



# VITSAN

MÜMESSİLLİK VE MÜŞAVİRLİK A.Ş.

---

## P & I CLUB CORRESPONDENTS

---

### "CIRCULAR TO ALL P&I CLUBS"

**Date: 07 February 2025**

Subject: Revisions on the Directive of Maritime Traffic Regulations for the Turkish Straits which is set to in force as of 01 February 2025 – Circular no:2

Dear Sirs,

Referring to our circular dated 30<sup>th</sup> December 2024, the revised version of the Directive on Maritime Traffic Regulations for the Turkish Straits has come into force as of 1st February 2025.

It was observed by the Ministry that the unofficially translated control lists (in accordance with Annex II of Directive) uploaded to the Ports Management Information System.

Here below (2<sup>nd</sup> page), you may find the English version of the control list published by the Ministry, which must be filled by Masters for Turkish Straits passages and uploaded by the local agents to the Port Management Information System.

Submitted for your kind info.

Please contact us if you have any further queries and if you / your members need our assistance, we are always at your disposal.

**Our Emergency phone number is: +90 530 129 12 12**

**Our general e-mail address is: [vitsan@vitsan.com.tr](mailto:vitsan@vitsan.com.tr)**

Best regards,

VITSAN MUMESSİLLİK VE MUSAVİRLİK AŞ, İSTANBUL

---

VM-FRM087/00-05/18

Head office : Bilezik Sokak No. 4 FİNDİKLİ, 34427, İSTANBUL/TURKEY

P: (90 212) 252 06 00 (8lines) F: (90 212) 249 44 34 [www.vitsan.com.tr](http://www.vitsan.com.tr) [vitsan@vitsan.com.tr](mailto:vitsan@vitsan.com.tr)

**ANNEX-2**

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

(İstanbul Strait)  (Çanakkale Strait)  (İstanbul Strait and Çanakkale Strait)

Ship's Name:		Type:	
IMO/MMSI:		Agent:	

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 equipment 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 hand lines 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 (İstanbul Strait, the Marmara Sea, Çanakkale Strait) available on board?			
Are the vessels manned with crewmembers according to STCW/78-95 agreement covering the standards of seaman training, documentation and watches?			
Are necessary precautions taken for the fighting and responding 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.