

**CHECK LIST RESPECTIVE TO THE TECHNICAL CONDITIONS
OF VESSELS EFFECTING PASSAGE THROUGH
THE TURKISH STRAITS**

Ship's Name :
IMO/MMSI :

Type :
Attending Agency :

CHECKS	YES	NO	EXPLANATION
Are main and auxiliary engines ready for use for an immediate maneuvering ?			
Are auxilliary generators ready for use for an immediate back up ?			
Are main and auxilliary 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 equipments 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)			

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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 intervention and fighting in case of accident or fire ?
Is the equipment in this respect in working condition ?

SHIP'S MASTER

- *All vessels must be seaworthy according to the flag state and international legislation and regulations .*
- *Masters , prior to present their SP2 , 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.*
- *All vessels , prior to their entrance to the Turkish Straits shall report to the TBGTH 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.*