SP-1 REPORT FORM

A SHIP'S NAME CALL SIGN FLAG IMO NO MMSI NO B DATE AND TIME (UTC) C REPORTING POSITION (LAT/LONG) F CONTINUOUS MANDEUVRING SPEED (in knots including decimals) G PORT OF DEPARTURE H DATE, TIME AND POINT OF ENTRY INTO VTS AREA (UTC) I PORT OF DESTINATION J REQUEST PILOT (YES/NO) ISTANBUL STRAIT MARMARA SEA CANAKKALE STRAIT O FORWARD DRAFT (AT THE ENTERANCE) AFT DRAFT (AT THE ENTERANCE) ARD RAFT (AT THE ENTERANCE) ARD RAFT (AT THE ENTERANCE) ARD RASE (TYPE AND QUANTITY)* DESCRIPTION OF DANGEROUS, NOXIOUS AND POLLUTANT GOODS (UN no/name/class/quantity) (IMDG, IGC, IBC, GC, INF) * IN CASO OF WEAPON SHIPMENT "END USER CERTIFICATE" DATE/NUMBER AND COPY Q DEFECTS/DAMAGE/DEFICIENCIES/OTHER LIMITATING REASONS T SHIP'S AGENT/REPRESANTATIVE SHIP'S AGENT/REPRESANTATIVE SHIP'S AGENT/REPRESANTATIVE MARINER SH. AG. LTD. SHIP'S TYPE IS SHIP LNG POWERED (YES / NO) LOA (METRES) BEAM (METRES) BEAM (METRES) BEAM (METRES) GROS TON NET TON DOUBLE OR SINGLE HULL TANKERS CONSTRUCTION YEAR OF VESSEL IS SHIP LNG POWERED (YES / NO) NUMBER OF PERSON ON BOARD X P&I CIUB Name P&I POIC NAME OF MASTER LEST CONSTRUCTION YEAR OF VESSEL IS SHIP LNG POWERED (YES / NO) NUMBER OF PERSON ON BOARD X P&I CIUB Name P&I POIC NAME OF MASTER LEST CONSTRUCTION YEAR OF VESSEL IS SHIP LNG POWERED (YES / NO) NUMBER OF PERSON ON BOARD X P&I CIUB NAME P&I POIC NAME OF MASTER LEST CONSTRUCTION YEAR OF VESSEL IS SHIP LNG POWERED (YES / NO) NUMBER OF PERSON ON BOARD X P&I CIUB NAME P&I POIC NAME OF MASTER LEST CONSTRUCTION YEAR OF VESSEL IS SHIP LNG POWERED (YES / NO) NUMBER OF PERSON ON BOARD X P&I CIUB NAME P&I POIC NAME OF MASTER LEST CONSTRUCTION YEAR OF VESSEL LEST CONSTRUCTION YEAR OF VAIIGHTY** LEST CONSTRUCTION YEAR OF VAIIGHTY**			
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CLC BUNKER 2001 Certificate Number / Validity ** CLC 92 Certificate Number / Validity ***		P&I Policy Number / P&I Validity	
CLC 92 Certificate Number / Validity ***			
LAST DCC DATE / DLACE			
LAOT FOU DATE / PLACE		LAST PSC DATE / PLACE	
BUNKER ON BOARD (F/O – D/O - L/O)		BUNKER ON BOARD (F/O – D/O - L/O)	
* In case it's needed, more detailed information about cargo			
onboard may be requested.			
** All Vessels over 1000 GT		** 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		heavy diesel oil and lubricating oil), in bulk as cargo	





CHECK LIST FOR TECHNICAL CONDITIONS OF SHIPS PASSING THROUGH THE TURKISH STRAITS

(Istanbul Strait) (Çanakkale Strait) (Istanbul Strait and Çanakkale Strait)									
Ship's Name:		Type:							
IMO/MMSI:		Agent:		MARİNEF	R GEMİ ACE	NTELİĞİ LTD. ŞTİ.			
CHECKS					NO	EXPLANATION			
Are main and auxili	ary engines ready for use for a	n immedia	ate						
maneuvering?									
• •	ors ready for use for an immediate ba								
Are main and auxili	ary rudders, compass and radars	ng							
	ait passage at least one crew memb	er should	be						
kept ready in the rudde	er room)								
	er revolution meter, rudder and prop	eller turnii	ng						
	rking conditions and illuminated?								
	vessel's horn and bridge equipmen	ıt in worki	ng						
condition?									
Are VHF equipment in	<u>-</u>								
	in working condition? Are both ancl								
	trait passage at least one crew me	uld							
standby in windlass ar									
	d lines, rocket gun and hand lines bo								
	or ships carrying dangerous cargoes,								
	wire both at stern and bow should be	oe kept rea	dy						
for use)									
	I by stern? (Excessive trim by ster								
	revent propeller and rudder non-ef	No							
	ned by bow during strait passage)								
	completely submerged? (In case								
* *	ning out of sea level should be m	ax 5 pct	of						
propellers diameter)		0 1 1	1						
	trimmed in such a way that bow and	further ahe	ad						
can be easily seen from		· 70 1	. 1						
	corrected navigational charts cove								
	, the Marmara Sea, Çanakkale Strait) available	on						
board?	1 1	TCW/70 ().5						
	ed with crewmembers according to S								
agreement covering the and watches?	ne standards of seaman training, do	ocumentati	on						
	ing talon for the fighting of 1	1: :							
- 1	ions taken for the fighting and respondence conjument in this respect in working	_							
i or accident of the (184)	ne equipriment in this respect in WORKII	is conditio	11:		1	i e			

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 TSVTS 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.