|  |  |  |  |
| --- | --- | --- | --- |
| **Ship’s Name :** |  | **Type :** |  |
| **IMO No / MMSI No :** |  | **Attending Agency :** |  |

**ANNEX-3**

**CHECK LIST RESPECTIVE TO THE TECHNICAL CONDITIONS**

**OF VESSELS EFFECTING PASSAGE THROUGH**

**THE TURKISH STRAITS**

|  |  |  |  |
| --- | --- | --- | --- |
| **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) |  |  |  |
| 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 interventionand fighting 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 .*

*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.*