



# VITSAN

MÜMESSİLLİK VE MÜŞAVİRLİK A.Ş.

P & I CLUB CORRESPONDENTS

**= FREE TRANSLATION =**

REPUBLIC OF TURKEY

MINISTRY OF TRANSPORTATION, MARITIME AFFAIRS AND COMMUNICATIONS  
Directorate of Subsidiary and Related Establishments

15<sup>th</sup> November 2011

Number : B.11.0.BIK.35.03.474.01/952  
Subject : Turkish Straits Maritime Traffic Order Regulations Enforcement Directives

TO THE MINISTRY

Cc: 04.11.2011 dated and B.11.2.KEG.0.13.02.00/4444-8090 numbered document

In paragraph (d) planning the passing in the same direction of the ships carrying dangerous cargo having the qualifications mentioned in paragraph (a) of Clause 25 of Turkish Straits Maritime Traffic Order Regulations, it is mentioned that; "In the Gallipoli Strait, until the frontrunner ship leaves the Nara Cape Region, another ship with the same qualifications (dangerous cargo carrying ships between 150-200 meters and 200-300 meters)".

General Directorate of Coastal Safety, with the related document, mentions that, as the distance from the north-south entrance of the Gallipoli Strait to the Nara Cape Region is long (18 miles), when the mentioned regulations is applied, following the months that the days get shorter, the number of ships waiting in the mooring berths and in drift rise rapidly and this number will rise more in the winter months, the extreme intensity of these ships in the mooring berths and drift bear the accident, conflict, contamination risks that put the navigation, life, property and environment safety in danger , besides the ships that wait in the mooring berths and drift in the Marmara Sea collectively have the possibility to be exposed to dangerous incidents like sabotage, and for this reason, it is requested that the presently applied regulations to be altered in some of its clauses and the attached Turkish Straits Maritime Traffic Order Regulations Enforcement Directives to be approved.

Within this scope, I kindly submit to your approval the confirmation of the Turkish Straits Maritime Traffic Order Regulations Enforcement Directives that is attached in the Ministry Confirmation Attachment and that became effective with the Ministerial Approval dated 07.03.2011 and numbered 7270 and revised by making some alterations in some of the Clauses.

Mustafa AKARSLAN  
Director of Subsidiary and Related Establishments

I kindly submit with approval  
11/11/2011

M. Habib SOLUK  
Undersecretary

CONFIRMATION  
15/11/2011  
Binali YILDIRIM  
MINISTER



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## TURKISH STRAITS MARITIME TRAFFIC ORDER REGULATION ENFORCEMENT DIRECTIVES

### SECTION ONE Scope, Definitions

#### Scope:

**Clause 1.** (1) This Enforcement Directive is prepared as a descriptive and detailing guidebook in the enforcement of the conditions of Turkish Straits Maritime Traffic Order Regulations.

#### Definitions:

**Clause 2.** (1) The following words in this Enforcement Directive shall have the following meanings:

- a) **Management:** Republic of Turkey Undersecretariat of Maritime and Communication Affairs;
- b) **Regulation:** Turkish Straits Maritime Traffic Order Regulations;
- c) **TBGHT:** Turkish Straits Ship Traffic Services;
- ç) **Critical Areas:** The areas between Kanlıca-Vanikoy in the Bosphorus and Nara-Kilitbahir Capes in the Canakkale Strait.
- d) **Dangerous Cargo Carrying Ship:** The tankers carrying IMO's IMDG Code Class 3 cargo and all the ships carrying the cargo defined in classes 1-2-5.1-6.2-7 in accordance with the IMDG code rules of IMO or which are not purged from dangerous gases;
- e) **IMO:** The International Maritime Organization;
- f) **IMDG Code:** The International Maritime Dangerous Goods Code;
- g) **GT:** Gross Tons;
- ğ) **Class Establishment:** The establishment authorized by the ship's flag state
- h) **Commission:** The commission consisting of an expert from the Port Authority, A Chief Pilot and a Chief Operator from the relevant TBGHT Center and the commission that determines the transition conditions
- ı) **SOLAS:** International Convention for the Safety of Life at Sea
- i) **AAKKM:** Main Search and Rescue Coordination Center
- j) **Big Vessel:** Vessels whose full length is bigger than 200 meters
- k) **Deep draught vessels:** The vessels with the 15 meter draughts the greatest.



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### SECTION TWO General Provisions

#### AIS or GYRO Compass

**Clause 3-** (1) In the ships which will pass from the Turkish Straits and that are within the scope of International Convention for the Safety of Life at Sea (SOLAS) and its annexes, in addition to the magnetic compass, Gyro Compass, Radar(s) and Automatic Identification System (AIS) will be present in working conditions as mentioned in SOLAS and its annexes.

#### The Situations where Transit passes are not violated

**Clause 4-** (1) On the condition that the transit ships are kept waiting by the traffic organization made by the TBGTH Center and/or unfavorable weather/sea conditions in their anchor points for more than 48 hours, their transit passes are not violated.

#### Overtaking Vessel

**Clause 5-**(1) A vessel which has to overtake a slow vessel sailing on the front, will learn the situation in the area from the TBGTH Center before overtaking and after taking the approval from the TBGTH Center, will notify the vessel in its forepart about her overtaking intention and will try to carry out its maneuver in a single route.

#### Ships That Lose Their Technical Competences/Sea Worthiness

**Clause 6-** (1) The strait transition of the ships that, before entering the Turkish Straits, lose the technical competence and/or sea worthiness mentioned in Clause 5 of the Regulations or Clause 3 of this Directive (except for AIS), are performed within the frame of the passing conditions determined by a commission including a GSK Expert, a Head Operator from TBGTH Center and a Head Pilot from Pilotage Organization in accordance with a report to be prepared after a survey carried out by the Experts of Ship Survey Board (GSK) of Istanbul/Canakkale Regional Directorates.

(2) Again, the strait transition of the ships that have an accident (collision, conflict, grounding, friction etc.) in the Turkish Straits shall be provided under the conditions determined by a commission together with a report prepared by the class institution related to those ships.

#### Determination of the Additional Transition Rules from Turkish Straits

**Clause 7-** (1) the transition of the ships/supplementary that will be subject to additional rules for Safe Strait Passage;

- Ships that have a total length of 300 meters and more and supplementary transitions with a total spare length of 300 meters and more that will pass from Turkish Straits.
- Supplementary transitions with a total supplementary length of 300 meters.
- Ships that are requested to pass from the Straits as defective. ( The provisions of Clause 18 of Section 4 will be valid)



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ç) Ships that have had an accident (collision, conflict, grounding, friction etc.) within the Strait. (The provisions of Clause 18 of Section 4 will be valid)

- d) Ships which are not capable of speeding at 4 miles/hours as of the land against the current within the strait. Such ships can pass through the straights during the day by taking a pilot and the tugboats to be found suitable by the relevant TBGHT Center according to their tonnages to be accompanied and/or for the purpose of traction. The relevant GTH Center sends tugboats to the vessels with less than long term 4 mile/hour during the transition from the straits to be accompanied and/or for the purpose of traction.
- e) For the Bosphorus, ships that have 54-58 meters air draught.

(2) The ships/supplementaries mentioned in paragraphs (a) of article 1 above and the similar ships/supplementaries that may need the application of additional rules in Strait passages, submit their written applications for their passage from Istanbul and Canakkale Straits Port Authorities including all their information in relation to navigation and technical issues. Taking into consideration the navigation, life, property and environmental safety, the additional rules related to the safe transition of the mentioned ships/supplementaries from the Straits are determined by the Commission and those rules are notified to their agencies by the Port Authorities.

(3) The ships/supplementaries mentioned in paragraphs (b) of article 1 above submit their written applications for their passage from the Straits through their agencies at the stage of planning their navigation to TBGTH Center including all their information in relation to navigation and technical issues. Taking into consideration the navigation, life, property and environmental safety, the additional rules related to the safe transition of the mentioned ships/supplementaries from the Straits are determined by the TBGTH Centers and those rules are notified to their agencies.

(4) The ships mentioned in paragraph (e) of article 1 above submit their written applications for their passage from Straits through their agencies to the Port Authorities at the stage of planning their navigation including all their information in relation to navigation and technical issues. Taking into consideration the navigation, life, property and environmental safety, the additional rules related to the safe transition of the mentioned ships/supplementaries from the Straits are determined by the Commission and those rules are notified to their agencies by the Port Authorities.

(5) Transition from Turkish straits in other supplementary forms other than towed supplementaries is subject to the approval of the Management.

(6) All supplementary transitions from Istanbul and Canakkale Straits will be carried out in daytime and piloted.

(7) More than one ships/supplementaries cannot be transited from the Turkish Straits as spared by one single towboat.



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(8) In the towsings the total length of the supplementary towed and tower of which is less than 150 meters, at least 25 meters of supplementary drag rope and in the towsings the total length of the supplementary towed and tower of which is more than 150 meters, at least 50 meters of supplementary drag rope is used.

(9) In the supplementary transitions from Istanbul and Canakkale Straits, unless otherwise is directed by the Management, the assignment of accompaniment towboat will be as below.

For the ones with a total supplementary length:

- of less than 100 meters, a towboat with a bollard pull of at least 20 tons,
- between 100-150 meters, a towboat with a bollard pull of at least 25 tons,
- between 150-200 meters, a towboat (towboats) with a total bollard pull of at least 45 tons,
- between 200-250 meters, a towboat (towboats) with a total bollard pull of at least 65 tons,
- Of more then 250 meters, towboats (towboats) with a total bollard pull of at least 85 tons.

#### Vessels that are under risk

**Clause 8 – (1)** In the situations when the strait traffic is temporarily sustained from one way or both ways for severe current, visibility conditions, one-way traffic organization of for any other reasons by the TBGTH in the name of Administration, TBGTH may get the vessels under any risk for the safety of the lives and goods due to the bad weather conditions or force majeure to the straights as accompanied by pilots and tugboats within the knowledge of the Port Authority.

**(2)** When the pilot or tugboat service cannot be provided, the vessels under any risk for the safety of the lives and goods due to the bad weather conditions or force majeure may be permitted by the TBGTH to be entered to the straights without being accompanied by pilots and tugboats, on condition that they will consider the information, advice and warnings made or given by the TBGTH centers.

#### **Ships which are operated with nuclear power, which carry nuclear cargo or Waste, Which carry Dangerous and/or Harmful Cargo or Waste (IMDG CODE 7 )**

**Clause 9-** (1) Provided that the notifications mentioned in the Regulations are made, the transition of such ships the passage of which are found appropriate by the Management from the Turkish straits are carried out by TBGTH in daytime in one direction traffic and with the accompaniment of pilot and suitable towboat(s).

#### **Local Maritime Traffic**

**Clause 10-** (1) The vessels of local maritime traffic, on the condition that they pass from the foreparts of the vessels that are passing from the Strait, will pass from a distance of at least 5 cables from their foreparts and will not get closer than 0,5 cables to their boards and poops.

#### **Reporting System in Turkish Straits (TUBRAP)**



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### Clause 11- (1) Reporting System in Turkish Straits;

The below mentioned vessels which would like to pass through the Turkish Straits;

- Vessels which carry dangerous cargo and vessels of 500 GT and bigger at least 24 hours before their entrance to the Turkish straits;
- Vessels with a length between 200 and 300 meters or which have a draft of more than 15 meters, at least 48 hours before their entrance to the Turkish Straits;
- Vessels with the length of 300 meters or longer, at least 72 hours before their entrance to the Turkish straits;
- And the dangerous cargo carrying vessels which will leave from Marmara Sea Harbors and the vessels of 500 GT and bigger, at least 6 hours before their leaving,

Will fill in the Navigation Plan I (SP -1) report in Annex 1 by their masters, suppliers or agencies and will submit the report in written form to the GT Center.

- On the condition that there is a 2 hour or more change in the arrival times to the Straits as declared in SP1 reports, this change will be notified to the related GTH Centers.

### P&I Policy

Clause 12- (1) The dangerous cargo carrying ships, ships of 500 GT and higher and the ships which use their national tonnage right according to SOLAS that will pass from Turkish Straits shall have a P&I policy covering;

- The compensation of the expenses, service fees and environmental damages in relation to saving the vessel, removal of the sunken vessel and removal of the vessel wrecks from the accident site on the condition of an accident;
- The compensation of the damages caused by crashing into the harbors, ports, docks, jetties or any other substance;
- The compensations related to the death or injury of the third persons except the sailors.

The ships that do not have a P&I Policy covering the above conditions will not be allowed to pass from Turkish straits.



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## SECTION THREE

### Traffic Order in Current Conditions and the Passage Rules of the Vessels

#### Traffic Order in Current Conditions

**Clause 13-** (1) the traffic order in current conditions in the Turkish straits;

- a) When the current velocity in any part of Istanbul/Canakkale strait is 4 miles/hour or lower;
  1. Vessels the maneuver speed of which are at least 4 miles/hour or higher of current velocity can perform their Strait passages,
  2. Vessels the maneuver speed of which are not 4 miles/hour higher than the current velocity can perform their Strait passage in day time taking a pilot and towboat(s) that will be found appropriate by the GTH Center according to their tonnages.
- b) When the current velocity in any part of Istanbul/Canakkale Strait is above 4 miles/hour or when undertow currents occur because of southwest wind;
  1. Vessels the maneuver speed of which are 10 miles/hour can perform their Strait passages,
  2. Dangerous cargo carrying ships with a maneuver speed of less than 10 miles/hour, big vessels and deep draught vessels shall not enter the Strait.
  3. Vessels with a maneuver speed of less than 10 miles/hour; except dangerous cargo carrying vessels, big vessels and deep draught vessels can perform their Strait passage in day time taking a pilot and towboat(s) that will be found appropriate by the GTH Center according to their tonnages.
- c) When the current velocity in any part of Istanbul/Canakkale straits is 6 miles/hour or higher or when strong undertow currents occur in Istanbul Strait because of southwest wind;
  1. Maritime traffic will be open in one suitable direction until the current velocity goes below 6 miles/hour and the traffic on the other direction will be suspended.
  2. Vessels with a maneuver speed of at least 12 miles/hour can perform their Strait passages from the open direction.
  3. Whatever their maneuver speed is, dangerous cargo carrying vessels, big vessels and deep draught vessels will not enter the strait,
  4. Vessels with a maneuver speed of less than 12 miles/hour; except dangerous cargo carrying vessels, big vessels and deep draught vessels can perform their Strait passage taking a pilot and towboat(s) that will be found appropriate by the GTH Center according to their tonnages.
- ç) When the current velocity in Istanbul/Canakkale strait is above 7 miles/hour, maritime traffic shall be suspended in both directions until the current velocity falls below 7 miles/hour.
- d) Situations in relation to currents shall be notified to the vessels and the related persons by the GTH Center.



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## Passage Rules of the Vessels

**Clause 14-** (1) Except for compulsory situations, in the strait passages of the dangerous cargo carrying vessels with a total length of 200 meters and more, the temporary suspension of maritime traffic shall be planned in daily period once in the north-south direction and once in the south-north direction.

However, taking into consideration the number of waiting vessels, mooring berth situation and weather conditions, the mentioned planning can be changed or can be applied from only one direction throughout the day. Whatever its length is, LPG and LNG tankers shall not be allowed into the strait across a dangerous cargo carrying vessel.

### a) For Istanbul Strait;

1. The strait passages of all the vessels with a full length of 250 meters and more shall take place in daytime.

2. Dangerous cargo carrying vessels with a full length between 150 meters and 200 meters;

Shall not be encountered with any other ship with a full length of 150 meters or more in the critical area. Dangerous cargo carrying vessel with a full length of 100 meters or more shall not be allowed into the Strait from the opposite direction.

3. Dangerous cargo carrying vessels with a full length of 200 meters or more;

Their strait passages shall be performed in daytime and maritime traffic shall be suspended in one direction. Tankers with a full length of 250 meters or more shall be strongly advised to perform their strait passages with the accompaniment of a pilot and towboat(s) in the view of navigation, life, property and environmental safety.

4. Vessels with a full length between 150 meters and 300 meters and which do not carry dangerous cargo;

Shall not be encountered within the critical area with any other ship with a full length of 150 meters or more or by LNG or LPG tankers whatever their length is.

### b) For Canakkale Strait;

1. The strait passages of deep draught vessels with a full length of 250 meters or more shall be performed in daytime.

2. IMDG Code 1 bearing ships with a full length between 150 meters and 200 meters and full/empty tankers cannot be encountered with any other ship with the full length of 150-200 meters in Nara and Kilitbahir turnings. From the opposite direction, IMDG Code 1 bearing vessels with a full length of 150 meters or more and empty/full tankers will not be allowed into the Strait.

3. The Strait passages of IMDG code 1 bearing vessels with a full length of 200 meters and more and empty/full tankers will take place in daytime. They cannot be encountered with any other vessel with a full length of 150 meters and more in Nara and Kilitbahir turnings. From the opposite direction, IMDG Code 1 bearing vessels with a full length of 150 meters and more and empty/full tankers and no other vessel with a full length of 200 meters and more (Except for passenger ships, loaded livestock vessels and containers which do not bear





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IMDG Code 1 which take pilots and Ro-Ro vessels which do not bear IMDG Code 1) will be allowed into the Strait.

4. Vessels with a full length between 200 meters and 300 meter which do not carry dangerous cargo;

Shall not be encountered with any other vessel with a full length of 200 meters and more, IMDG Code 1 bearing vessels and full/empty tankers with a full length between 150 meters and 200 meters or with LPG or LNG tankers, whatever their length is, in the Nara and Kilitbahir turnings.

#### **Passenger Vessels, Loaded Livestock Vessels and scheduled Ro-Ro ships**

**Clause 15-** (1) On the conditions that maritime traffic is suspended from one direction for the reason of the passage of dangerous cargo carrying vessels or supplementary vessels, in Istanbul Strait, only the passenger ships and in Canakkale Strait passenger ships, loaded livestock ships and scheduled Ro-Ro ships which do not bear IMDG Code 1 and container ships which do not bear IMDG Code 1 can be allowed into the strait with a pilot and controlled from the other direction. However, in the critical area, they cannot be encountered with the ships that are the reason for one way traffic.

(2) In the conditions that strait traffic is suspended either in one direction or in both directions because of current and sight, if found appropriate by the TBGTH Center, the mentioned ships can be allowed into the strait with a pilot and/or accompanied by a towboat (towboats).

(3) Passenger ships, loaded livestock ships and scheduled Ro-Ro ships which do not bear IMDG Code 1 and container ships which do not bear IMDG Code 1 have the right of way under any condition taking into consideration the general traffic conditions, weather and sea conditions provided that they take a pilot.

#### **Contracted and Scheduled Natural Gas Ships**

**Clause 16-** (1) Contracted and Scheduled Natural Gas Ships;

- Will perform their strait passages in daytime and with a pilot.
- Will perform their strait passages accompanied by two towboats with at least 30 tons of bollard pull and the strait will be closed for traffic from the opposite direction.
- In Istanbul Strait, only the passenger ships and in Canakkale Strait passenger ships, loaded livestock ships and scheduled Ro-Ro ships which do not bear IMDG Code 1 and container ships which do not bear IMDG Code 1 can be allowed into the strait with a pilot and controlled from the other direction. However, in the critical area, they cannot be encountered with the ships that are the reason for one way traffic.

#### **Extraordinary Situations and Risk Management**

**Clause 17 – (1)**

In order to prevent the occurrence of unexpected situations such as accidents or sabotage/to eliminate risks that may cause danger for the reasons of bad weather conditions in the Turkish Straits area, temporary concentration of maritime traffic for several reasons, excess accumulation of ships in mooring berths (especially loaded ships)



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TBGTH Authority has the authority to take all necessary precautions so as to increase navigation, life, property and environmental safety.

#### SECTION FOUR

#### Rules to be applied to Vessels on the Conditions of Grounding, Failure and Other Accidents

**Clause 18-** (1) On the conditions of grounding, accident or failure that may occur during the passage of the ships from Turkish Straits, Clause 15 of the Regulations is executed as follows:

(2) The ships that have an accident within the strait (crash, conflict, grounding, fire etc); submit their written applications to Canakkale Port Authority for Canakkale Strait, to Istanbul Port Authority for Istanbul Strait or for both straits through their agencies including all the information about navigation and technical issues in order to have their passage completed or to be able to make a new passage plan. In the report to be prepared after the investigation/Survey to be performed by the Ship Survey Board (GSK) Expert, if the passage of the ship is not allowed without the execution of additional passage provisions, the additional passage rules in relation to the secure passage of the mentioned ships from the straits are determined by the Commission taking into consideration navigation, life, property and environmental safety and those rules are notified to the agency of the ship by the port authority. Passage is performed within the frame of the passage rules determined by the commission.

#### a) Obligations of the TBGTH Centers;

- 1) Taking into consideration the qualifications, location, type and size of the incident and the ship, it immediately sends rescue boats for life saving purposes and towboats in a sufficient number and strength to the scene. It promptly notifies all the related units, being primarily AAKKM and Port Authority.
- 2) It transfers pilot and towboat for the ships which have a failure after the commencement of strait passage.
- 3) The strait passage of the ships which repair its breakdown within the time limit found appropriate by the Pilot and the related TBGTH Center is completed. Following the completion of the strait passage of the ship, it is allowed to continue its navigation provided that the fees for the provided services are paid.
- 4) It transfers the ships which cannot repair its breakdown within the time limit found appropriate by the Pilot and the related TBGTH Center to the suitable mooring berth. If the ship is anchored within the Strait and if the breakdown that prevents its navigation is repaired within 24 hours and this is declared by the master of the ship, it is allowed to continue its passage from the strait with a Pilot in accordance with Clause 15 of Turkish Straits Maritime Traffic Order Regulation. When necessary, this period can be extended up to 48 hours. The ships which cannot repair their breakdown within this period are ex officio taken to a suitable anchor point outside the Strait by the Port authority.
- 5) It takes the necessary precautions in relation to navigation and notifies the other ships in the area, can suspend maritime traffic for strait passages temporarily in one direction or both directions.
- 6) It provides a ship that is situated in a location that will put maritime traffic into danger to be taken ex officio to a safe location. However, for the ships that had to anchor in a location that will not pose an obstacle to the strait passage of the other ships and outside the traffic division lines because of breakdown, if the removal of the



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ship to a secure mooring berth will pose a bigger risk when compared to the present anchoring position of the ship because of meteorological and hydrological conditions and the qualifications of the ship, it can keep the

ship waiting in the location it had anchored. Within this period, in order to provide the safety of the ship and its surroundings, it keeps towboat(s) in company according to the location, type and size of the ship.

7) If the ship/ships which are allowed for navigation by the Port Authority as a result of the investigation carried out in accident and grounding occasions are going to pass from the strait, its passage is permitted with a Pilot.

8) On the condition that the ship has an accident inside the Traffic division Lines in the Marmara Sea, maximum 2 hours is given to the ship to repair its breakdown. At the end of this period, taking into consideration the situation that the breakdown of the ship could not be repaired and the ship poses a danger in view of navigation, life, property and environment safety by staying within the Traffic Division Lines, if necessary, it sends towboat(s) and provides the removal of the ship to a secure location. It notifies the related Port Authority. If the ship is going to pass from the strait, it provides a Pilot. To the ships which are transferred to a safe mooring berth by the Ship Traffic Services Center, if the breakdown that prevents its navigation is repaired within 24 hours and this is declared by the master of the ship, it gives permission to pass the strait by continuing from its point in accordance with Clause 15 of Turkish Straits Maritime Traffic Order Regulation. For failures exceeding 24 hours, the permission of the related port authority is expected.

### b) Obligations of the Port Authorities:

1. It ensures that all the necessary precautions are taken in the scene of the incident in order to provide navigation, life and property and environment safety in the area.
2. In order to carry out the necessary investigations, it provides the transfer of GSK Expert and according to the nature of the incident, for underwater survey, the technical team consisting of divers or skin divers to the scene of the incident promptly. It ensures that the investigations carried out by the technical team are recorded as a "Survey Investigation Report" (Annex 2). In the stage of the preparation of the Survey Investigation Report, the issues like the type and nature of the accident and grounding position, sea bottom structure, location of the ship, maneuver capability, environmental pollution risk and current maritime traffic are taken into consideration.
3. In the accident and grounding situations that occur in the areas except the inner parts of the Canakkale and Istanbul Straits and the areas that are within 2 miles distance to the entrance of the Straits, following the performance of the necessary operations in relation to providing navigation, life, property and environmental safety, it removes the ship/ships to a suitable location (mooring berth, shipyard, dock etc) in order to carry out the surveys within the scope of national and international investigations. If the access facilities to the scene and weather/sea conditions are favorable, it provides this operation to be carried out by a pilot and/or towboat(s).



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4. To the ship which breaks down within the Traffic Division Lines in the Marmara Sea for a period more than 24 hours and that starts sailing after repairing its failure, the related Port Authority sends a technical team to perform assessments before its passage if it is passing through the strait, and in the harbor if it is going to a harbor. Taking into consideration the report to be prepared by the technical team and if the ship does not have any situation that will hinder its passage, and provided that the fees of the provided services are paid, the Port authority allows the departure of the ship.

5. On grounding conditions, if the master of the ship request to recover with their own means, the underwater survey report is given to the master and recovery plan is requested. The mentioned recovery plan will be submitted to the Technical Committee within a maximum of 3 hours. The submitted recovery report is evaluated by the Technical Committee taking into consideration the underwater survey report and the result is notified to the ship master within at most 6 hours. If the recovery plan submitted by the ship's master is found appropriate, the "Survey Investigation Report" (Annex 2) is signed by the GSK Expert on behalf of the Port Authority and given to the master of the ship and the Port Authority sends a Pilot and Recovery Expert (only for groundings within the strait) to the ship and gives them time to recover by their own means. This time period is limited to maximum 6 hours within Canakkale and Istanbul Straits and 48 hours within the Marmara Sea.

If the recovery plan is not submitted by the ship's master within at most 3 hours or the submitted plan is not found appropriate by the Technical Committee or the ship cannot be recovered by their own means within the time period provided to the ship's master in relation to the application of the recovery plan, even if the ship's master does not make a request for recovery/help, in order to provide navigation, life, property and environment safety in the area immediately, recovery/help service is ex officio made to be provided by the Coastal Safety General Directorate. Following the recovery or saving, the ship is anchored to a suitable mooring berth accompanied by towboat(s) for the completion of the necessary procedures.

6. Upon the completion of the administrative investigation by the Port Authority and the procedures in relation to the investigation of sea accidents, the navigation of the ship the navigation of which is technically determined to have no obstacles and for which a positive survey report is prepared is allowed provided that the fees for the provided services are paid.

#### **c) Obligations of the Ship;**

1. On the condition of the occurrence of any accidents, breakdowns or grounding or the ships which lose their technical competences and/or sea worthiness mentioned in Clause 5 of the Regulation and Clause 3 of this Directive will promptly notify the related TBGTH Center.
2. Except for the precautions to be taken for the prevention of sea pollution and provision of life safety, the ships will in no way use chemical substances for recovery operations, ballast operation, cargo discharge/transfer, engine running or such similar interventions.
3. The ship which had an accident, breakdown or grounding is obliged to comply with the directives to be given by the related TBGTH Center within the knowledge of the Port Authority or on behalf of the Port Authority.



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## Salvage Help Services;

**Clause 19-** (1) On the condition of accidents, breakdowns or grounding, in order to provide navigation, life, property and environment safety, efficient and immediate intervention shall be performed to provide salvage help service to the ship and the crew.

(2) During the salvage services, being exclusive to the conditions in which the danger clearly continues, in order not to put the saved ships into danger again, as a continuation of the salvage operation and provided that it is a part of the operation and the other necessary procedures to be completed afterward, the wrecked ship can be taken to a more sheltered area or repair area under the coordination of the related TBGTH Center and within the knowledge of the Port authority.

## SECTION FIVE

### Final Provisions

#### Annulled Regulation

**Clause 20-** (1) by the publishing of this Directive, the “Turkish Straits Maritime Traffic Order Regulation Application Directive” that came into force with the 07/03/2011 dated and 7270 numbered Ministry Approval has been annulled.

#### Enforcement

**Clause 21-** (1) This Directive becomes enforceable in the date of its publication.

#### Execution

**Clause 22-** (1) The provisions of this Directive are executed by the Ministry of Transportation, Maritime Affairs and Communication.



# VITSAN

MÜMESSİLLİK VE MÜŞAVİRLİK A.Ş.

P & I CLUB CORRESPONDENTS

## SP1 REPORT FORM

A	<b>NAME OF THE SHIP</b>		
	<b>CALL SIGN</b>		
	<b>FLAG</b>		
	<b>IMO NUMBER</b>		
	<b>MMSI NUMBER</b>		
B	<b>DATE AND TIME (UTC)</b>		
C	<b>LOCATION (LATITUDE AND LONGITUDE)</b>		
F	<b>MANEUVER SPEED (KNOTS) (shall be written in the decimal part)</b>		
G	<b>DEPARTURE PORT</b>		
H	<b>DATE AND TIME OF ARRIVAL TO STRAIT ENTRANCE LIT (TURKEY)</b>		
I	<b>DESTINATION PORT</b>		
J	<b>PILOT REQUEST (YES/NO)</b>		
	<b>ISTANBUL STRAIT</b>		
	<b>MARMARA SEA</b>		
	<b>CANAKKALE STRAIT</b>		
O	<b>DRAUGHT AT THE BOW</b>	<b>(IN THE STRAIT ENTRANCE)</b>	
	<b>DRAUGHT AT THE POOP</b>		
	<b>MAXIMUM AIR DRAUGHT</b>		
P	<b>CARGO (TYPE AND AMOUNT OF THE CARGO)</b>		
	<b>EXPLANATION ABOUT DANGEROUS, HARMFUL AND CONTAMINANT CARGO (IMDG, IGC, IBC, GC, INF)*</b>		
	<b>ON ARMS DELIVERY "END USER CERTIFICATE" DATE/NUMBER AND COPY</b>		
Q	<b>BREAKDOWN/DAMAGE(INCOMPETENCE/OTHER REASONS)</b>	<b>RESTRICTING REASONS</b>	
T	<b>NAME OF THE STRAIT AGENCY AND/OR REPRESENTATIVE OF THE SHIP</b>		
	<b>TAX NUMBER</b>		
	<b>NAME AND SURNAME OF THE SHIP'S MASTER</b>		
U	<b>SHIP TYPE</b>		
	<b>FULL LENGTH (METERS)</b>		
	<b>FULL WIDTH (METERS)</b>		
	<b>GROSS TON</b>		
	<b>NET TON</b>		
	<b>SINGLE-DOUBLE HULLED (TANKERS)</b>		
	<b>BUILDING YEAR OF THE SHIP</b>		
W	<b>CREW AND PASSENGER NUMBER ONBOARD THE SHIP</b>		
X	<b>P&amp;I CLUB NAME</b>		
	<b>P&amp;I POLICY NUMBER</b>		
	<b>P&amp;I VALIDITY DATE</b>		
	<b>LAST PSC DATE</b>		
	<b>OIL AND FUEL AMOUNT IN THE SHIP (F/O, D/O, L/O)</b>		

\*When necessary, more detailed information about the cargo can be requested.



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MÜMESSİLLİK VE MÜŞAVİRLİK A.Ş.

P & I CLUB CORRESPONDENTS

## ANNEX 2 SURVEY INVESTIGATION REPORT

1	Ship's Name/Call Sign			2	Nationality
3	Port of Registry			4	Owners
5	Type of Ship	6	Date of Built		
7	Gross Tonnage	8	Net Tonnage	9	Captain's Name
10	DWT	1	TPC	1	Classification Society
		1		2	
13	Number of Crew	1	Number of Passengers	1	When and by whom insured
		4		5	
16	Departure Port			1	Sea Density of Departure Port
				7	
18	Destination Port			1	Kind and Quantity of Cargo Onboard
				9	
20	Bunkers Onboard				
	F.W.	F.O.		2	Total Ballast Onboard
				1	
	D.O.	L.O.			
22	Exact Position of stranding			2	Weather vessel is making any water and if so state locality and whether ship's own pumps can control the leakage.
				3	
25	Date and time of stranding				
26	Ships heading at the time of stranding and whether it has altered subsequently				
27	Drafts before stranding F M A	Port	Starboard	2	Listing if any/amount
				8	Before the casualty
					After the casualty
30	Drafts after stranding F M A	Port	Starboard	2	Whether at the time of stranding and up to the present time
				9	
31	Whether any discharge operation carried out up till now/amount of discharging			3	Oil pollution observed from casualty.
				2	Yes/No
33	Commencement of The period given for the salvage activities of the casualty			Completion of	
	Date			Date	
	Time			Time	
34	MASTER			On behalf of Harbor Master	



# VITSAN

MÜMESSİLLİK VE MÜŞAVİRLİK A.Ş.

P & I CLUB CORRESPONDENTS

## FOR THE ATTENTION TO THE MASTER

1. In any stranding, engine failure or casualty, you should report to the related VTS immediately.
2. Except the measures which will be taken without using any chemical substances in order to prevent marine pollution, you are not allowed to do salvage operations (Ballast or cargo transfers, run the engines etc). Just follow the VTS's instructions/advices.
3. In order to make the necessary surveys, port state surveyors and according to the casualty circumstances scuba divers and technical team will be sent to your ship. Port authorities will prepare their own checklists by getting necessary information from you about the vessel.
4. Information related with the type of ground, position of the ship and risks of environmental pollution will be declared to you by the survey report.
5. In case of stranding, you are not allowed to run the engines and propeller, ballasting/deballasting operations, cargo operations or any other movements which will spoil the ship's position before submitting the salvage plan.
6. A salvage plan will be asked immediately from the Master of vessel stranding by the Port Authority. This plan will be checked by the survey commission and if it's found satisfactory a salvage master and a pilot will be sent to the ship. For the safety of the ship, tug boat/boats will be waiting on stand by position around the vessel. If there is no predictable inconvenience of the plan (Environmentally and for the Traffic of the Strait), the salvage plan will be accepted and to execute the salvage plan is under the responsibility of the Master, the vessel will have a time period of 6 hours in the Turkish Straits and 48 hours in the Marmara Sea to salve herself by her own means. If the vessel couldn't salve herself in that period, she will be asked for to sign a salvage contract.
7. After the salvage contract is signed (T.O.F), the salvage operations will start immediately and the vessel will be towed to a secure anchorage area by the tug boats after she is salved.
8. After the bottom conditions and the hull of the vessel are checked by the divers, if your vessel is in good condition and free of risks on that location, you will be asked for to take over your vessel by the salvage master.
9. You will be allowed for sailing after the service costs are paid or guaranteed.

**I have read and understood the above information, therefore contrary actions will fully be on my responsibility.**

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