



A. RIZA KINAY  
SHIPPING AGENCIES & TRADING INC.

Fm : **A.RIZA KINAY SHIPPING AGENCIES AND TRADING INC.**  
: Tel, +90 (212) 355 06 06 - Fax, +90 (212) 275 17 39  
: E-mail, agency(at)kinaygroup.com

Re : **The Summary of Turkish Straits passage procedures for the Masters**

Good day Dear Captain,

Please note that we have been nominated as your transit agent at Turkish Straits, therefore please take note the followings as per new VTS (Vessel Traffic Service) system requirements:

**Most Important:**

- Please to raise the yellow flag to mast (in daylight) or use red and white signals on top (in night) before arrival at Turkish straits otherwise penalty can be applicable by the authorities.
- As per latest regulation published in Turkish official gazette dated , 01st january 2006 all kind of vessels, including tankers causing any sort of pollution (dirty ballast, fuel,garbage, painting, bilge waters, cheaping, scrapping and etc....) will cause fines and penalties in Turkish ports and / or territorial waters or vessel passing through the straits of Dardanelles and Bosphorus.
- Penalty will be occured incase of non receive and application of the below spl form to the vts center 48/24 hrs prior arrival at Canakkale and/or Istanbul straits entrance.
- Transit (Transit Means: from Med.Sea to Black or Black Sea to Med. Sea passages without call any Turkish ports) waiting time for any supply or waiting for next employment is limited for 48 hrs at Canakkale & Istanbul straits/anchorages (waiting for passage turn due to congestion/suspension and waiting for bad weather condition does not count)
- From med sea to Black or black sea to med sea and any Marmara Sea port call all vessels that will pass the strait, must listen to the related vhf canals during passage and waiting for passage turn otherwise penalty can be occured.
- Fuel sulphur limit; As per regulation since 01 Jan 2012 all vsls are obliged to consume fuel with max sulphur content of 0,1 percent during port stays included anchorage area, in case of failure to comply shall be applied by the port authorities high fines. But this regulation is not covering the vessels passing from Turkish straits in transit condition if vsls not wait at anchorage area more than 48 hrs as free waiting time.
- In all ships, where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder, or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such equipment on each side, unless the equipment is capable of being transferred for use on either side.
- Incase even if any minor engine problem occure on the vsl and If the same reported to the VTS center before passage as " engine problem " then the VTS will stop the vsl for Class report before strait passage as per regulation in force and after that the VTS will allow to take the vsl to strait for smooth passages of which cause lossing time and accure some exp.

Pls give your most attention for the aboves.

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**For n/b passages at Turkish Straits (Canakkale + Istanbul Up):**  
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For the Strait of Canakkale n/b passage:

1)Pls send for once the "Spl form" (Blank sample is below) to us 48 hrs before arrival at entrance of Canakkale Strait in order to convey to Canakkale VTS center to arrange your smooth passages at the straits (Canakkale + Istanbul up) for n/b. If there is any change abt your eta to Canakkale after sending this from then pls advise with short msg the changed eta only.

**Important Reminder..!**  
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+ Acc to the Turkish law, it is an important obligation to declare any hazerdous cargo,guns, ammuniton,explosive or military cargo on board of vsls to Turkish authorities via their agents prior to call at Turkish ports or passages of Turkish straits.

+ The Normal speed for vessels in the Straits in 10 NM/hr over the ground. This speed may be exceeded if streerage way speed cannot be reached, by informing the Traffic Control Stations and taking care to avoid collision and creating waves harmful to the surroundings.

+ Rule no:5 (B) (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 pct of the propeller diameter. Incase propeller baldes of the vsl above the water level more than 5 pct of the propeller diameter then penalty may determining by the Authorities.

+ The spl information is recording to the VTS system and for this, the VTS authorities also need the vsls' Int'l tonnage cert. + Register cert.+ class cert and End User cert (if cargo on board is military or weapons) via agent therefore pls send us the same prior the vsl's arrival to the first strait for once.

+ Slowing Down :Immediate notice must be given to the TSVTS Center when a vessel is forced to slow down in either the Istanbul or Canakkale Strait. The TSVTS Center shall assess the traffic situation and provide information, recommendations and instructions regarding the situation.

+ Overtaking : Vessels shall not overtake another vessel unless there is an absolute necessity. In the case of such necessity, a vessel intending to overtake another shall inform the TSVTS Center prior to commencing the overtaking. The TSVTS Center shall assess the traffic situation and provide information, recommendations and instructions regarding the situation. Effort shall be made to overtake the vessel in a single maneuver.

However, overtaking shall not take place between "Vanikoy" and "Kanlica" in the Strait of Istanbul and between "Nara" and "Kilitbahir" in the Strait of Canakkale.

2) Pls kindly contact sector Kumkale 2-3 hrs before arrival (our suggestion, to contact as soon as earlier) at entrance of strait by vhf channel 13 (call sign:SECTOR KUMKALE) to report "Sp2" (Blank sample is below) abt. yr arrival info to strait then the VTS will arrange your passage schedule/turn and pls follow the instruction of VTS.

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Name of report : SP 2 (INFORMATION REQUIRED)

- (A) Ship's name, call sign, flag, imo no, mmsi no
- (F) Maximum manoeuvring speed
- (G) Port of Departure
- (H) Time to the entrance of the strait
- (I) Port of Destination
- (J) Request pilot (yes or no)
  - . For Istanbul strait
  - . For Marmara sea
  - . For Canakkale Strait
- (P) Dangerous cargo (if have)
- (T) Ship's agent / representative
- (Q) Defects / damage / deficiencies / other limiting reasons
- (X) Weather ready for the passage of strait

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**Marmara report (MARRAP):**

- Active participant vessels which will pass through TSVTS area and navigating between Marmara ports shall submit MARRAP to both their exit and entrance sector at the Sector Gelibolu-Sector Marmara and Sector Marmara-Sector Gelibolu passage with sector that they entered to the TSVTS area;

- If the vsls departed from a port in Marmara Sea and will pass through the strait, enter to another VTS area before the VTS area covering the strait that they will pass shall submit MARRAP to the sector entered via VHF ch.14 (call sign: SECTOR MARMARA)

Marmara report (MARRAP) form.

- (A) Ship's name
- (D) Position
- (G) Port of departure
- (I) Port of arrival
- (P) Whether dangerous cargo is on board

**3) Sanitary clearance :** Pls prepare the following items for the Sanitary boat which will come alongside the vsl during passages of Canakkale n/b and Istanbul s/b for health clearance. Therefore pls get ready the same immediately on the gangway incase requirement of sanitary officer. if nobody contact for the same you can proceed as per instruction of VTS center.

FYI, Sometimes due to congestion at the straits, the sanitary clearance couldn't performing for all vsls then the sanitary office accepting agency application without calling vsl.

- One copy of int'l tonnage certificate 1969
- One copy of deratting certificate
- One copy of medical certificate (if available)
- One maritime health declaration
- Two crew list
- Two copy cargo manifest
- One copy of last port clearance

M-while, sanitary clearance not performing by the authorities if vsls' last or next port is any Turkish port.

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**For the strait of Istanbul n/b passage:**

pls kindly contact sector Kadikoy 2-3 hrs before arrival at entrance of strait(our suggestion, to contact as soon as earlier) by vhf channel 13 (call sign: SECTOR KADIKOY) to report "Sp2" (blank sample is above) yr arrival info to strait then the VTS will arrange your passage schedule/turn and follow the instruction of VTS.

**For s/b passages at Turkish Straits (Istanbul+Canakkale Down):**  
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**For the strait of Istanbul s/b passage:**

1) Pls send the "Sp1 form" (blank sample is below) to us 48 hrs before arrival at entrance of Istanbul Strait in order to convey to Istanbul VTS center for arranging your smooth passages at the straits (Istanbul + Canakkale down) for s/b.

2) Pls kindly contact sector turkeli 2-3 hrs before arrival(our suggestion, to contact as soon as earlier) at entrance of strait by vhf channel 11 (call sign:SECTOR TURKELI) to report "Sp2" (blank sample is above) your arrival to strait.

3) **Sanitary clearance:** same as above item.3

**For the strait of Canakkale s/b passage:**

Pls kindly contact sector Gelibolu 2-3 hrs before arrival(our suggestion, to contact as soon as earlier) at entrance of strait by vhf channel 11 (Call Sign: SECTOR GELIBOLU) to report "Sp2" (blank sample is above) your arrival to strait.

**For anchorage at Istanbul roads for any supplies (bunker,provision,crew change etc.):**  
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If it is need to anchor at Istanbul roads (Ahirkapi anchorage area) for bunker,provision,crew change etc.. then the vsls have to contact with VTS center for anchorage permission (for any reason to anchor)and to get anchorage coordinates and it is also need to contact once more immediately with the vts center by the vsls/masters after completion of supplies/job to get sailing permission and put the vsls in passage turn for n/b passage at Istanbul strait acclly.

If the vsls proceed to south side after completion of supply/job at Istanbul roads (Ahirkapi anchorage area) then it is only need to get the sailing permission from VTS by the vsls/Masters via VHF.

**Important:** Vsals/Masters have to contact immediately with the VTS center for NB passage turn upon completion of any supplies (bunker,provision,crew change etc.)at Istanbul roads as reminder to the VTS by the agents does not accept. VTS accepting vsals call only to put the vsals in passage turn.

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**For Canakkale up/down passages only (Direction: Med.Sea/Marmara Sea/Med.Sea):**  
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Sp1 / sp2 and Certificates have to carry out as explained on the above.

**For Istanbul up/down passages only (Direction: Black Sea/Marmara Sea/Black Sea):**  
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Sp1 / sp2 and Certificates have to carry out as explained on the above.

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#### **Congestion/Suspension at straits:**

At Canakkale strait : Always open for vsls passages at the both side if there is no any escort passages.

At Istanbul strait : Sometimes many vsls are accumulated at the both side of the strait of Istanbul due to passage traffic congestion/suspension and due to this reason the waiting time of the vsls can be increased 1-2 days by the instruction of the authorities and the vts center always arranging the passage schedule of the waited vsls as per arrival times to the entrance of the strait and all agents/vsls have to act as per instruction of vts enter. There is nothing that the agents can do for speeding up the passage or interfere the passage turn.

Technical condition and Reporting requirements for vessels arriving and intending to pass through the Turkish Straits. (If your vessel not suitable from any of below articles pls send us exemption report from flag or class before 48 hours to the entering of strait in order to present to the passage authorities for determining passage condition accordingly). If any missing determine by the pilot (if use) or passage authorities of which cause some penalties.

#### **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.

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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.

In case you need pls take note mobile phone numbers of us (24 hrs reachable).

Mr.Bulent Sungu : +90 533 240 60 67 (Agency Manager)  
Mr.Tarık Gol : +90 532 426 84 88 (Deputy Agency Manager)  
Ms.Senem Boran : +90 533 712 00 37 (Operation)  
Mr.Mert Birinci : +90 532 426 84 88 (Operation)

Pls confirm by return when you received this msg.

Always at your service

Best regards

**A.RIZA KINAY SHIPPING AGENCIES & TRADING INC., ISTANBUL (Headquarters)**

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## SP1 FORM

A	GEMİ ADI (SHIP'S NAME) ÇAĞRI İŞARETİ (CALL SIGN) BAYRAĞI (FLAG) IMO NO (IMO NUMBER) MMSI NO (MMSI NUMBER)	
B	TARİH VE ZAMAN (UTC) (TIME AND DATE)	
C	MEVKİSİ (ENLEM – BOYLAM) (REPORTING POSITION)	
F	MANEVRA SÜRATİ (KNOTS) (SEA SPEED)	
G	KALKIŞ LIMANI (PORT OF DEPARTURE)	
H	BOĞAZ GİRİŞİNE VARİŞ TARİHİ VE SAATİ L/T(TÜRKİYE) DATE/TIME AND POINT OF ENTRY INTO TRAFFIC SEPERATION SCHEME ( L/T )	
I	VARIŞ LIMANI (PORT OF DESTINATION)	
J	KILAVUZ KAPTAN TALEBİ (EVET/HAYIR) REQUEST PILOT ( YES / NO ) İSTANBUL BOĞAZI (FOR STRAIT OF ISTANBUL) MARMARA DENİZİ (FOR SEA OF MARMARA) ÇANAKKALE BOĞAZI (FOR STRAIT OF CANAKKALE)	
O	BAŞTA SU ÇEKİMİ (BOĞAZ GİRİŞİNDE) FORWARD DRAUGHT ( METER ) KIÇTA SU ÇEKİMİ (BOĞAZ GİRİŞİNDE) AFT DRAUGHT ( METER ) AZAMI HAVA ÇEKİMİ (BOĞAZ GİRİŞİNDE) MAX. AIR DRAUGHT ( METER )	
P	YÜK (YÜKÜN CİNSİ VE MİKTARI) CARGO ( TYPE AND QUANTITY ) TEHLİKELİ, ZARARLI VE KİRLİTİCİ YÜK İLE İLGİLİ AÇIKLAMA (IMDG, IGC, IBC, GC, INF)* DESCRIPTION OF DANGEROUS/NUCLEAR AND POLLUTION GOODS/UN NO/CLASS/QUANTITY SİLAH SEVKİYATI HALİNDE "SON KULLANICI SERTİFİKASI" TARİH / NO'SU VE KOPYASI DATE AND NUMBER OF END USER CERTIFICATE ( IF CARGO ON BOARD IS MILITARY OR WEAPON )	
Q	ARIZA / HASAR / YETERSİZLİK / DİĞER KISITLAYICI NEDENLER DEFECT/DAMAGE/DEFICIENCIES/OTHER LIMITATIONS	
T	GEMİNİN BOĞAZ ACENTESİ VE/VEYA TEMSİLCİSİNİN ADI VERGİ NO'SU GEMİ KAPTANININ ADI – SOYADI ( MASTER'S NAME)	A.RIZA KINAY VAPUR ACENTELİĞİ VE TİC A.Ş. 0520053140
U	GEMİ TİPİ (SHIP'S TYPE) TAM BOY (METRE) (LOA) TAM EN (METRE) (BEAM) GROS TON NET TON	
	TEK/ÇİFT CİDARLI (TANKERLER) DOUBLE OR SINGLE HULL ( FOR TANKERS ) GEMİNİN İNŞA YILI (DATE OF BUILT)	
W	GEMİDEKİ PERSONEL VE YOLCU SAYISI CREW NUMBER ON BOARD	
X	P&I KLÜP ADI (PANDI CLUB NAME) P&I POLİÇE NO'SU (PANDI CLUB POLICY NUMBER) P&I GEÇERLİLİK TARİHİ (PANDI EXPIRY DATE) SON PSC TARİHİ (LAST PSC (PLACE / DATE )) GEMİDEKİ YAĞ YAKIT MİKTARI (F/O - D/O - L/O) ESTIMATED REMAIN QUANTITY OF F.OIL – D.OIL – L.OIL CLC BUNKER 2001 SERTİFİKA ADI, NO,GEÇERLİLİK TARİHİ ( Certificate Name / Number / Validity ) CLC 92 SERTİFİKA ADI,NO,GEÇERLİLİK TARİHİ ( Certificate Name / Number / Validity )	
	* 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	

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