installed (area of grounding incident happened), Safety parameters of ECDIS not comply with company policy,Parallel index method and no go areas not used.
			2	SOLAS/AMEND/CH.I/REG.11	The Master did not follow the S.O.L.A.S.requirements concerning reporting.Particularly the Master or the Owner did not report at the earliest opportunity to the Port Authority and to the Port State concerning the situation(GROUNDING) which took place on 04-09-2023, according the 041340/09-2023 official report of the local port authority of
			3	SOLAS/ CH.V/REG.19.2.3	Echo sounder depth alarm found off.

	<b>07.09.2023</b>	<b>4</b>	SOLAS/CH.V/REG.34	Under keel clearance calculations not completed position missing,At voyage plan refers that under keel clearance calculations done for all waypoints but was not completed, and draught in many waypoints, missing, visual and radar fixing possitions missing.
		<b>5</b>	SOLAS/AMEND/REG.26	No 2 D/G exhaust gasket for turbo found broken.
		<b>6</b>	SOLAS/AMEND/II-1/REG.26	Crew members was not familiar with groups of QCV of engine room.
		<b>7</b>	SOLAS/AMEND/II-1/R.44	Em/cy fire pump suction found with smallhole.
		<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>KOS</b>	<b>26.04.2024</b>	<b>1</b>	STCW CODE PART A CH.VIII	At 16/04/2024 according Bunkers receipt & Oil record book records ships was take bunkering. However at work & rest hours form does not mentioned that. BUNKERING TIME WAS WORKING TIME - MASTER ISTRUCTED FROM NOW & ON TO KEEP THE RECORDS PROPERLY RIGHT.
		<b>2</b>	SOLAS CH.IV	Weekly test for GMDSS Equipment does not kepted as the Radio Log Book mentioned. From now and on Master instructed to Keep more properly the entrances for GMDSS Radio Log Book.
	<b>02.08.2024</b>	<b>1</b>	SOLAS ch. V Reg. 34	Last passage plan from Bodrum to Kos island was missing
		<b>2</b>	SOLAS ch. V Reg. 27	There was found did editions of Admiralty radio signals publications and sailing directions.
		<b>3</b>	SOLAS ch. V Reg. 27	There was not found fst of Ashta publication
		<b>4</b>	MLC Title 2 Standard A2.3	There was found wrong entrances according working & resting hours Specifically from 13/07/2024 until 25/07/2024 limits on hours of work or rest were not as it must be. Maximum hours of work shall exceed 14 hours in any 24-hour period - and 72 hours in any seven-day period for all crew
		<b>5</b>	ICLL ANNEX 1 / Reg. 5	Freeboard mark was not marced in both of sides of the vessel as LOAD LINE CERTIFICArE mentoned n Ro survey was done at 12/07/2024 at Mugla A Turkey from R.O.
		<b>6</b>	SOLAS ch. 11	Al the time of fire drill and test of em/cy fre pump insufficient pressure observe
		<b>7</b>	SOLAS ch. V Reg. 26	There was not found steering drill gear test reports. Also EM/CY Steering gear drill test was not possible to activated from Outside bridge - navigation area because EM/CY steering wheel was found with low quantity of oil.
		<b>8</b>	SOLAS ch. II Reg. 19	There was lack of knowledge for fire drills. At the time of fire drill and specifically when crew activated emerpancy fire pump, Crew were not famillar enough to increase pressure of pump.
<b>9</b>	MARPOL Annex IV	At the time of inspection approved table of discharge rating for sewage not found on board.		
<b>10</b>	SOLAS ch. 11-2	Smoke detector which located inside gallay was not working properly. Specifically this specific smoke detector was covered with oil residue, that's make smoke detector not ready for uae. Also Fire panel system was found with Fautit alarm.		
<b>19.05.2025</b>	<b>1</b>	SOLAS CH. III REG.20	Expiry date labels found not in good condition (not readable) therefore expiry date could not be verified.	

		2	SOLAS CH. II-2 REG. 14.2	During emergency fire pump drill, minor water leakage was found from emergency fire pump to hose.
		3	MLC 2006 TITLE 2 STD. A2.3	There were found wrong entrances in Working & Resting hours. Specifically at 11/03/2025 from 13:00 until 13:30 Vessel was taking bunkering. Bunkering time was working time and it must be counted also like that.
		4	SOLAS CH. III REG. 20	At the time of inspection all Buoyant apparatus were found not properly stowed. Specifically were found tied with rope.
	16.06.2025	1	ICLL 1988 ANNEX A ARTICLE 14	At International Load Line Cert. there was found incorrect entrance. Specifically at Certificate was not mentioned the Plimsol mark.
		2	ICLL 2003 AMEND ANNEX I / REG.5	The summer load line is not correctly marked on both (STBD & PORT) sides of the vessels. Specifically at Freeboard mark was marked wrongly the Fresh zone (F) although it should be marked the Summer zone (S)
		3	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.
KOS	16.06.2025	4	SOLAS CH. II-2 REG. 15.3.2	There was found mismatch between the Fire Control Plan and the Passenger Ship Safety Certificate. Specifically at Fire Control Plan was mentioned one (01) Immersion suit while at Passenger Ship Safety Certificate were mentioned two (02). Fire Control plan must be correct and approved by authorized organization. Additionally, in the same fire plan, several entries were manually inserted or amended without the stamp and signature of an authorized person/organization
		5	SOLAS CH. II-2 REG. 10.3	At Bridge area was found one fire extinguisher (Dry Powder - 6 kg) with low pressure.
		6	MLC 2006 TITLE 4 REG. 4.3	At the time of inspection AFT - STBD side rope was found in poor condition. Partially damaged (not as required)
		7	SOLAS CH. II-2 REG.7.1	At the time of inspection, specifically during the testing of the smoke detector located on the bridge using the emergency power source (24 V), no alarm was activated. It was determined that one of the two batteries (in the battery bank) was found with low voltage. New battery was placed. Smoke detector alarm was tested again with satisfactory results.
		8	SOLAS CH. II-2 REG. 14.1	At the time of inspection of Emergency fire pump, it was observed that the crew was not adequately familiar with its operation. Specifically, the discharge valve leading to the fire hoses was not open.
LAVRION	16.06.2023	1	SOLAS CH. IV/R. 4	Chief officer found unfamiliar with GMDSS operations. Master instructed to take all the proper measures to restore the officer's missing familiarity.
		2	SOLAS CH. V/R. 14	Working language found not recorded in the ship's log-book.
		3	MLC 2006/TITLE 2/STANDARD A2.3	Work and rest hours found with corrections and not properly filled. Master instructed to keep proper records from now on.
		1	MLC STD. A3.1	Chairs in messrooms are partially damaged.
		2	MARPOL/REG.10	Food waste delivery quantities recorded in GRB exceeding storage capacity as per GMP.

	<b>21.07.2023</b>	<b>3</b>	MARPOL/AN.V/REG.10	Garbage placards displayed are not as per MARPOL V regulation in force.
		<b>4</b>	MLC/STD. A2.3	Entries recorded for drills in work and rest hours sheets are not matching for engine crew.
	<b>18.04.2024</b>	<b>1</b>	MLC 2006 TITLE 3	Not sufficient quantity of provisions on board.
		<b>2</b>	STCW CONVENTION VIII	Ch off found unfamiliar with some bridge operations. Master instructed to train him more from now on
	<b>22.04.2025</b>	<b>1</b>	SOLAS CH. IV	NAVTEX RECEIVER FOUND NOT WORKING PROPERLY. NO INDICATION FOR RECEIVING METEO OR SAFETY MESSAGES
		<b>2</b>	SOLAS CH.II-1	ONE EMRGENCY BATTERY FOR GMDSS FOUND OUT OF ORDER
		<b>3</b>	MLC 2006 TITLE 4	OIL LEACAGES OBSERVED UNDER THE M/E AND UNDER D/G
		<b>4</b>	MARPOL ANNEX V	GARBAGES FOUND ON DECK OUT OF THE GARBAGE STORAGE. CREW RECTIFY THIS OBSERVATION
		<b>5</b>	MLC 2006 TITLE 4	THE FENCING AROUND EMERGENCY STEERING GEAR FOUND NOT STEADY
		<b>6</b>	ISM CODE / PART A	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>03.05.2025</b>	<b>1</b>	MLC 2006 TITLE 4 STD. A4.3	OIL LEACAGES OBSERVED ON THE M/E AND AT THE DIG NO 1-2
		<b>2</b>	STCW CODE PART A CH.I REG. 14	ALL TESTS IN ENGINE ROOM WERE DONE AFTER A FEW MINUTES BECAUSE THE FIRST TESTS FOUND NOT SUCCESSFUL MASTER INSTRUCTED TO DO MORE TRAINING IN THE ENGINE CREW
		<b>3</b>	SOLAS CH. II-1 REG 45	WHILE TESTING EMERGENCY SYSTEMS IN THE ENGINE ROOM THE ALARM PANEL FOUND WITH MANY PERMANENT ALARMS
		<b>4</b>	LOAD LINES ARTICLE 15	SPOTS OF CORROSION OBSERVED ON THE MAIN DECK BESIDES THE CARGO COVERS
<b>MYTILENE</b>	<b>10.09.2022</b>	<b>1</b>	SOLAS CH. V-R. 14	During inspection for radio officers to be property edited as per officer's certificate to be carried on board for one (01) G.O. or/either two (02) R.O.
		<b>2</b>	MLC 2006 TITLE R. 4.3	During inspection one (01) mooring rope FWD found damaged, to be replaced.
		<b>3</b>	SOLAS CH. XI-1-R. 3	During inspection IMO identification number on monkey island was not clearly readable from above. To be properly maintained.
	<b>10.12.2022</b>	<b>1</b>	STCW CODE PART A CH. VIII	Master was observed not making the most effective use of the resources available, such as information, installations/equipment during servicing in watch duties. Specifically Master was observed not being familiar in particular with the AIS device fitted on the bridge.
		<b>2</b>	SOLAS AMEND/CH. II-2/R. 15.3.2	Ship's fire control plans did not indicate the " fire control plan " symbol in the inventory list.
	<b>02.02.2023</b>	<b>1</b>	SOLAS CH. V/R. 7	SAR co-operation plan to be endorsed by Greek authorities.
		<b>2</b>	SOLAS CH. II-1/R. 13	During inspection deckline found not to be painted in contrasting colours, to be property maintained.
		<b>1</b>	SOLAS CH.V/R.34	Voyage passage plan used did not include chart numbers used for the intended voyage. To be properly edited.

	<b>08.04.2023</b>	<b>2</b>	SOLAS CH.II-1 PARTS A,A1,B-1,2,3,4/R.13	During inspection previous marking of deckline (welded plate) found on both sides of vessel. To be properly removed.
	<b>28.04.2023</b>	<b>1</b>	SOLAS CH.II-1 /R.42.1	Some of the emergency lights on outside decks area were not properly indicated.
		<b>2</b>	SOLAS CH. II-2/R.14.1	2 fire hoses one in engine room and the other in the anchorage area were not ready for immediate use.
	<b>05.04.2024</b>	<b>1</b>	SOLAS CH. XI-1-REG.3	IMO marking was not in contrasting colors, to be properly maintained.
		<b>2</b>	SOLAS CH.V- REG.7	Existing SAR Co-operation plan to be updated as per existing LSA equipment, new ship's safety plan and be submitted for endorsement by JRCC Piraeus.
		<b>3</b>	SOLAS CH.II-1	Freeboard marks not properly readable, to be refreshed.
	<b>08.04.2024</b>	<b>1</b>	SOLAS CH. V	SAR co-operation plan to be properly endorsed by JRCC Piraeus.
		<b>2</b>	SOLAS CH. V	Charts used for voyage passage plan were not recorded, to be properly edited.
		<b>3</b>	SOLAS CH.II-2 REG.10	During fire drill one fire nozzle was unable to perform umbrella, to be properly maintained. It was replaced by spare.
		<b>4</b>	SOLAS CH. III – REG. 6.5	During inspection one speaker located in upper open deck, forward was not clearly audible above the ambient noise. to be property maintained.
	<b>28.09.2024</b>	<b>1</b>	MLC 2006 TITLE 4	Some mooring ropes found in poor conditions.
		<b>2</b>	MLC 2006 TITLE 3	Several packages of food in the food store found expired.
		<b>3</b>	SOLAS CH. III	The two way comunication equipment found with inoperative batteries. In order to test the equipment, emergency batteries were used by the crew removing the non-replaceable seal.
		<b>4</b>	MLC 2006 TITLE 2	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.
		<b>5</b>	SOLAS CH. III	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.
		<b>6</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>7</b>	BWM 2004	Ballast water record book not filled in accordance with BWM 2004 Convention
	<b>22.11.2025</b>	<b>1</b>	SOLAS CH. I	Relevant certificate No 2502281103135230 with attached Form R, indicated in paragraph 6.2 that vessel was equipped with SART stowed in survival craft. A new certificate with attached Form R. was issued by Class with Certificate No 2511221733207134 on he date of inspection.
		<b>2</b>	SOLAS CH. XI	CSR No 1-7 were missing attached forms 283.

<b>PATRAS</b>	<b>23/12/2022</b>	<b>1</b>	ICLL 1988 PROTOCOL AN. A/ ARTICLE 15	Bulkward found damaged due to abrupt shifting of ro-ro cargo units IWO of top deck STBD side between frames 195 to 215. (in total length 10 m approximately) temporary measures have been in place in order to isolate the affected area. No loading permitted until damage is restored. The affected cargo units were discharged.
		<b>2</b>	MLC 2006/TITLE 3/ R. 3.1	Insulation part from additional filter of D/G No was missing.
		<b>3</b>	SOLAS -CH.II-2 /R.13.1	Safe escape route on main deck STBD side found blocked by a Ro-RO Cargo unit.
<b>PIRAEUS</b>	<b>23.08.2022</b>	<b>1</b>	SOLAS CH.II-2/R. 29	Gauges of diesel generators found inoperative (no3 D/G water pressure indicator no 2 D/G oil pressure indicator)
		<b>2</b>	MLC 2006 TITLE 4/R. 23	Bilge wells in engine room found with mixtures of oil and water.
		<b>3</b>	ICLL B/I/II/REG 12	Several doors in the accomodation not closing properly mortise locksets to be maintained.
		<b>4</b>	MLC 2006 TITLE3- R. 3.2	Interior knob of the door of the vegetable room found damaged.
	<b>27.07.2023</b>	<b>1</b>	SOLAS/AMEND/II/1/R. 51	One alarm column in engine room was found out of order. Also audible alarm from alarm column in steering gear was found inoperative.
		<b>2</b>	SOLAS/AMEND/II-1/R.26	Some pressure gauges in fresh water pumps were found inoperative or not readable. Also one oil pressure gauge in No2 d/g was found inoperative.
	<b>19.09.2023</b>	<b>1</b>	MARPOL/AN. V/ REG.3	Some Garbage receptacles found full and garbages collected to plascic bags. To be delivered at next port
		<b>2</b>	STCW CODE/PART A	Watch Keeping Arrangements on the Bridge on properly filled. To be updated
		<b>3</b>	SOLAS/CH.III	Muster List posted in the ER hand written not clear/readable.
		<b>4</b>	MLC/TITLE 4/ REG. 37	Anchor chain hawsepipe holes of port & stbd side anchors were unprotected. Protective guards missing.
		<b>5</b>	SOLAS CH.II-2/REG.14.1	Fire extinguisher in paint store founf not properly secured
		<b>6</b>	ICLL/REG.19,20	Two air vents of Ballast tank main deck port side floating ball not freely moved.Internal Clealiness required
<b>RHODES</b>	<b>20.04.2022</b>	<b>1</b>	SOLAS/V/R.7	SAR PLAN has not been approved by the JRCC Piraeus.
		<b>2</b>	SOLAS/CH. III/ R. 21	Two lifebuoys self-igniting lights were not working.
		<b>3</b>	MARPOL AN.V/MEPC.277	Placards of Marpol Aneex V not according to MEPC.277(70).
	<b>06.06.2025</b>	<b>1</b>	SOLAS/ CH.II-2 / REG.14.1	Emergency fire pump found out of order.

		2	ISM CODE / PART A / 1	Standard Text for Action Code 19 (Action Code 17 + detention): 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.	
THESSALONIKI	03.08.2022	1	SOLAS 1996-1998 AMEND/R.7	Two of lifebuoy light (close to lifeboats stb & port sd) at life boat deck, found not to be operative immediately at the upholding position.	
		2	ICLL 1988 PROTOCOL/AN. I/R.7-8-40	Scale drafi Fwd not readable, also assigned authority mark of the plimsoll disc line not readable (painted accordingly) at port side.	
	04.05.2023	1	MLC 2006/R./STd.A4.3	El, box for navigation lights on forward mast found broken.	
		2	MLC STD A 4.3	Some floor plates in ER not secured properly.	
		3	SOLAS CH. II-1/R3-4.2	Emergency towing booklet not as per the ship's specifics.	
		4	MLC 2006/R./STd. A4.3	One light in ER inoperative.	
		5	STCW CODE PART A/PART 4-1	Compass error correction not recorded at least once per watch. Deficiency repeated from last PSC inspection dd 03.03.2021.	
		6	SOLAS 1999/2000 AMEND/CH. 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.	
		7	STCW CODE PART A /PART 4-1	Compass error correction not recorded at least once per watch. Master instructed to keep proper fill up from now on.	
	04.05.2023	1	MLC 2006 TITLE 2-A.2.3	At April 2023 Master and previous C/O had less than 77 hrs in any 7-day period between 22 and 25/04/2023.	
		2	SOLAS CH. II-2/R. 14.2	During blackout test, fire alarm panel was found in good working condition but General Alarm could not be initiated.	
		3	SOLAS CH. II-1 /R. 1	Minor oil leakages were observed from D/G nr.3	
		4	ISM CODE/PART I	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>TILOS</b>	<b>26.02.2023</b>	<b>1</b>	ISPS CODE 2002/PART A/7	It the entrance If PSC inspectors was not became controlling access to the ship, neither controlling of personal effects nor to the I.D cards.
		<b>2</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>3</b>	SOLAS 74/1988 AMEND/ CH. I/R. 11(c)	The Master did not follow the SOLAS requirements concerning reporting. Particularly the Master or the Owner did not report at the earliest opportunity to the Port Authority and to the Port State concerning the situation (GROUNDING) which took place on 24-02-2023, according the 241637/02-2023 official report of the local port authority of TILOS.
		<b>4</b>	ICLL 1988/AN. A/ARTICLE 15	There was found Hull damage due to grounding of the vessel. After that some areas - compartments - tanks was filled with water. Specifically Forepeak ballast tank, No2 W.B.T, No3 W.B.T. & bowthruster - Emergency Fire Pump Compartment (between F.P.T and No2 W.B.T) was found totally buckled and perforated of various extend due to the grounding and flooded by sea water. (The above described hull damage it is not defined / categorized as "accidental damage because the Master did not follow the prescribed procedure set on: SOLAS 74 / Ch. I / R. 11 (c) and - Section 3.5 of the Paris MOU text. according the 241637/02-23, official report of the local Port Authority of Tilos)
		<b>5</b>	SOLAS 1999/2000 AMEND/CH. II-2/R. 14.1	Due to the grounding of the vessel holes are created in the hull as a result the compartment were the emergency fire pump was located was found flooded with water. Emergency fire pump was not functional - not ready for use.
		<b>6</b>	MARPOL 19 AMEND/I/R. 17	Entries for code C and D is not recorded in Oil Record Book as mast be according instructions. Specifically days 14-17-21/02/2023.
		<b>7</b>	SOLAS 89/90 AMEND/V/R. 12	After the grounding of the vessel the Echo sounder was found inoperative, device was not functional - not ready for use.
		<b>8</b>	SOLAS /V/R. 12	Due to the grounding of the vessel in the hull, Speed and distance indicator out of service.
		<b>9</b>	ICLL 1988/AN. A/ARTICLE 15	Forward Bulkhead port side and some small parts inside Forecastle was found damaged due to grounding.
		<b>10</b>	SOLAS /CH.II-1/R.20	Em/cy lights in the areas 1) Bow thruster comp, 2) Bosun store and 3) Paint room found inoperative.
		<b>11</b>	SOLAS 16 AMEND/III/R. 20	The painter of the liferaft was not tied in the correct attachment position to the H.R.U.

<b>MOLYVOS</b>	<b>17.09.2023</b>	<b>1</b>	SOLAS CH.II-1/REG. 43	Emergency lights in forecastle to be properly marked.
		<b>2</b>	SOLAS CH.VI/REG. 5.1	Chemicals for engine room use to be provided with MSDS(as per Res.MSC.286(86)).
		<b>3</b>	SOLAS CH. V/REG. 18	RR bands to be replaced with new,on VDR main unit located in monkey island.
	<b>08.12.2023</b>	<b>1</b>	MLC 2006/R.3.2	During inspection portable temperature gauge in meat refrigerator found inoperative. To be properly maintained.
		<b>2</b>	MARPOL/R.10	During inspection several garbage bags found stored outside the containers provided as per garbage management plan. To be properly stored.
	<b>18.02.2025</b>	<b>1</b>	LOAD LINES REG.40	Freeboard marks were not in line with the relevant LL certificate. To be properly corrected.
		<b>2</b>	MARPOL ANNEX 1-REG. 17	During the inspection the input on 17.02.2025 in oil record book was not in accordance with the relevant BDN receipt regarding starting and ending of bunkering operation.
	<b>18.03.2025</b>	<b>1</b>	SOLAS CH. XI-1	CSR No 8 was missing. To be properly provided and edited in file.
		<b>2</b>	LOAD LINES	Weathertight access door on main deck mast house No 4 was not properly closing. To be properly maintained.
		<b>3</b>	SOLAS CH.II-2 REG.47	Fire door to Engine room from accommodation was not properly closing. Self closing mechanism to be properly adjusted.
		<b>4</b>	SOLAS CH. V REG. 24	Gyro compass repeater located in Emergency steering room was not properly readable. To be properly maintained.
		<b>5</b>	SOLAS CH. II-2 REG.12	Fire nozzles in Paint store were partially blocked by paint drums. To be properly stored not blocking mentioned nozzles.
<b>CHALKIS</b>	<b>10.04.2023</b>	<b>1</b>	ISPS CODE/Part B/7.2	The backbag was not inspected by the duty officer during embarkation
		<b>2</b>	MLC Title 4/st. 4.3	GAS BOTTLE SAFETY POSTER NOT AS REQUIRED
		<b>3</b>	SOLAS/ch.II-2/Reg. 14.1	FIRE HOSE SEALING RING TO FIRE THROTTLE ON NAVIGATION DECK PS FOUND DEFECTIVE (PAINT)
		<b>4</b>	MLC/Title 3/std. A3.2	FOOD IN REFRIGERATOR EXPIRED (13.3.2023)
		<b>5</b>	ISM Code SOLAS/ch. XI-2/r.9	Please delete as appropriate:Standard Text for Action Code 21: 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>13.11.2023</b>	<b>1</b>	SOLAS/ch. III/R.20	Lifebuoyant STBD not in position.
		<b>2</b>	MLC/Title 4	Lighting devices (2 pcs-bulbs) PS Deck Corridor found inoperative.
<b>3</b>		SOLAS/ch. II-2/R. 14.1	Fire sprinkler system nozzle (1 psc) in paint room not properly maintained.	

<b>ELEUSINA (ELEFSIS)</b>	<b>30.01.2024</b>	<b>1</b>	SOLAS CH. II-2	Records indicating that CO2 flexible hoses replaced at the intervals recommended by the manufacturer and not exceeding every 10 years,missing.
		<b>2</b>	SOLAS CH. II-2	Fire safety operational booklet not contain all necessary information and instructions for the safe operation of the ship and cargo handling operations in relation to fire safety.
		<b>3</b>	MARPOL ANNEX V	The plan not provide all written procedures for minimizing, collecting, storing, processing and disposing of garbage, including the use of the equipment on board.
		<b>4</b>	SOLAS CH. III	The training manual not contain all instructions and information, in easily understood terms illustrated wherever possible, on the life-saving appliances provided in the ship and on the best methods of survival.
		<b>5</b>	MARPOL ANNEX I	SOPEP, not up to date.

<b>KALYMNOS</b>	<b>11.03.2024</b>	<b>1</b>	SOLAS CH.II-1	Gangway port and stbd need maintenance.
		<b>2</b>	MLC TITLE 2	There was found inaccuracy at work & rest hours. Specifically at 14.03.2024 from 02:30 until 04:00 Chief Engineer was taking bunkering. This time working & resting table was mention as resting time wrongly. BUNKERING TIME WERE WORKING TIME.
		<b>3</b>	SOLAS CH.I	Record of Equipment for Cargo Ship Safety Certificate (Form E) was found with wrong entries. Specifically mentioned wrongly as “provided” Nautical charts and also mentioned wrongly as radar 3GHz neither wrongly.
		<b>4</b>	MLC TITLE 4	Frwd anchor winches (stbd & port) were found not as required. Specifically there was found partly corroded - need maintainance. Also both of winch pumps were found partly damaged. Specifically start & stop button of No2 pump not work.
	<b>11.07.2025</b>	<b>1</b>	SOLAS CH. V	Last step of Stbd side pilot ladder was found damaged
		<b>2</b>	ISPS CODE 2002 PART A / 7	At the time of P.S.C Officer embarcation neither ID card requested nor any log book entry made. Master instructed from now and on the crew to be more carrefull of the Security checking. Same def was found at Ravenna / Italy at 04/10/2022
		<b>3</b>	MLC 2006 TITLE 2	Work & rest hours were mentioned wrongly. Specifically at 09/06/2025 from 13:10 unil 14,30 crew have fire & abandon dril. According ship's drill & evaluation record (ISM FORM) 2ND Engineer & Oiler in work & rest hours mentioned as resting. DRILL TIME WAS WORKING TIME AND MUST BE MENTIONED LIKE THAT.
		<b>4</b>	MLC 2006 TITLE 2	Two S.E.A were found expired. Specifically No1 of crew list (MASTER) and No8 of crew list
		<b>5</b>	SOLAS CH. V	Magnetic compass was not readable enough.
		<b>6</b>	SOLAS CH. V	Port side Gyro repeater found inoperative
		<b>7</b>	MLC 2006 TITLE 4	Thermometer for meat refrigerator was found inoperative
<b>8</b>	ICLL 1988 ANNEX I REG. 17	The mechanism for closing ventilation system of workshop not working properly. Need maintainance.		

		<b>9</b>	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 report.
		<b>10</b>	SOLAS CH. II-1	Stability Information Booklet was not update. Wrong information was mentioned, such as i) ship's name – ii) Port of registry - iii) Call sign etc
		<b>11</b>	SOLAS CH. II-2	Wrong information was mentioned at Fire control plan which was located at A Deck. Specifically Ship's name was found with wrong name and also at fire plan were mentioned one (01) Line throwing appliances but on Vessel were found four (04). Fire control plan must be correctly accordingly and approved by R.O to.
		<b>12</b>	SOLAS CH. III	Ship's name at Ship specific plans for the recovery of persons from the water was not mentioned. Same def was found at Ravenna / Italy at 04/10/2022
		<b>13</b>	SOLAS CH. II-2	Some Self closing fire doors in accommodation found not properly closing. Specifically one in C deck stairway, one in crew messroom, one in the galley. Same def was found at Ravenna / Italy at 04/10/2022