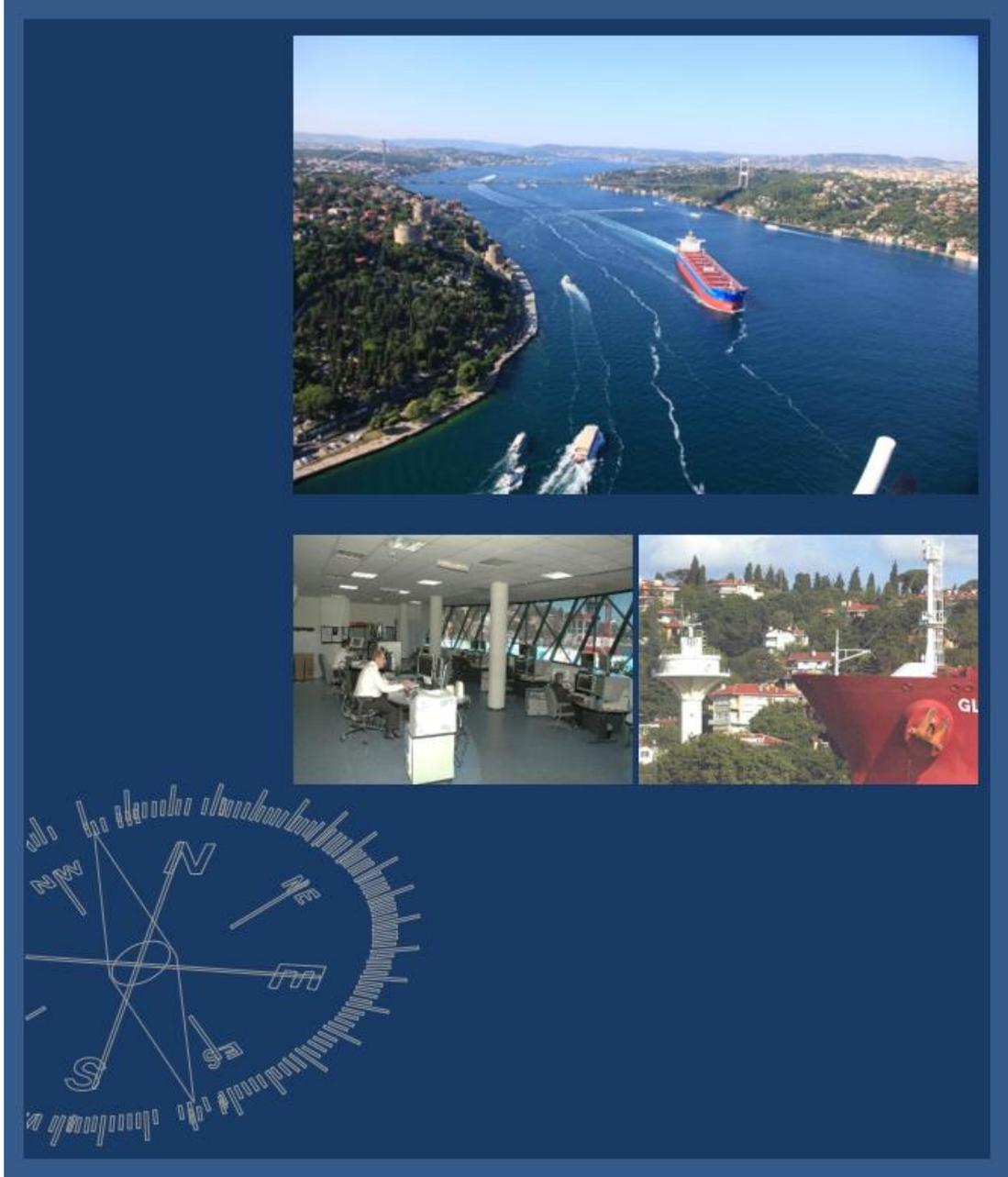




REPUBLIC OF TURKEY
MINISTRY OF TRANSPORT AND INFRASTRUCTURE
DIRECTORATE GENERAL OF COASTAL SAFETY



USER'S GUIDE OF TURKISH STRAITS
VESSEL TRAFFIC SERVICE

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DEFINITIONS AND ABBREVIATIONS

AIS	: Automatic Identification System
COLREGs	: Collision Regulations (International Regulations for Preventing Collisions at Sea)
VTS	: Vessel Traffic Services
ADMINISTRATION	: Directorate General of Maritime
DGCS	: Directorate General of Coastal Safety
STCW	: Standards of Training, Certification and Watchkeeping for Seafarers
TSS	: Traffic Separation Scheme
TSMTR	: Turkish Straits Maritime Traffic Regulations
TBGTH	: Turkish Straits Vessel Traffic Services
TÜBRAP	: Turkish Straits Reporting System
MINISTRY	: Ministry of Transport and Infrastructure
DF	: Direction Finder
DSC	: Digital Selective Calling
ENC	: Electronic Navigational Chart
ETA	: Estimated Time of Arrival
GTHM	: Vessel Traffic Services Center
IALA	: International Association of Marine Aids to Navigation and Lighthouse Authorities
IMO	: International Maritime Organization
LOA	: Length Overall
RT	: Radio Telephone
MMSI	: Marine Mobile Service Identity
MARRAP	: Marmara Report
SMCP	: Standard Marine Communication Phrases
SOLAS	: International Convention for the Safety of Life at Sea 1974
SP	: Sailing Plan
UTC	: Universal Time Coordinated
VHF	: Very High Frequency
WGS	: World Geodetic System

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1 GENERAL

1.1 Introduction

The Turkish Straits VTS has been established in accordance with applicable national and international rules and regulations in order to improve the safety of navigation, protection of life, property and environment in the Turkish Straits by using the latest technology.

The User's Guide has been prepared to provide the necessary information to the vessels navigating in the TSVTS area and benefiting from the VTS service and their related persons and, to specify the procedures and principles to which they will be subject.

This guide shall be used in accordance with the Turkish Straits Maritime Traffic Regulations as promulgated in the Official Gazette no. 30859 of 15 August 2019 and, the Operational Instructions of Turkish Straits Maritime Traffic Regulations dated 07.05.2020.

1.2 Operation

The TSVTS shall be operated in accordance with the Turkish Straits Maritime Traffic Regulations as promulgated in the Official Gazette no. 30859 of 15 August 2019 and the Operational Instructions of Turkish Straits Maritime Traffic Regulations dated 07.05.2020 and, pursuant to the Regulation on the Establishment and Operation of Vessel Traffic Service Systems and the IMO Resolutions A.857 (20) and A.827 (19).

1.3 Competent Authority

The Republic of Turkey, Ministry of Transport and Infrastructure

1.4 Administration

Directorate General of Maritime

1.5 TSVTS Authority

Directorate General of Coastal Safety

1.6 Services Provided

TSVTS was established in accordance with the Regulation on the Establishment and Operation of Vessel Traffic Services Systems, taking into consideration the decisions and recommendations of IALA regarding VTS. TSVTS provides Information Service, Navigational Assistance Service and Traffic Organization Service pursuant to IMO Resolutions A.857 (20) and A.827 (19).

1.7 Service Area

TSVTS covers the area indicated in Figure 1.

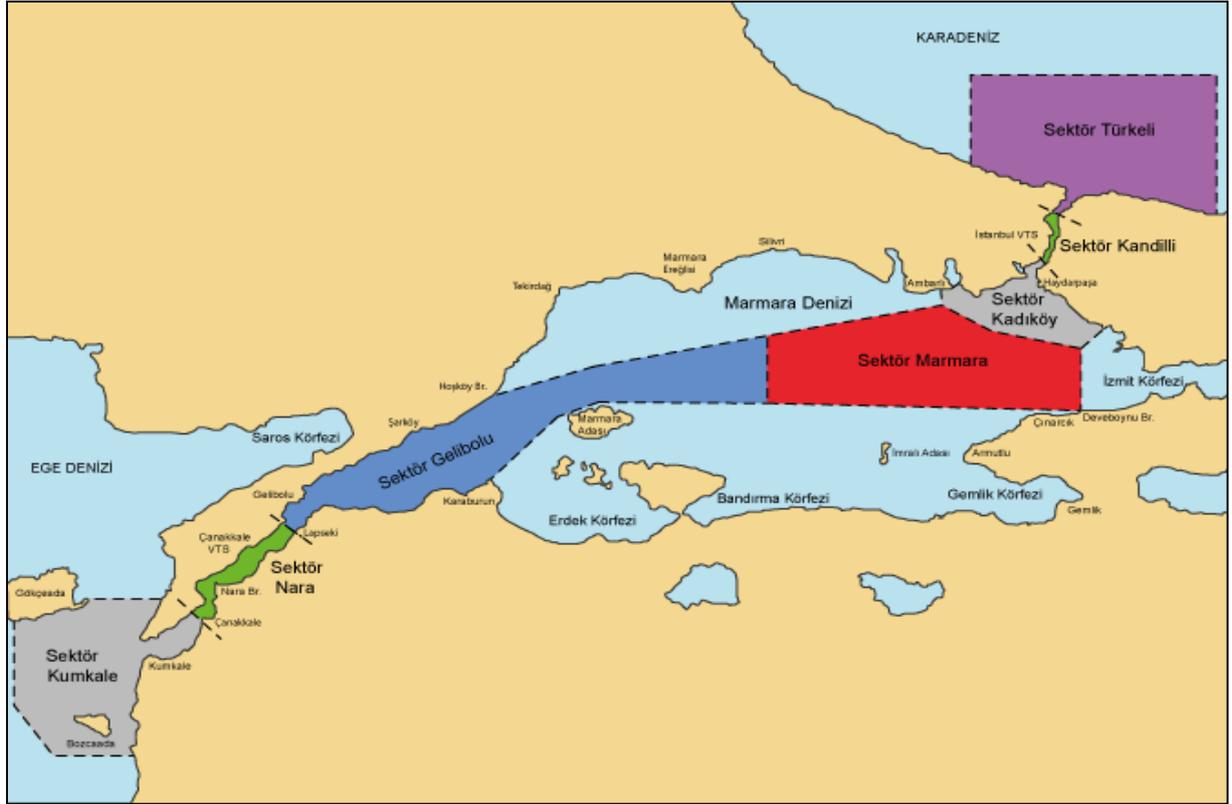


Figure 1: Turkish Straits Vessel Traffic Service (TSVTS) Area.

1.8 Pilotage Services

Pilotage service within Turkish Straits is compulsory for vessels carrying nuclear cargo/waste and hazardous and/or noxious goods or waste (IMDG Code-7), for nuclear powered vessels and LPG tankers with LOA of 150 meters and above which passes through the Turkish Straits, for contracted and scheduled LNG tankers passing through Çanakkale Strait and, foreign flagged vessels calling at or leaving any Marmara port. The vessels passing through Turkish Straits are strongly recommended to take a pilot as per the IMO Resolution A.827 (19) and, the Pilotage Services in the Turkish Straits are carried out by the Directorate General of Coastal Safety in accordance with the principles of TSMTR and operational instructions of TSMTR.

1.9 Charts

Within the TSVTS system, an ENC prepared based upon WGS 84 datum is used. Participants using charts of a different datum should make the necessary datum corrections for the positions given by the TSVTS in latitudes and longitudes.

1.10 Active Participant Vessels

All vessels carrying dangerous cargo in the TSVTS area, for whatever purpose, and vessels of 20 meters or more in overall length shall be designated as “Active Participant” vessels, excluding local traffic vessels. These vessels are required to comply with the TUBRAP reporting system, which is prepared in accordance with IMO Resolution A.851 (20) and detailed below.

1.11 Passive Participant Vessels

Regardless of the purpose, vessels less than 20 meters in length and local traffic vessels within the TSVTS area shall be designated as “Passive Participant” vessels. Passive participant vessels do not

actively report; however, they have to listen to the VHF channel of their sector continuously and follow the instructions given by TSVTS.

Vessels that do not have the obligation to carry VHF Radio under the legislation implemented by the relevant Authority, are described as Non-Participant Vessels.

2 TURKISH STRAITS REPORTING SYSTEM (TUBRAP)

2.1 Traffic Separation Scheme

The traffic separation scheme for the Turkish Straits and their approaches, which is prepared as per WGS 84 datum, established in accordance with Rule 10 of Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) and adopted by the IMO, has been established within the limits below.

On the North, the line connecting following points:

- a) 41° 16'.330 N, 028° 54'.974 E
- b) 41° 20'.944 N, 028° 54'.974 E
- c) 41° 20'.944 N, 029° 15'.974 E
- ç) 41° 13'.830' N, 029° 15'.974 E

On the South, the line connecting following points:

- a) 40° 05'.021 N, 26° 11'.394 E
- b) 40° 01'.940 N, 25° 54'.970 E
- c) 39° 49'.940 N, 25° 52'.970 E
- ç) 39° 43'.940 N, 25° 54'.970 E
- d) 39° 43'.940 N, 26° 09'.129 E

2.2 Sailing Plan - 1 (SP-1) Report

Masters, owners or agents of the vessels carrying dangerous cargo or the vessels of 500 GT and more should submit a written SP-1 Report (Annex 1) and Checklist completed by Master (Annex 8) to the relevant TSVTS Centers at least 24 hours prior to entry into the Turkish Straits. Masters, owners or agents of the vessels with LOA between 200-300 meters and/or vessels with a draft over 15 meters should submit a written SP-1 Report (Annex 1) and Checklist completed by Master (Annex 8) to the relevant TSVTS Centers at least 48 hours prior to entry into Turkish Straits.

Owners or operators of vessels with LOA of 300 meters or more, vessels that are propelled by nuclear power and vessels carrying nuclear cargo or waste and hazardous and noxious goods or waste shall provide information regarding the vessel's characteristics and cargo to the Ministry/Administration during the planning stage of the voyage. Based on this information about the vessels, the TSVTS Center and the Ministry / Administration, if necessary, taking into account the all characteristics of vessels including their dimensions and the maneuverability, the morphological and physical structure of the Turkish Straits, seasonal conditions, maritime traffic with the safety of life, property, sea and environment, shall notify the conditions and recommendations, if any, to the owner, operator or master of the vessel concerned, in order to ensure a safe passage through Turkish Straits. Those vessels which meet the necessary conditions for passage, shall submit the SP-1 Report and the Checklist (Annex-8) filled by the ship's master at least 72 hours in advance.

Vessels carrying dangerous cargo and vessels of 500 GT and more which will depart from ports in the Sea of Marmara, shall submit the SP-1 report at least 6 hours before departure.

In the event that there is a delay exceeding 2 hours in the time of entry of the vessels into Turkish Straits, which was declared in their SP-1 reports, this will be notified to the TSVTS Center by the relevant agency. The SP-1 report is very important for effective traffic management, and vessels that do not send SP-1 report on time or notify in case of possible delays may be excluded from the daily traffic planning, as they can lead to congestion of marine traffic, delays and waiting.

2.3 Sailing Plan - 2 (SP-2) Report

The ship masters, who gave the SP-1 Report and declared that their vessel is technically in conformity with Article 6 of Regulation, and the masters of warships and other non-commercial state-owned ships, shall submit SP-2 report (Annex-2) to the TSVTS via designated VHF channel, 2 hours before or 20 miles before entering the Turkish Straits, whichever occurs first.

After having submitted the SP 2 Report, vessels shall act by taking into account information provided by the relevant TSVTS and shall record in the ship's log that they have submitted SP 2 Report and all information received regarding strait traffic.

The SP 2 report shall be submitted to the concerned sector of the relevant TSVTS area where the ship will enter into.

2.4 Position Report

Vessels of 20 meters and more in length which will enter the Turkish Straits shall submit the "Position Report" (Annex-3) to the TSVTS sector on the entrance side via VHF, containing information identifying themselves to the relevant VTS sector, at a distance of 5 nautical miles before entrances of the Strait.

2.5 Call Point Report

Vessels of 20 meters or more in a length passing through the Turkish Straits shall submit the "Call Point Report" (Annex-4) to the relevant TSVTS sector via VHF at designated locations. These positions are entry and exit points to the TSVTS system. In addition, the vessels shall submit this report to the sector they enter in through the VHF channel whenever they change the sector.

2.6 Marmara Report (MARRAP)

Active participant vessels that navigate between the ports in the Sea of Marmara using the TSVTS area, or depart from a port in the Sea of Marmara and pass through the Strait, shall submit the Marmara Report (MARRAP) (Annex-5) to the sector where they enter the TSVTS area via VHF.

3 COMMUNICATION

3.1 Communication Language and Format

The communication language of the TSVTS is English and SMCP shall be used in order to ensure an accurate communication. Turkish can be used to the Turkish vessels and vessels engaged pilot on board.

When the TSVTS Supervisor / Operator deems it necessary, he/she may repeat an English message in Turkish and a Turkish message in English.

When communicating with the TSVTS, care should be taken not to speak quickly and to pronounce words correctly.

Table 1: SMCP Communication Message Markers.

When Communication in Turkish	When Communication in English
<ul style="list-style-type: none">• BİLGİ• TAVSIYE• İKAZ/UYARI• TALİMAT• SORU• CEVAP• TALEP/İSTEK• NİYET	<ul style="list-style-type: none">• INFORMATION• ADVICE• WARNING• INSTRUCTION• QUESTION• ANSWER• REQUEST• INTENTION

TSVTS shall operate in **VHF channels 11, 12, 13 and 14**. No communication can be made through these channels other than the safety of navigation.

The TSVTS operator of the relevant sector is responsible for the proper communication and keeping of the communication discipline in its sector and is responsible for reporting the improper use of the channel to the relevant Harbour Master.

VHF 06 shall be used as emergency response channel.

VHF 67 is for meteorological broadcasting purposes and it can be used by TSVTS for general announcement when necessary.

As a general principle within the TSVTS area, there should be no communication between vessels as much as possible and entire information flow shall be conducted through the TSVTS. Working channels of TSVTS should not be used other than its purpose.

Keeping in mind that the positions of all vessels transmitting on VHF are determined by the system with VHF/DF and all communication is recorded, all stations transmitting on VHF should comply with the principles of VHF channel communication discipline.

4 TSVTS SECTOR LIMITS AND COMMUNICATION CHANNELS

TSVTS area is divided into 2 VTS sub-regions as Istanbul Vessel Traffic Services area and Canakkale Vessel Traffic Services area.

4.1 Sector Limits of Istanbul VTS

The sectors in Istanbul Strait and the designated VHF working channels are as indicated in Figure 2 and Table 2 in the following order from north to south.



Figure 2: Sector Limits of Istanbul VTS.

Table 2: VHF Working Channels of Istanbul VTS.

Sector Name	Working Channel	Call Sign
TURKELI	VHF/RT Channel 11	SECTOR TURKELI
KANDILLI	VHF/RT Channel 12	SECTOR KANDILLI
KADIKOY	VHF/RT Channel 13	SECTOR KADIKOY
MARMARA	VHF/RT Channel 14	SECTOR MARMARA

4.1.1 Sector Türkeli:

Northern Limit: is the northern limit of the Istanbul VTS.

Southern Limit: is the line connecting Anadolu Kavagı Cape (41 10.71'N / 29 05.19'E) and Dikilitas Light (41 10.97'N / 29 04.73'E).

4.1.2 Sector Kandilli:

Northern Limit: is the southern limit of sector Türkeli

Southern Limit: is the July 15 Martyrs' Bridge.

4.1.3 Sector Kadıköy:

Northern Limit: is the southern limit of Sector Kandilli.

Southern Limit: is the line connecting the following positions:

A: 40 52.5'N / 029 13.8'E

B: 40 48.5'N / 029 09.0'E

C: 40 50.3'N / 028 52.0'E

D: 40 55.1'N / 028 43.4'E

E: 40 58.2'N / 028 43.4'E

4.1.4 Sector Marmara:

Northern and Eastern Limit: is the line connecting the following positions:

A: 40 55.1'N / 028 43.4'E

B: 40 50.3'N / 028 52.0'E

C: 40 48.5'N / 029 09.0'E

D: 40 39.9'N / 029 09.0'E

Western Limit: is the line connecting the following positions:

A: 40 41.0'N / 028 10.0'E

B: 40 51.6'N / 028 10.0'E

4.2 Sector Limits of Canakkale VTS

The sectors in the Canakkale Strait and the designated VHF / RT working channels are as indicated in Figure 3 and Table 3 in the following order from north to south.

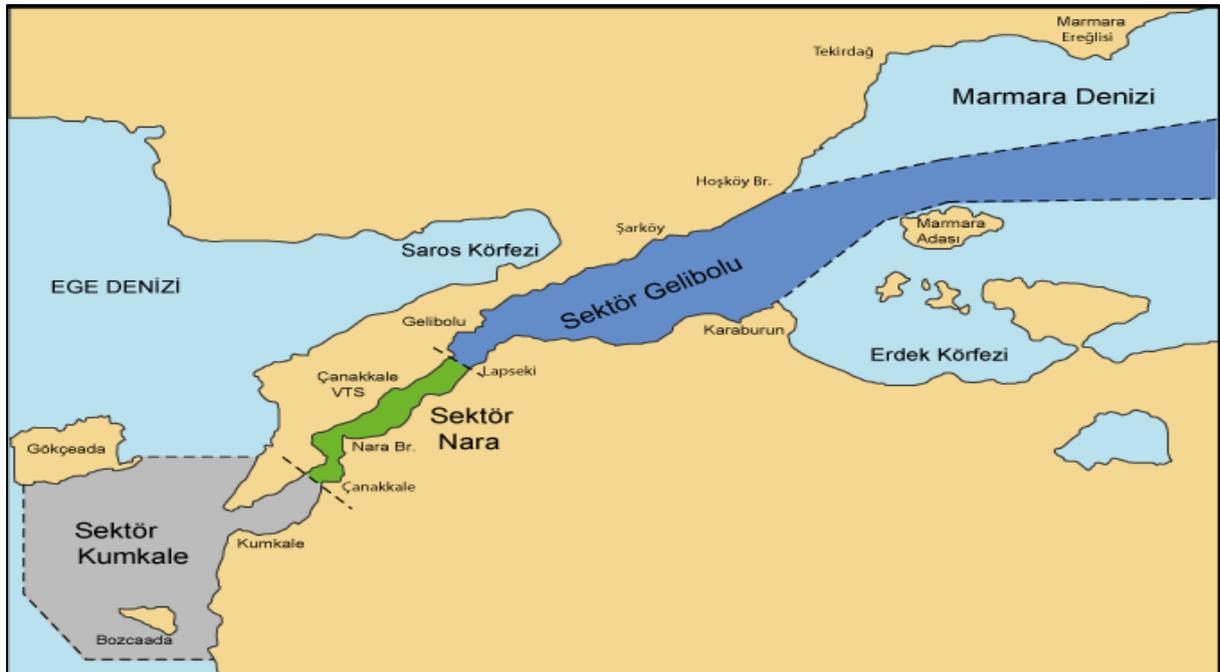


Figure 3: Sector Limits of Canakkale VTS.

Table 3: VHF Working Channels of Canakkale VTS.

Sector Name	Working Channel	Call Sign
GELIBOLU	VHF/RT Channel 11	SECTOR GELIBOLU
NARA	VHF/RT Channel 12	SECTOR NARA
KUMKALE	VHF/RT Channel 13	SECTOR KUMKALE

4.2.1 Sector Gelibolu:

Northern Limit: is the northern limit of Canakkale VTS.

Southern Limit: is the line connecting the following positions:

A: 40 21.56'N / 026 37.65'E

B: 40 20.15'N / 026 39.75'E

4.2.2 Sector Nara:

Northern Limit: is the southern limit of sector Gelibolu.

Southern Limit: is the line connecting the following positions:

A: 40 06.8'N / 026 20.2'E

B: 40 05.7'N / 026 21.75'E

4.2.3 Sector Kumkale:

Northern Limit: is the southern limit of sector Nara.

Southern Limit: is the southern limit of the Canakkale VTS.

5 DEFINITIONS OF IMPORTANT MESSAGE MARKERS GIVEN BY TSVTS

5.1 Information

TSVTS analyzes the data obtained from the system components and other sources and distributes them to all vessels according to their requests and requirements. This information can be made at regular intervals, or at the request of the vessels or when deemed necessary by the TSVTS. The purpose of informing is to facilitate the safe navigation of participant vessels and to assist the ship masters in taking decisions.

5.2 Recommendation

TSVTS operators in charge, in order to prevent a potentially dangerous situation when deemed necessary, may make recommendations to all vessels such as the taking of a pilot or regarding maneuvers to be made. Abiding by the recommendations is solely at the initiative of the master.

5.3 Warning

Except of information and recommendation, TSVTS warns vessel when she is running in to danger or when an imminent emergency situation developing is observed. TSVTS, after issuing a warning, will monitor whether warning is considered or not and if appropriate maneuvers have been exercised to prevent the danger.

5.4 Instruction

TSVTS may give instructions to all vessels upon the development of an imminent and unavoidable danger, the violation of safety rules and regulations, when a participant vessel is not or does not seem to be aware of an imminent and obvious danger or in case of a warning issued by TSVTS is ignored by a participant vessel.

The instructions to be given by the TSVTS will always be result-oriented decisions. Applications that only need to be done by those on board, such as rudder or machine controls, will be left to the ship's master or pilot.

While performing these services, care will be taken not to ignore the responsibility of the ship's master about safe navigation and the traditional relationship between the ship's master and the pilot.

Considering the general principle that the final decision on navigational safety belongs to the ship's master; No information, recommendation, warning and instruction to be provided by the TSVTS shall eliminate the master's responsibility to command his/her vessel with his/her professional knowledge and ability, and TSVTS shall not be held responsible for the master's decisions and actions.

6 SERVICES PROVIDED BY TSVTS

Marine traffic in the TSVTS area is monitored using radar, AIS, closed circuit television cameras, ENC, VHF devices (RT, DSC, DF). TSVTS also obtains the information of Aids to Navigation concerning the participant vessels, the dangers affecting the navigation and possible ship movements from different sources.

6.1 Information Service

It is a service that is given to provide timely access to the necessary information in order to assist the decisions on board regarding navigation.

- Marine traffic information
- Information about the position of a vessel in relation with other vessels
- Information about positions of other vessels by means of distances from own vessel, course and speed over the ground.
- Information about intended movements of other vessels
- Notice to Mariners
- Hydro-Meteorological information
- Information reported on the condition of Aids to Navigation
- Other information which is considered necessary by TSVTS

6.2 Navigational Assistance Service

Navigational Assistance Service will be provided when severe meteorological and navigational situations have been observed, deficiencies or breakdowns have occurred during the passage, when required by the master or when deemed necessary by the TSVTS operator.

TSVTS operator can provide the vessels with the following information and contribute to the decision of the ship's master regarding the safety of navigation;

- Position information in order to ensure safe navigation of vessels sailing within the TSS
- Information about movements of other vessels in the vicinity
- Warnings with regard to dangerous situations that might develop

The start and end of the navigational assistance service (date / time) must be clearly agreed and recorded by the ship's master and the vessel traffic operator.

6.3 Traffic Organization Service

It is a service provided to prevent the development of dangerous maritime traffic situations and to ensure safe and efficient ship traffic movement within the VTS area.

- Vessel's Sailing Plan, and permission, date and time of vessel's entry to Istanbul and Canakkale Strait
- Any changes in the Sailing Plan
- Necessary operational information to the vessels before entering the Straits related to the traffic organization
- Operational information to all vessels in Straits according to the Turkish Straits Maritime Traffic Regulations
- SP 1 / SP 2 reports are the main source of the traffic organization service to be provided by TSVTS. Sending these reports on time and accurately will increase the efficiency of the maritime traffic organization.

Vessels that do not provide accurate and timely information may be subject to delays and penalty procedures as they will disrupt the regular functioning of maritime traffic. It should not be forgotten that vessels which do not provide accurate information on time may endanger other vessels, especially their own vessels, and pose a risk in terms of the safety of life, property, environment and marine and the safety of navigation.

The above-mentioned services are provided upon the demands of the vessels or when deemed necessary by the TSVTS. TSVTS cannot be held responsible for unclaimed services.

7 PROCEDURES FOR SHIPS

7.1 General

- SP 1 report shall be sent to TSVTS in accordance with the TUBRAP.
- SP 2 report shall be given to the relevant VTSC in accordance with the TUBRAP.
- Call Point Report shall be given to the relevant VTSC.
- Position Report shall be given to the relevant VTSC.
- Marmara Report (MARRAP) shall be given to the relevant VTSC.
- AIS device should always be kept in working order within the TSVTS area.
- VHF channel of the current sector should be listened during navigating or anchorage within the TSVTS area.
- Vessels navigating within the Turkish Straits should continuously monitor all TSVTS broadcasts, and the information, recommendations, warnings and instructions given by the TSVTS should be taken into account in terms of the safety of navigation, the protection of life, property, sea and environment.
- Vessels navigating in the Turkish Straits should notify the relevant VTS Centers when they detect all kind of perils related with the safety of navigation.
- All stopover or non- stopover vessels navigating within the TSS through the Marmara Sea should report to the relevant VTSC about berthing or mooring to buoys, dropping anchor, turning back, failure or emergencies and similar exceptional circumstances, in case of any deviation from the TSS and any delays on their ETA's exceeding 2 hours.
- All communications concerned with pilotage service should be performed via VHF Channel 71.

For safety of navigation and protection of life, property, sea and environment, pilotage is strongly recommended to all vessels intending to engage in non-stopover passage through the Turkish Straits.

7.2 Anchoring and Leaving the Anchorage

- In Turkish Straits, vessels cannot anchor outside the anchorage areas specified by the Administration in the TSMTR, except for compulsory cases.
- Anchored vessel should report to the relevant VTSC about her anchorage position and time.
- Ship masters should act according to the requirements of "Guidelines for keeping a safe anchoring shift" in accordance with the relevant STCW and IMO circular (STCW Code VIII-A.VIII / 2 IMO Circ. STCW.7 / Circ.14) while at anchor.
- Sector channel should be continuously listened while being at anchorage area.
- It is forbidden to anchor at less than 2.5 cables to the shore.
- The vessel should inform the relevant VTSC 1 hour before heaving up her anchor.
- When vessel heaved up anchor, she should notify the time of heaving, arrival port and ETA for entrance of Strait to the relevant VTSC and she should take information about maritime traffic.
- Vessels having non-stopover passage through the Turkish Straits may stay at anchor up to 168 hours without taking Free Pratique provided that having permission from the relevant VTSC.

7.3 Berthing and Unberthing

- Vessels should notify the time of berthing to the relevant VTSC when they berthed at a port.
- Listening the sector channel is not obligatory while being in port.
- Vessels to be departed from the port should inform the relevant VTSC 1 hour before departure and get a departure clearance from VTSC before singling up the ropes.

- Vessels leaving the pier should report their time of departure, arrival port and ETA to the relevant VTSC before joining in the traffic and should proceed by having traffic information.

7.4 Speed

Vessels' speed over ground while passing through Istanbul and Canakkale Strait shall be 10 nautical miles per hour. However, when the steerage cannot be obtained, this speed can be exceeded by informing TSVTS Center and paying attention to prevent collision and not to create waves that harm the environment. By taking into account all of the oceanographic structure and the current regime of the Turkish Straits and the "safe speed" regulation in the 6th Rule of the International Regulations for Preventing Collisions at Sea (COLREG 72), considering the variable conditions that may affect safe navigation such as the state of visibility, traffic density, maneuverability of the vessel, the state of the wind and current, the draught, taking care not to harm the traditional dialogue between the ship's master and the pilot if the speed recommendation to be given to the ships is formed and there are pilots onboard vessels during passage; the "safe speed" can be determined and applied in terms of existing conditions after the mutual agreement between the passing ships and the TSVTS Center. Considering that the prevailing current direction in the Turkish Straits is the North - South direction, the TSVTS Center make recommendations to vessels navigating in this direction to reach the steerage way .

Immediate notice should be given to the relevant VTS Center when a vessel has to slow down within the Istanbul and Canakkale Straits. The VTS Center provide information, recommendations and instructions by evaluating the traffic situation.

7.5 Overtaking

Vessels shall not overtake another vessel unless there is an absolute necessity. Vessel that is in the necessity of overtaking other ahead vessel navigating slowly, should take permission from the relevant TSVTS Center.

The relevant VTSC may evaluate the traffic situation and provide information, recommendations, warnings and instructions about the passage.

The vessel will not be overtaken between Vaniköy and Kanlıca in the Istanbul Strait and between Nara and Kilitbahir in the Canakkale Strait, and in the vicinity of the Canakkale Bridge piers.

7.6 Reporting Accidents

An accident within the TSVTS area should be reported immediately to the relevant TSVTS sector, both by the vessel (s) involved in the accident and by the vessel (s) witnessing the accident.

The TSVTS is the first contact point in terms of the necessary precautions that can be taken and the minimization of any happened or probable loss of lives and property in the accident and the protection of the environment, and after receiving such reports / notifications, they will be delivered by TSVTS to the relevant authorities.

7.7 Current

When the upstream current force in the Istanbul Strait rises above 4 knots or when the counter and variable currents occur due to the SW'ly strong wind; large vessels, deep-draft vessels and vessels carrying dangerous cargo with a maneuvering speed of 10 knots or less will not enter the Strait and will wait for the current force to drop to 4 knots or less, or the counter and variable-currents to disappear. However, vessels other than above may pass through the Strait by taking tugboat(s) as advised by the TSVTS Center in accordance with their tonnages.

When the upstream current force in the Canakkale Strait rises above 4 knots; large vessels, deep-draft vessels and vessels carrying dangerous cargo with a maneuvering speed of 10 knots or less will not enter the Strait and will wait for the current force to drop to 4 knots or less. However, vessels

other than above may pass through the Strait by taking tugboat(s) as advised by the TSVTS Center in accordance with their tonnages.

When the upstream current force in the Turkish Straits rises above 6 knots, large vessels, deep-draft vessels and vessels carrying dangerous cargo, regardless of speed, will not enter the Turkish Straits and will wait for the current force to drop below 6 knots. The TSVTS Center reports the condition of currents to the vessels and the concerned parties.

Upon normalization of the direction or force of the current, the order of entry of the waiting vessels into the Strait is determined and reported by the TSVTS Center to the vessels and the concerned parties in accordance with the order of passage determined by TUBRAP and the qualifications of the vessels, to ensure that these vessels pass through the Strait as soon as possible.

7.8 Visibility

When the visibility in any region of the Turkish Straits drops to 2 miles and below, the vessels passing through the Straits will keep their radars open continuously and in a way that they will provide a clear picture. On vessels equipped with two radars, one radar will be made available to the pilot.

When the visibility in any region of the Turkish Straits drops to 1 mile and below, the maritime traffic will be kept open in one way and closed in the opposite direction. Vessels carrying dangerous cargo, large vessels and deep draft vessels will not be taken to the Straits.

When the visibility in any region of the Turkish Straits drops to half a mile and below, the vessel traffic will be closed in both directions by the TSVTS Center.

When the visibility in the Turkish Straits becomes navigable, the order of entry of the waiting vessels into the Strait is determined and reported by the TSVTS Center to the vessels and the concerned parties in accordance with the order of passage determined by TUBRAP and the qualifications of the vessels, to ensure that these vessels pass through the Strait as soon as possible.

7.9 In Case of Running Aground

Vessel running aground within the TSVTS area;

- immediately notifies the relevant VTS Center.
- never performs such operations like; refloating operations, ballast operation, cargo discharge/transfer, running of the engine except for the necessary precautions to be taken for the prevention of marine pollution and safety of life, provided that no chemicals are used.
- waits for information / recommendations / instructions from the relevant VTS Center, - and is obliged to comply with the instructions given by the VTS Center.

7.10 Reporting incidents and marine pollution

In case of occurrence of situations that negatively affect the safe maneuverability of the vessels within the TSVTS area, and which endanger the marine environment and surrounding areas, the situation should be reported by vessel(s) to the TSVTS immediately in order to take the necessary measures on time.

7.11 Local Marine Traffic

Ferries, city line ferries, sea buses, passenger boats engaged in regular voyages, pleasure crafts, fishing boats, agent boats, boats belonging to government, tug boats, vessels belonging to non-governmental organizations, vessels engaged in underwater and survey operations and all other similar vessels are within the scope of local traffic.

All the vessels taking part in the local sea traffic are obliged to listen to the VHF channel of the sector they are in and to follow the instructions given by the TSVTS whether they are within the scope of the SOLAS Convention or not.

Vessels taking part in local traffic will act in the Turkish Straits pursuant to COLREG and pass the TSS through the shortest path and at a right angle, they will exit the routes of the vessels passing through the Strait and will not hamper these vessels. Those who act otherwise should be reported to VTS Centers.

7.12 The passage of vessels engaged in towing operations

All passages of vessels engaged in towing operations through the Istanbul Strait and Canakkale Strait will be carried out in the daytime period and under the supervision of the pilot. The allocation of escort tugboats in passages of vessels engaged in towing operations will be as specified in the Implementation Instruction for Turkish Straits Marine Traffic Regulations.

7.13 Sanitary Inspections

Vessels that will pass through the Turkish Straits shall be subject to Sanitary Inspections in the places stated at Turkish Straits Maritime Traffic Regulation in accordance with the 1936 Montreux Convention.

7.14 Tele-Health

Tele Health Center provides 24-hour uninterrupted medical consultancy service, medical evacuation and sea ambulance services for all health problems that may occur at sea and air vehicles when underway.

7.15 Contact Areas with Agent

During passage through Turkish Straits, vessels shall not make agent contact except anchorage areas in compliance with the items 41 and 49 of TSMTR unless it is obligatory.

In obligatory cases; agent contacts can be made as near as possible to the starboard side of their traffic separation lanes by taking permission from VTS Center, obeying traffic separation schemes and without disturbing the navigational conditions and within the time period and position defined as follow:

- While passing through Istanbul Strait; In the South, at the west of the longitude passing through the Kumkapı Barınak Light, not exceeding 1 hour; In the North, on the north of the line connecting Hamsi Limanı and Fil Burnu, not exceeding 15 minutes;
- While passing through Canakkale Strait; In the south of the line connecting Kanlidere Light to Karanfil Light not exceeding 1 hour;

7.16 Fishing Boats

Regardless of her length and type, any vessel engaged in fishing shall not carry out fishing within the TSS and shall not impede the passage of other vessels while navigating outer limit of TSS.

7.17 Sailing vessels and vessels under oars

Navigating under sail or under oars, swimming and fishing within TSS in Turkish Straits are prohibited. However, sailing, rowing and swimming competitions conducted for sporting purposes and demonstrations and ceremonies are subject to the permission of Administration and arrangement to be made.

7.18 Air Draft

Vessels passing through the Straits in accordance with the traffic separation scheme will pay attention to the warning lights on the bridges related to the safety of navigation.

Vessels with an air draft of 58 meters and over will not pass through the Istanbul Strait and vessels with an air draft of 70 meters and over will not pass through the Canakkale Strait.

The vessels with an air draft between 54 meters and 58 meters for the Istanbul Strait and the vessels with an air draft between 66 meters and 70 meters for the Canakkale Strait will be escorted by tugboats in the number and power required by the Ministry / Administration for keeping such vessels on the safe course.

7.19 Bridge Piers

Including the local traffic, at areas where the bridges piers are located;

- Vessels will not overtake each other.
- Vessels will not approach the bridge piers more than 100 meters.

8 TURKISH STRAITS ANCHORAGE AREAS

The coordinates of the anchorage areas are based on the WGS 84 datum. If these anchorage areas have coastal contact, vessels are prohibited from anchoring within 2.5 cables from the shore.

8.1 Istanbul Strait Anchorage Areas

8.1.1 Anchorage Areas at the Northern Entrance of Istanbul Strait

The anchorage areas at the northern entrance of the Istanbul Strait are as shown in Figure 4.

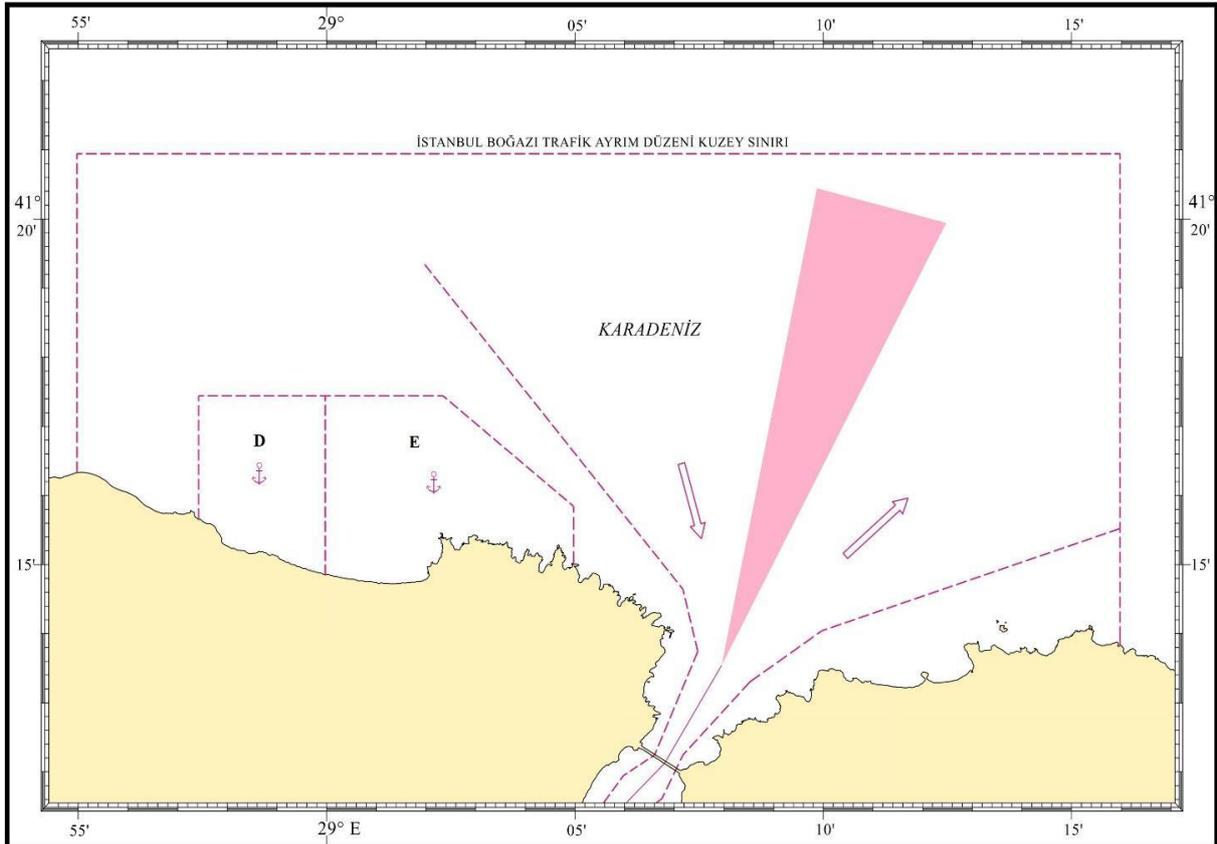


Figure 4: Anchorage Areas at the North Entrance of Istanbul Strait

D- The anchorage place at the Northern Entrance of the Istanbul Strait for vessels carrying dangerous cargoes, Nuclear powered military vessels and vessels which will effect gas freeing operations is the sea area covered by the following coordinates.

- (1) 41° 15'.600 N, 28° 57'.423 E (Shore)
- (2) 41° 17'.443 N, 28° 57'.423 E
- (3) 41° 17'.443 N, 28° 59'.974 E
- (4) 41° 14'.853 N, 28° 59'.974 E (Shore)

E- The anchorage area at the Northern Entrance of Istanbul Strait for vessels carrying non dangerous cargoes is the sea area covered by the following coordinates. In case of emergencies, bunkering and supply operations can be carried out in this area with the permission of the Harbour Master, the Turkish Straits Vessel Traffic Services Center and other institutions/organizations.

- (1) 41° 14'.853 N, 28° 59'.974 E (Shore)
- (2) 41° 17'.443 N, 28° 59'.974 E
- (3) 41° 17'.443 N, 29° 02'.343 E
- (4) 41° 15'.843 N, 29° 04'.974 E
- (5) 41° 15'.004 N, 29° 04'.974 E (Shore)

8.1.2 Anchorage Areas at the Southern Entrance of Istanbul Strait

The anchorage areas at the southern entrance of the Istanbul Strait are as shown in Figure 5.

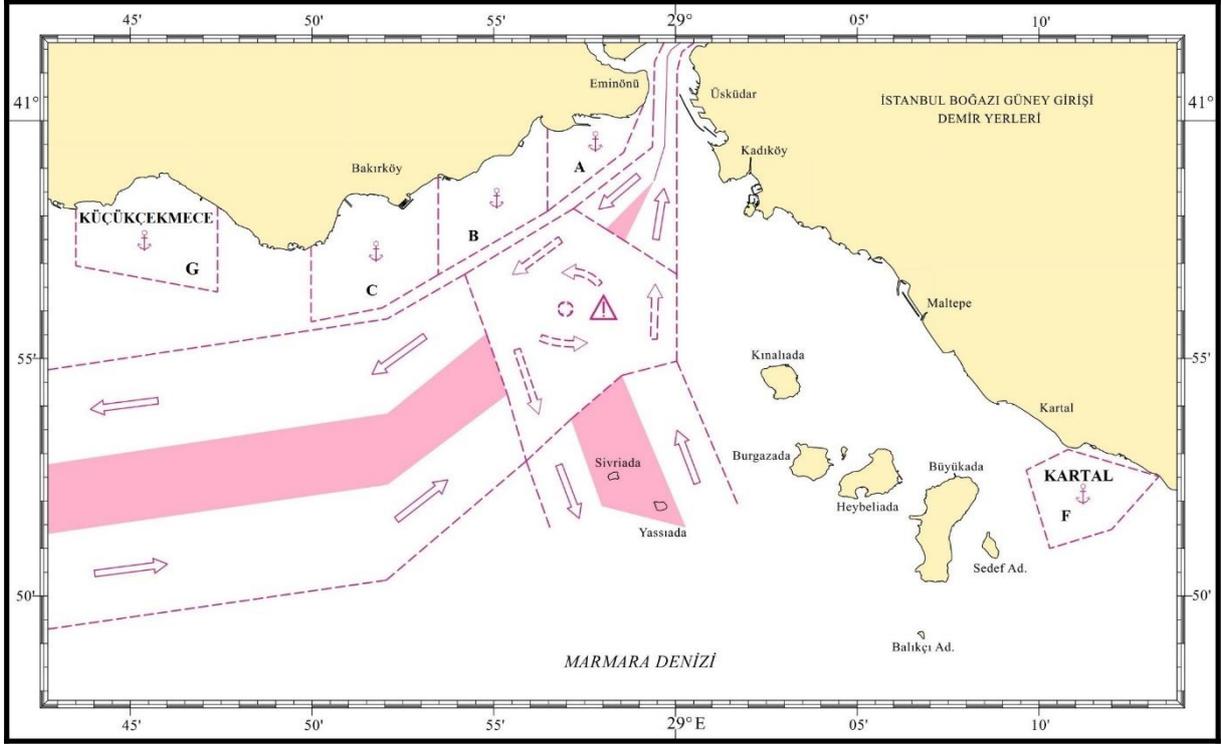


Figure 5: Anchorage Areas at the South Entrance of Istanbul Strait

A- Ahırkapı anchorage area A for vessels which will berth at coastal facilities, is the sea area covered by following coordinates. Anchoring and heaving up anchor within this area is subject to pilotage.

- (1) 41° 00'.360 N, 28° 59'.134 E (Shore)
- (2) 40° 59'.333 N, 28° 58'.574 E
- (3) 40° 58'.093 N, 28° 56'.474 E
- (4) 40° 59'.840 N, 28° 56'.474 E (Shore)

B- Ahırkapı anchorage area B for vessels coastal facilities and intending to stay in anchor for a short time is the sea area covered by the following coordinates.

- (1) 40° 59'.840 N, 28° 56'.474 E (Shore)
- (2) 40° 58'.093 N, 28° 56'.474 E
- (3) 40° 56'.763 N, 28° 53'.474 E
- (4) 40° 58'.801 N, 28° 53'.474 E (Shore)

C- Ahırkapı anchorage area C for vessels carrying dangerous cargoes, nuclear powered military ships and vessels which will carry out gas freeing operations and coastal facilities is the area covered by the following coordinates.

- (1) 40° 58'.801 N, 28° 53'.474 E (Shore)
- (2) 40° 56'.763 N, 28° 53'.474 E
- (3) 40° 56'.063 N, 28° 51'.924 E
- (4) 40° 55'.773 N, 28° 49'.974 E
- (5) 40° 57'.354 N, 28° 49'.974 E (Shore)

G- Küçükçekmece anchorage area; is the sea area covered by the following coordinates and can also be used as a long time stay anchorage area and quarantine anchorage area when needed.

- (1) 40° 58'.197 N, 28° 47'.400 E (Shore)
- (2) 40° 56'.400 N, 28° 47'.400 E
- (3) 40° 56'.950 N, 28° 43'.500 E
- (4) 40° 58'.139 N, 28° 43'.500 E (Shore)

F- Kartal Anchorage Area, is the sea area covered by the following coordinates and it is anchorage place for the vessels not carrying dangerous cargo which will pass through Istanbul Strait. (Tuzla Harbour Master Anchorage Area no. 3)

- (1) 40° 52'.650 N, 29° 09'.650 E
- (2) 40° 53'.083 N, 29° 10'.800 E
- (3) 40° 52'.517 N, 29° 13'.300 E
- (4) 40° 51'.400 N, 29° 12'.000 E
- (5) 40° 51'.000 N, 29° 10'.300 E

8.2 Canakkale Strait Anchorage Areas

8.2.1 Anchorage Areas at the Northern Entrance of Canakkale Strait

The anchorage areas at the northern entrance of Canakkale Strait are as shown in Figure 6.

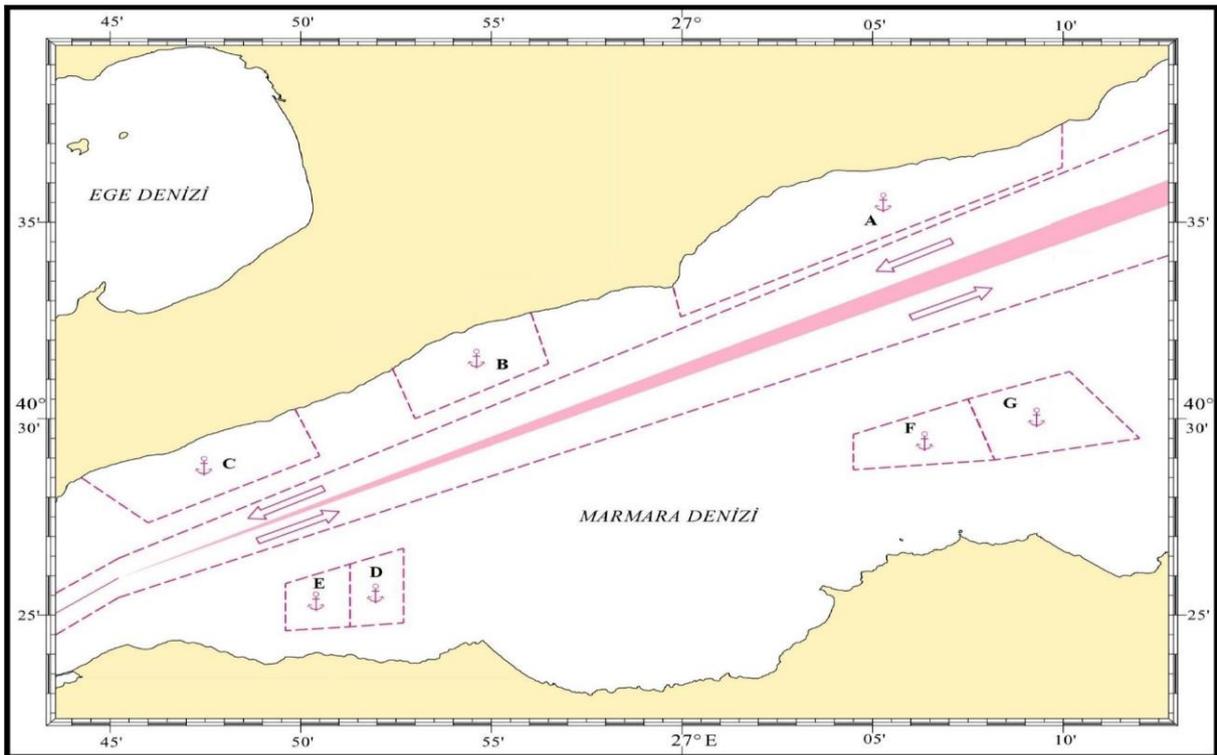


Figure 6: Anchorage Areas at the North Entrance of Canakkale Strait

A- Anchorage area for vessels carrying dangerous cargoes, nuclear powered military vessels, vessels subject to quarantine and vessels which will carry out gas freeing operations, is the sea area covered by the following coordinates. (Tekridag Harbour Master anchorage area no. 6)

- (1) 40° 37'.500 N, 27° 09'.971 E (Shore)
- (2) 40° 36'.392 N, 27° 09'.971 E
- (3) 40° 32'.592 N, 26° 59'.971 E
- (4) 40° 33'.377 N, 26° 59'.762 E (Shore)

B- Anchorage area for vessels not carrying dangerous cargoes and military vessels, is the sea area covered by the following coordinates.(Canakkale Harbour Master Anchorage Place No. 4)

(1) 40° 32'.707 N, 26° 56'.034 E (Shore)

(2) 40° 31'.400 N, 26° 56'.500 E

(3) 40° 30'.000 N, 26° 53'.000 E

(4) 40° 31'.268 N, 26° 52'.415 E (Shore)

C- Anchorage area for vessels not carrying dangerous cargoes and military vessels, is the sea area covered by the following coordinates.(Canakkale Harbour Master Anchorage Area No. 5)

(1) 40° 30'.243 N, 26° 49'.854 E (Shore)

(2) 40° 29'.050 N, 26° 50'.500 E

(3) 40° 27'.350 N, 26° 46'.000 E

(4) 40° 28'.501 N, 26° 44'.246 E (Shore)

D- Anchorage area for vessels carrying dangerous cargoes, vessels which will discharge wastes and vessels which will take bunkers, is the sea area covered by the following coordinates. (Canakkale Harbour Master Anchorage Place No. 6)

(1) 40° 26'.300 N, 26° 51'.300 E

(2) 40° 26'.700 N, 26° 52'.700 E

(3) 40° 24'.800 N, 26° 52'.700 E

(4) 40° 24'.700 N, 26° 51'.300 E

E- Anchorage area for vessels not carrying dangerous cargoes and military vessels, is the sea area covered by the following coordinates.(Canakkale Harbour Master Anchorage Area No. 7)

(1) 40° 25'.800 N, 26° 49'.600 E

(2) 40° 26'.300 N, 26° 51'.300 E

(3) 40° 24'.700 N, 26° 51'.300 E

(4) 40° 24'.600 N, 26° 49'.600 E

F- Anchorage area for vessels not carrying dangerous cargoes and military vessels, is the sea area covered by the following coordinates (Karabiga Harbour Master Anchorage Area No. 1)

(1) 40° 29'.600 N, 27° 04'.500 E

(2) 40° 30'.500 N, 27° 07'.500 E

(3) 40° 28'.950 N, 27° 08'.200 E

(4) 40° 28'.700 N, 27° 04'.500 E

G- Anchorage area for vessels carrying dangerous cargoes, nuclear powered military vessels, vessels subject to quarantine and vessels which will carry out gas freeing operations, is the sea area covered by the following coordinates. (Karabiga Harbour Master Anchorage Area no. 2)

(1) 40° 30'.500 N, 27° 07'.500 E

(2) 40° 31'.200 N, 27° 10'.166 E

(3) 40° 29'.500 N, 27° 12'.000 E

(4) 40° 28'.950 N, 27° 08'.200 E

8.2.2 Anchorage Area in Canakkale Strait

Anchorage area in Canakkale Strait is as shown in Figure 7.

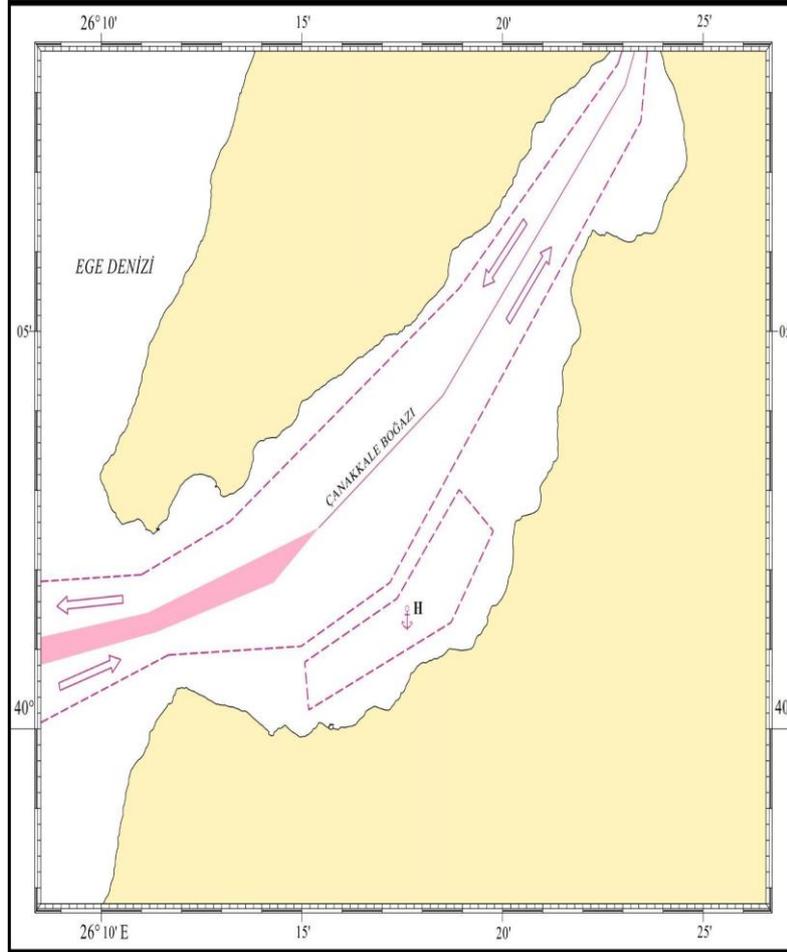


Figure 7: Anchorage Area in Canakkale Strait.

H- Karanlık Liman Anchorage Area; is the sea area covered by the following coordinates. It is emergency anchoring area of all vessels passing the Strait and anchorage place for military vessels. Anchoring and heaving up anchor in this area is subject to pilotage except for military vessels. (Canakkale Harbour Master Anchorage Place No. 1)

- (1) 40° 00'.841 N, 26° 15'.070 E
- (2) 40° 01'.641 N, 26° 17'.370 E
- (3) 40° 03'.010 N, 26° 18'.921 E
- (4) 40° 02'.490 N, 26° 19'.771 E
- (5) 40° 01'.340 N, 26° 18'.720 E
- (6) 40° 00'.240 N, 26° 15'.171 E

8.2.3 Anchorage Areas in the Southern Entrance of Canakkale Strait

Anchorage Areas in the Southern Entrance of Canakkale Strait are as shown in Figure 8.

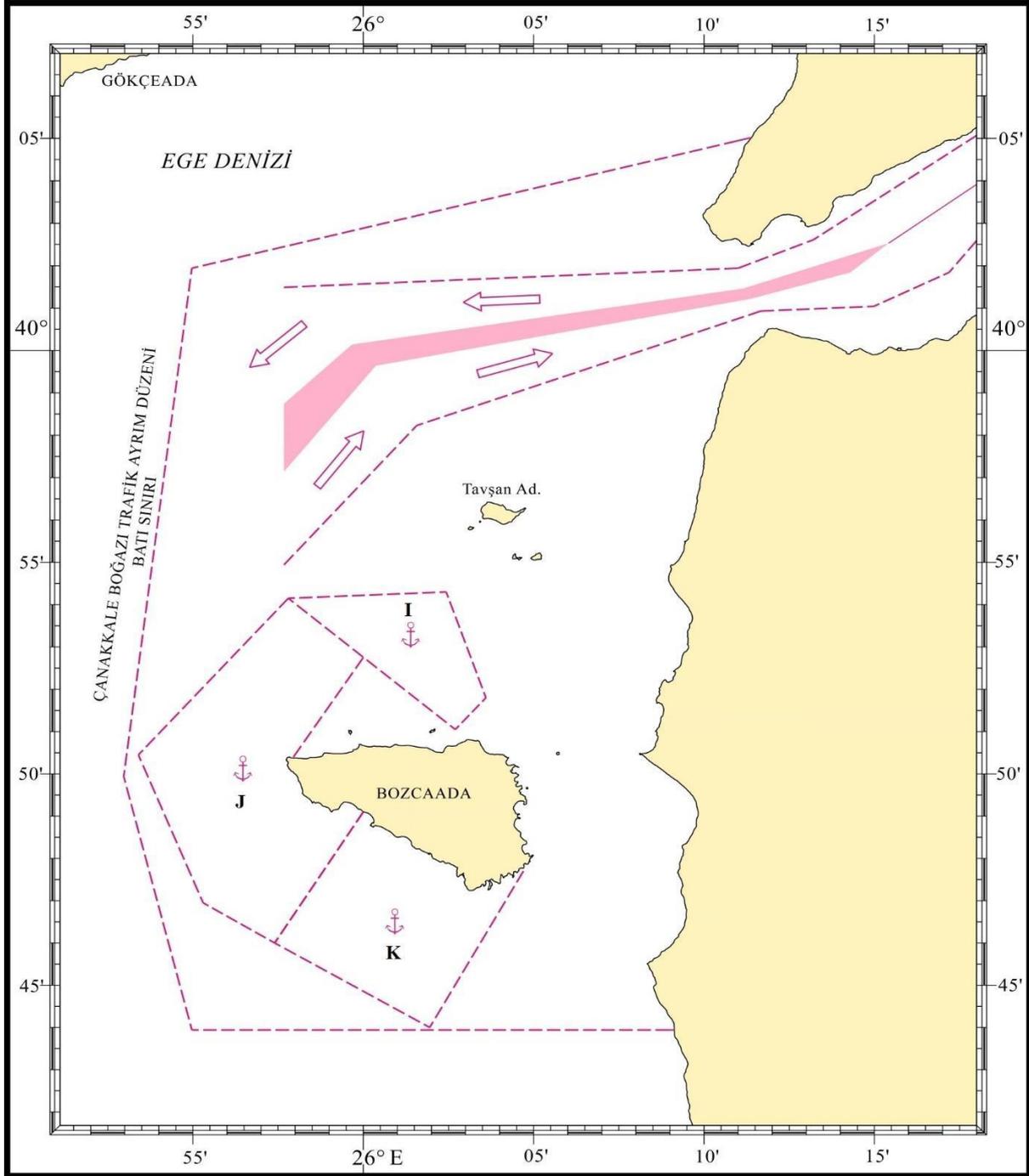


Figure 8: Anchorage Areas in the Southern Entrance of Canakkale Strait.

I- Anchorage area for vessels less than 5000 GT, not carrying dangerous cargoes and vessels which will take bunkers and discharge wastes, is the sea area covered by the following coordinates (Bozcaada Harbour Master Anchorage Area No. 1)

- (1) 39° 54'.150 N, 25° 57'.800 E
- (2) 39° 54'.300 N, 26° 02'.433 E
- (3) 39° 51'.800 N, 26° 03'.600 E
- (4) 39° 51'.050 N, 26° 02'.700 E

J- Anchorage area for vessels carrying dangerous cargoes, nuclear powered military vessels, vessels subject to quarantine and vessels which will carry out gas freeing operations, is the sea area covered by the following coordinates. (Bozcaada Harbour Master Anchorage Area No. 2)

- (1) 39° 50'.378 N, 25° 57'.932 E (Shore)
- (2) 39° 52'.750 N, 26° 00'.000 E
- (3) 39° 54'.150 N, 25° 57'.800 E
- (4) 39° 50'.450 N, 25° 53'.400 E
- (5) 39° 46'.950 N, 25° 55'.300 E
- (6) 39° 46'.000 N, 25° 57'.400 E
- (7) 39° 49'.104 N, 26° 00'.003 E (Shore)

K- Anchorage area for vessels not carrying dangerous cargoes and military vessels, is the sea area covered by the following coordinates (Bozcaada Harbour Master Anchorage Area No 3)

- (1) 39° 49'.104 N, 26° 00'.003 E (Shore)
- (2) 39° 46'.000 N, 25° 57'.400 E
- (3) 39° 44'.000 N, 26° 01'.950 E
- (4) 39° 47'.728 N, 26° 04'.725 E (Shore)

ANNEXES

Annex-1 SP1 Report Form

A	SHIP'S NAME	
	CALL SIGN	
	FLAG	
	IMO NO	
	MMSI NO	
B	DATE AND TIME (UTC)	
C	POSITION (LATITUDE – LONGITUDE)	
F	CONTINUOUS MANOEUVRING SPEED (in KNOTS including decimals)	
G	PORT OF DEPARTURE	
H	ARRIVAL DATE AND TIME TO THE ENTRANCE OF THE STRAIT/ LT (TURKEY)	
I	PORT OF DESTINATION	
J	REQUEST PILOT (YES/NO)	
	ISTANBUL STRAIT	
	MARMARA SEA	
	CANAKKALE STRAIT	
O	FORE DRAFT (AT THE ENTRANCE OF STRAIT)	
	AFT DRAFT (AT THE ENTRANCE OF STRAIT)	
	MAX AIR DRAFT (AT THE ENTRANCE OF STRAIT)	
P	CARGO (TYPE AND QUANTITY)*	
	DESCRIPTION OF DANGEROUS, NOXIOUS AND POLLUTANT GOODS (IMDG, IGC, IBC, GC, INF)*	
	IN CASE OF WEAPON SHIPMENT "END USER CERTIFICATE" DATE/NUMBER AND COPY	
Q	DEFECTS / DAMAGE / DEFICIENCIES / OTHER LIMITATING REASONS	
T	SHIP'S AGENT AND/OR REPRESENTATIVE NAME	
	TAX NO	
	NAME – SURNAME OF MASTER	
U	SHIP TYPE	
	LOA (METRES)	
	BEAM (METRES)	
	GROSS TONNAGE	
	NET TONNAGE	
	DOUBLE OR SINGLE HULL TANKERS	

	CONSTRUCTION YEAR OF VESSEL	
W	NUMBER OF CREW AND PASSANGER	
X	P&I CLUB NAME	
	P&I POLICY NO	
	P&I VALIDITY DATE	
	LAST PSC DATE	
	CLC BUNKER 2001 CERTIFICATE NO / VALIDITY DATE**	
	CLC 92 CERTIFICATE NO / VALIDITY DATE***	
	WRECK REMOVAL CERTIFICATE NO / VALIDITY DATE	
	BUNKER ON BOARD (F/O - LNG - D/O - L/O)	

* In case it's needed, more detailed information about cargo onboard may be requested.
 ** All Vessels over 1000 GT
 *** Ship carrying more than 2000 tons of oil (means any persistent hydrocarbon mineral oil such as crude oil, fuel oil, heavy diesel oil and lubricating oil), in bulk as cargo

WE HEREBY DECLARE AND UNDERTAKE THAT SANITARY DUES AND LIGHT AND RESCUE FEES AND, PILOTAGE/TUGBOAT FEES (IF RELATED SERVICE IS PROVIDED) WILL BE PAID BY US TO THE AUTHORIZED / RELEVANT UNITS.

NAME SURNAME:	
COMPANY TITLE:	
ADDRESS:	
PHONE:	
FAX:	
E-MAIL:	
TAX NO:	
AGENCY AUTH. CERT. NO:	

Annex-2 SP-2 Report Form

Code	Meaning
A	SHIP'S NAME / CALL SIGN / FLAG / IMO NO / MMSI NO
D	SHIP'S POSITION (BEARING AND DISTANCE)
H	DATE AND TIME OF ENTRY INTO THE TURKISH STRAITS
J	REQUEST PILOT (YES/NO) ISTANBUL STRAIT MARMARA SEA CANAKKALE STRAIT
T	SHIP'S AGENT / REPRESENTATIVE
Q	DEFECTS/DAMAGE/DEFICIENCIES/OTHER LIMITATING REASONS

Reference points for the position in Code "D":

Türkeli Lighthouse:	41° 14.10' N / 029° 06.70' E
Ahırkapı Lighthouse:	41° 00.40' N / 028° 59.20' E
Gelibolu Lighthouse:	40° 24.60' N / 027° 41.00' E
Mehmetçik Lighthouse:	40° 02.70' N / 026° 10.50' E

Annex-3 Position Report Form

Code	Meaning
A	SHIP'S NAME
D	POSITION

Annex-4 Call Point Report Form

Code	Meaning
A	SHIP'S NAME
D	POSITION

Annex-5 Marmara Report Form (MARRAP)

Code	Meaning
A	SHIP'S NAME
D	POSITION
G	PORT OF DEPARTURE
I	PORT OF ARRIVAL
P	WHETHER DANGEROUS CARGO IS ON BOARD

Annex-6 Survey Report

1	GEMİNİN ADI/ÇAĞRI İŞARETİ (Ship's name / Call Sign)		2	MİLLİYETİ (Nationality)	
3	BAĞLAMA LİMANI (Port of Registry)		4	SAHİPLERİ (Owners)	
5	GEMİNİN TİPİ (Type of Ship)	6	İNŞAA TARİHİ (Date of Built)		
7	GROS TONAJI (Gross tonnage)	8	NET TONAJI (Nettonnage)	9	KAPTANIN ADI (Master's Name)
10	DWT:	11	TPC: (Ton per cm):	12	KLAS KURULUŞU (Classification society)
13	MÜRETTEBAT ADEDİ (Number of crew)	14	YOLCU ADEDİ (Number of passengers)	15	TEKNE SİGORTASI (Where&bywhom insured)
16	KALKIŞ LİMANI (Departure Port)		17	KALKIŞ LİMANINDAKİ DENİZ SUYU YOĞUNLUĞU (Sea density at departure port)	
18	VARIŞ LİMANI (Destination Port)		19	GEMİDE MEVCUT YÜKÜN MİKTAR] VE CİNSİ (Kind and quantity of Cargo on board)	
20	GEMİDEKİ MEVCUT SU, YAKIT VE YAĞ MİKTARI (Bunkers on board)				
	F.W:	F.O:	21 BALAST MİKTARI (Total Ballast On board)		
	DO:	L.O:			
22	OLAY MEVKİSİ (Exact position of stranding)		23 GEMİNİN SU ALIP ALMADIĞI, GEMİ POMPALARININ GİREN SUYU YENİP -YENEMEDİĞİ VE SUYU NEREDEN YAPTIĞI (Whether vessel is making any water and if so state locality and whether ships own pumps can control the leakage)		
24	OLAY ANINDAKİ GEMİ SURATI (Prestranding Speed)				
25	OLAYIN TARİH VE SAATİ (Date and time of stranding)				
26	OTURMA HALİNDE GEMİ PRUVASI İLE DAHA SONRA PRUVASINDAKİ DEĞİŞİKLİKLER (Ships heading at the time of stranding and whether it has altered subsequently)				
27	GEMİNİN OTURMADAN ÖNCE ÇEKTİĞİ SU (Drafts before stranding)	İSKELE (Port)	SANCAK (Starboard)	28 GEMİDE MEYİL OLUP OLMADIĞI / VARSA MİKTARI (Listing if any / amount)	
30	GEMİNİN OTURDUKTAN SONRA ÇEKTİĞİ SU (Drafts after stranding)	İSKELE (Port)	SANCAK (Starboard)	29 OLAY ANINDAKİ VE ŞU ANA KADARKİ HAVANIN DURUMU (Weather at time of stranding and up to the present time)	
31	ŞU ANA KADAR BOŞALTIM OLUP OLMADIĞI / OLDU İSE MİKTARI (Whether any discharge operation carried out up to now / amount of discharging)		32 KAZA KAYNAKLI DENİZ KİRLİLİĞİ Evet / Hayır (Oil Pollution observed from casualty. Yes/No)		

GEMİ KAPTANI
(Master)

LİMAN BAŞKANI ADINA
(On Behalf of Harbour Master)

Annex-7 Master's Declaration

KAPTANIN DİKKATİNE

Herhangi bir kaza, arıza veya karaya oturma/kıyı şeridine temas durumunda derhal ilgili TBGTH Merkezine bilgi vermeniz gerekmektedir.

Hiç bir kimyasal madde kullanmamak kaydıyla deniz kirliliğinin önlenmesine yönelik alınacak tedbirler hariç, kurtulma çalışmaları (balast, kargo tahliyesi/transferi makine çalıştırma ve buna benzer müdahaleler) kesinlikle yapılmaz ve ilgili TBGTH Merkezinin tavsiye/talimatı uygulanır.

Gerekli sörveylerin yapılması amacıyla Liman Başkanlığında görevli Uzman ve olayın niteliğine göre su altı sörveyi için balıkadamlar ve teknik ekip geminize sevk edilecektir. Ekipler geminiz hakkında gerekli bilgileri sizden soracak ve kendi kontrol listelerini oluşturacaklardır.

Sörvey Raporu hazırlanarak dip yapısı, geminin konumu ve çevre kirliliği riski ile ilgili bilgiler tarafınıza verilecektir.

Karaya oturma/kıyı şeridine temas durumunda kurtulma planı verilmeden önce pervane ve makine çalıştırmak, balast /yük transferi yapmak ve geminin mevcut konumunu değiştirerek daha kötü bir konuma sokacak hareketlerden kaçınılacaktır.

Son su altı durumu, balıkadamlar tarafından kontrol edildikten sonra geminizin durumunun ve kondisyonunun, bulunduğu mahalde, herhangi bir tehlike arz etmemesi durumunda Kurtarma Uzmanı tarafından geminizi teslim almanız istenecektir.

Gerekli sörveylerin tamamlanması ve verilen hizmet bedelinin tahsil edilmesi/garanti altına alınmasından sonra geminin seyrine izin verilecektir.

Yukarıdaki bilgiyi okudum ve anladım. Bu nedenle aksi herhangi bir eylem tümüyle benim sorumluluğumda olacaktır.

FOR THE ATTENTION TO THE MASTER

In any stranding, engine failure or casualty you should report to the related VTS immediately

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.

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.

Information related with the type of ground, position of ship and risks of environmental pollution will be declared to you by the survey report.

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 ships position before submitting the salvage plan.

After the bottom conditions and the hull of the vessel checked by the divers if your vessel is in good condition and free of risks on that location, you will be asked to take over your vessel by the salvage master.

You will be allowed for sailing after the required surveys are completed and the service coasts are collected or guaranteed.

I have read and understand the above information's therefore contrary actions will fully be on my responsibility.

Annex-8 Turkish Straits Check List

**CHECK LIST FOR TECHNICAL CONDITIONS
OF SHIPS PASSING THROUGH THE TURKISH STRAITS**

Ship's Name:		Type:	
IMO / MMSI :		Agent:	

CHECKS	YES	NO	EXPLANATION
Are main and auxiliary engines ready for use for an immediate manoeuvring ?			
Are auxiliary generators ready for use for an immediate back up ?			
Are main and auxiliary rudders , compass and radars in working condition ? (during strait passage at least one crew member should be kept ready in the rudder room)			
Are the bridge propeller revolution meter, rudder and propeller turning angle indicators in working conditions and illuminated ?			
Are navigation lights, vessel's horn and bridge equipment in working condition?			
Are VHF equipment in working condition?			
Are windlass and gear in working condition? Are both anchors ready for letting go? (during strait passage at least one crew member should standby in windlass area)			
Are towing ropes, hand lines, rocket gun and handlines both at bow and stern ready to use ? (For ships carrying dangerous cargoes , in addition to the above , one towing wire both at stern and bow should be kept ready for use)			
Is the vessel trimmed by stern? (Excessive trim by stern should be avoided in order to prevent propeller and rudder non efficiency. No vessel should be trimmed by bow during strait passage)			
Is ship's propeller completely submerged ? (In case of necessity propeller blade remaining out of sea level should be max 5 pct of propellers diameter)			
Ship must be properly trimmed in such a way that bow and further ahead can be easily seen from the bridge.			
Are up-to-date and corrected navigational charts covering Turkish straits available on board ?			
Are the vessels manned with crew members according to STCW/78-95 agreement covering the standards of seaman training , documentation and watches ?			
Are necessary precautions taken for the fighting and responding in case of accident or fire ? Is the equipment in this respect in working condition ?			

MASTER

**** All vessels must be seaworthy according to the flag state and international legislation and regulations.***

***** Prior to submitting their SP2, Masters will verify that their vessel is technically fit as per above conditions and will report same on their log book. Boarding pilot will confirm the conformity.***

****** Prior to entering to the Turkish Straits, all vessels shall report to the TSVTS Centers by phone , fax or through VHF any technical deficiency including any deficiency on their navigational equipment and any non-compliance to above conditions which may jeopardize their ability to safely navigate. Any vessel failing to report such conditions will be subject to legal action.***

Annex-9 Important National and International VHF Channels

06	EMERGENCY ASSISTANCE AND SEARCH & RESCUE CHANNEL
08	COAST GUARD CHANNEL
09	IDO SERVICE (CONVENTIONAL FERRY) CHANNEL
16	INTERNATIONAL CALLING AND DISTRESS CHANNEL
67	METEOROLOGY CHANNEL
68	AGENCY SERVICES
69	SHIPYARD / SHIP BUILT - REPAIR
71	PILOT STATION CHANNEL (ISTANBUL AND CANAKKALE)
72	LOCAL TRAFFIC CONTROL CENTER (İSTANBUL) AND YACHT CHANNEL
73	YACHT CHANNEL
74	PORT PILOT (İSTANBUL) CHANNEL
77	FISHER CHANNEL

Annex-10 Emergency Phone Numbers

DIRECTORATE GENERAL OF COASTAL SAFETY	0216 531 40 00 PBX, www.kegm.gov.tr
HAREM EMERGENCY RESPONSE STATION	0216 341 11 42
MARMARA ISLAND EMERGENCY RESPONSE STATION	0266 885 56 20
YOMBURNU RESCUE STATION	0216 536 02 19
RUMELİ FENERİ RESCUE STATION	0212 228 21 27
KEFKEN RESCUE STATION	0262 566 78 99
ŞİLE RESCUE STATION	0216 711 51 95
KİLYOS RESCUE STATION	0212 201 25 57
RUMELİ KARABURUN RESCUE STATION	0212 762 20 87
LAPSEKİ RESCUE STATION	0286 512 51 77
LIGHTHOUSE FAILURE NOTICE	151 (FREE OF CHARGE)
DIRECTORATE OF ENVIRONMENT PROTECTION-AIR AND SEA POLLUTION	0212 455 13 20 / 21 / 22
TELE HEALTH	0212 444 83 53, info@telesaglik.gov.tr