



KUZEY
Pandl Correspondents

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Dear Sirs/Ladies,

Please be informed that Turkish Coast Guard Officers spotted a vessel sailing to Northbound during Istanbul strait (Bosphorus) passage without crew who should standby at forecandle of the vessel as per the *Maritime Traffic Regulations for Turkish Straits*.

As a result, vessel was fined and we learned that fine amount is around USD 1,000. -

Please be guided that as per *Maritime Traffic Regulations for Turkish Straits*, technical condition and reporting requirements for vessels arriving and intending to pass through Turkish Straits ;

ARTICLE 5- *All vessels before entering the Turkish Straits;*

Windlass, capstans and mooring winches are in good working order and both anchors are ready for letting go at all times with standby crew.

Full version of Article 5 is enclosed for your easy guidance. Special attention should be given to auxiliary engines/generators working conditions.

Needless to say, aforesaid regulation was in place at all times, now implemented strictly having experienced Vitaspirit casualty where the ship rammed in a historical house on Bosphorus Strait this year resulting in public awareness about gems of Istanbul. Further investigation revealed that the crew was not following "navigating in restricted waters rules" properly i.e. no watch keeping at forecandle, having experienced difficulty with auxiliary engines/emergency generators etc.

Even though the fine amount is minimal, it should be borne in mind that the ticket is not coming by post but by stopping the ship which may led to bring attention of port state control which will take lot more time and cost than the fine itself.

We, as Kuzey Pandl Correspondents are ready to assist you at All Turkish & Georgian Ports. Please do not hesitate to contact if you have any queries.

Yours Sincerely ,

Capt. Deha AYDIN
Senior Claims Executive

Kuzey Pandl Correspondents
Istanbul , Turkiye
T: +90 216 680 25 70
M: +90 533 137 08 14
deha@kuzeymarineltd.com

KUZEY PANDI MUHABERAT VE DENİZCİLİK HİZMETLERİ A.Ş.
Acıbadem Mah. Çeçen Sk. Akasya Evleri A Blok No:25/A 150 Üsküdar / İSTANBUL
Phone : +90 216 970 20 61 Fax: +90 850 220 04 51
www.kuzeymarineltd.com | info@kuzeymarineltd.com

Technical condition and Reporting requirements for vessels arriving and intending to pass through the Turkish Straits

ARTICLE 5- All vessels before entering the Turkish Straits;

- a) Should be seaworthy, meeting with the requirements of the International Conventions and their Flag Administration.
- b) Prior to transmitting the Sailing Plan 2 (Reg. 6 para.2) the Master shall assure himself that the vessel is technically in compliance with the following conditions and the same to be logged in the vessel Log Book.
 - 1) Main propulsion and Auxiliary machinery are in good working order and ready for immediate manoeuvring.
 - 2) Emergency Generators are in good working order and maintained in the readiness.
 - 3) Primary and Secondary steering gears, Radar/s and Compasses are in good working order.
 - 4) Engine room telegraph, rudder angle, RPM and if fitted Pitch indicators are in good working order and illuminated as to be readily visible to the pilot.
 - 5) Navigational lights, whistle and all other bridge equipment are in good working order and complete.
 - 6) All internal vessel control communications and vessel control alarms are in good working order.
 - 7) VHF transceivers are efficient.
 - 8) An Aldis lamp and at least one good binocular are kept ready on the bridge at all times.
 - 9) Windlass, capstans and mooring winches are in good working order and both anchors are ready for letting go at all times with standby crew.
 - 10) Towing lines of adequate strength and condition and heaving lines are ready on forward and aft together with line throwing appliances. Vessels loaded with explosives, dangerous goods or hazardous materials additionally shall suspend "Towing Off" wires of adequate strength and condition on forward and aft with their eyes run out and maintained at 1 or 2 meters above the waterline.
 - 11) Vessel is not trimmed by the stem as to dangerously affect the manoeuvring and /or steering and never will be trimmed by the head while navigating within the Turkish Straits.
 - 12) As much as possible the trim is arranged such that the propeller blades are under the water level and in any case the blades are not above the water level more than 5 % of the propeller diameter.
 - 13) The cargo and trim of the vessel is arranged such that from the conning position the forecastle and the view of the sea surface is not obscured.
 - 14) A copy of these regulations and related nautical publications are on board together with updated Turkish Straits and Marmara sea charts of a large enough scale.
 - 15) Number and certification of the officers and crew of the vessel is in compliance with the requirements of the STCW/78-95 Convention.
 - 16) Vessel has Shipboard Emergency Plans and fully trained Emergency Squads for responding to all possible casualties and all related emergency, safety and fire fighting equipment are in readiness for immediate use.

If any vessel can not comply with any requirements listed above, the nearest Traffic Control Center must be informed by the Master. Failure to notify will result the Administration to take necessary measures as prescribed in reg. 7 para 2.