

### **VESSELS SUBJECT TO DAYTIME PASSAGE:**

- If and when a vessel wishes to pass with a standard compass, gyro or radar breakdown (in company with a salvage boat)
- If and when a vessel wishes to pass with a breakdown in indicators of bridge propeller rpm (revolutions per minute), steering wheel and propeller turning angle (in company with a salvage boat)
- If and when a vessel wishes to pass with a VHF breakdown (in company with a salvage boat)
- If and when a vessel wishes to pass with a breakdown in signal lamp and in at least one binocular in good situation (in company with a salvage boat)
- If and when a vessel wishes to pass with an anchor or anchor rigging breakdown (in company with a salvage boat)
- If and when a vessel wishes to pass with a propeller remaining above the sea level (In case of need, the propeller blade remaining above the sea level will not exceed 5% of the partial propeller diameter.) (In company with a salvage boat)
- If and when a vessel wishes to pass with a breakdown in one of the combined pilot ladders (in unusable situation) (in company with a salvage boat)
- Vessels subject to towed passage and commission
- Tanker/LPG of 200 meters and above; empty/LPG mix loaded LPG vessels of 150 meters and above; vessels with a draft of 15 m and above
- IMO 1 loaded vessels of more than 200 meters in length are subject to daytime passage and again subject to planning. IMO 7 loaded vessels, regardless of length
- Vessels with vision restrictions
- Bulk carriers with deep draft of 15 meters and above are subject to daytime passage and again subject to planning.

### **VESSELS TO PASS IN COMPANY WITH TUGBOAT:**

- Vessels subject to towed passage and commission
- Tanker/LPG of **200 meters** and above; LPG vessels of 150 meters and above
- All LNG vessels are subject to daytime passage through straits in company with tugboat.
- **Bulk carriers of 200 meters and above carrying dangerous cargo**
- **Container / Ro-Ro Vessels of 250 to 300 meters (IMO 1 and IMO 7 daytime) are subject to night-daytime passage through straits in company with tugboat.**

- **Empty bulk carriers of 250 to 300 meters are subject to night-daytime passage through straits in company with tugboat subject to planning.**
- Vessels of more than **200 meters** carrying IMO 1 are subject to daytime passage through straits in company with tugboat.
- Bulk carriers with deep draft of 15 meters and above are subject to daytime passage through straits in company with tugboat.
- Vessels with vision restrictions are subject to Commissions.

#### **VESSELS CARRYING DANGEROUS CARGO:**

- Bulk carriers with deep draft of 15 meters and above carrying dangerous cargo are subject to daytime passage through straits in company with tugboat and are also subject to planning.
- IMO 1 loaded bulk carriers of 150 – 199 meters in length are lined up in traffic of Tankers of more than 150 meters. Bulk carriers of more than 200 meters are subject to daytime passage through straits in company with tugboat and are also subject to planning.
- Vessels carrying IMO 7 are subject to daytime passage in company with tugboat and with pilot on board, with a special permission from Ankara, regardless of the length thereof.

#### **TANKERS AND LPG VESSELS:**

- Tankers between 150 and 200 meters in length are subject to planning, and are taken to planning after tankers of more than 200 meters are planned. In case of absence of any tankers of more than 200 meters in length, they are also planned for daytime passage.
- LPG vessels between 150 and 200 meters in length loaded with Ammonia are subject to night/daytime passage through straits in company with tugboat and are also subject to planning.
- LPG vessels between 150 and 200 meters in length either empty or loaded with LPG Mix, Buttan and Propane cargo are subject to daytime passage through straits in company with tugboat and are also subject to planning.
- Tankers/LPG vessels of more than **200 meters** are subject to daytime passage through straits in company with tugboat. All vessels of 300 meters and above are subject to Commissions.

#### **BULK CARRIERS OF 200 METERS AND ABOVE:**

- All bulk carriers of 200 meters and above are subject to planning. Taking a pilot on board is seriously recommended by VTS centre, and if a pilot is not taken on board, vessels with a pilot on board are given priority.

- If bulk carriers of 200 meters and above carry dangerous cargo (UN number and class), they are subject to planning and are allowed to pass in company with tugboat and with a pilot on board.
- Bulk carriers with deep draft of 15 meters and above are subject to planning and to daytime passage through straits in company with tugboat and with a pilot on board.
- Empty bulk carriers between **250 and 300 meters** in length are subject to planning and are allowed to pass night/daytime in company with tugboat and with a pilot on board.

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#### **RESTRICTIONS DUE TO CARGO:**

- Vessels subject to vision restrictions due to cargo are subject to Commission.
- IMO 1 loaded bulk carriers/vessels of 150 – 199 meters in length are lined up in traffic of Tankers of more than 150 meters. Bulk carriers of more than 200 meters are subject to daytime passage through straits in company with tugboat and are also subject to planning.
- Vessels carrying IMO 7 are subject to daytime passage in company with tugboat and with pilot on board, with a special permission from Ankara, regardless of the length thereof.
- Will not have trim to fore due to cargo.
- LPG vessels carrying Ammonia are allowed to pass at night (150 – 199 meters).

#### **MAX DRAFT:**

- No Draft restriction is applied for Çanakkale strait. Vessels with a draft of 15 meters and above are subject to planning and to daytime passage in company with tugboat.
- No problem in passage of vessels with AIR Draft up to 66 meters due to 1915 Çanakkale bridge.
- Vessels with AIR Draft of 66 – 70 meters are subject to Commission.

#### **VESSELS REQUESTING A PRIORITY IN PASSAGE:**

A Strait passage priority may be granted by the related port facilities to vessels arriving at our country's oil refineries, LNG/LPG terminals or power stations with strategic importance, or by the related shipyards to vessels arriving at shipyards for repair and maintenance purposes and having a written contract in connection therewith, according to results of an evaluation to be made by Administration in reliance upon an official application.

**NOTE: According to information given by VTS centre, priority permissions will be taken from Directorate General of Shipping. However, Directorate General of Shipping may delegate this power to Port Masters or VTS centre as well.**