

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

<b>Ship's Name :</b>		<b>Type :</b>	
<b>IMO No / MMSI No :</b>		<b>Attending Agency :</b>	ISLAND SHIPPING AGENCY

CHECKS	YES	NO	EXPLANATION
Are main and auxiliary engines ready for use for an immediate maneuvering ?			
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 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 intervention and 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.