

**BOSMAR**

SHIPPING AGENCY LTD.

GEMİ ACENTELİĞİ TURİZM VE DENİZ TİC. LTD. ŞTİ.

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A	Ship's Name / Ex Name	
	Call Sign	
	Flag	
	Imo No	
	Mmsi No	
B	Date And Time (Utc)	
C	Reporting Position (Lat / Long)	
F	CONTINUOUS MANOEUVRING 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	
	Çanakkale Strait	
O	Forward Draft (At The Entrance) In Meters	
	Aft Draft (At The Entrance) In Meters	
	Air Draft (At The Entrance) In Meters	
P	Cargo (Type And Quantity) *	
	Description of Dangerous, Noxious And Pollutant Goods (Un No/Name/Class/Quantity) (Imdg, Igc, Ibc, Gc, Inf) *	
	In Case of Weapon Shipment "End User Certificate" Date/Number And Copy	
Q	Defects / Damage / Deficiencies / Other Reasons	
T	Ship's Agent / Representative	
	Ship's Agent / Representative's Tax No	
	Name - Surname of Master	
U	Ship Type	
	Loa (Metres)	
	Beam (Metres)	
	Gros Ton	
	Net Ton	
	Double Or Single Hull Tankers	
	Construction Year Of Vessel	
W	Number Of Person On Board	
X	P&I Club Name	
	P&I Policy Number / P&I Validity	
	Clc Bunker 2001 Certificate Number / Validity **	
	Clc 92 Certificate Number / Validity ***	
	Last Psc Date And Place	
	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 *** 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	

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

Ship's Name:		Type:	
IMO No / MMSI No:		Attending Agency:	

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