

TRANSLATION



**REPUBLIC OF TURKEY
MINISTRY OF TRANSPORT,
MARITIME AND
COMMUNICATIONS**

Directorate General of Maritime and
Inland Waters Regulation

**2013
The 500th Anniversary of
The Piri Reis World Map**

Number : 80368960-010.06/8513
Subject : General Inspection of
Turkish Flagged Ships

25/09/2013

IMPLEMENTATION INSTRUCTIONS 2013/194

The purpose and scope of flag state inspections:

- 1- Inspections and certifications, for the intended uses of the ships, of the compliance of Turkish flagged ships, their equipments, materials and other elements, crew and operating procedures with the provisions of the national legislation and the international conventions and treaties on prevention of marine pollution originating from ships and on maritime safety constitute the purpose and scope of these inspections.
- 2- The provisions of “the Regulation on General Inspection and Certification of Ships” shall not apply to state ships and small boats, which are not operated for commercial purposes as well as navy ships and auxiliary navy ships.

Performance of flag state inspections fully and effectively:

- 3- In order for performance of flag state inspections fully and effectively; the provisions of the national legislation and of the international conventions and treaties shall apply completely.
- 4- In relation to the nonconformities determined during the inspections, sanctions shall be imposed on such Turkish flagged ships and their operators within the scope of the relevant provisions contained in the national law and in the international conventions and treaties, and the required measures shall be taken in order to ensure their conformities.

Seaworthiness accreditation:

- 5- No Turkish flagged ships shall be granted the permission of departure, unless it is duly accredited by the Harbor Master’s Office that they are seaworthy and that they are ready to provide the services corresponding to their own groups and classes in accordance with the international classification of ships.
- 6- On the condition that there shall be no obvious reasons indicating that the ship or its equipment is not essentially in conformity with the information contained in the certificate(s); if the related documents/certificates conforming to the national legislation and international conventions and treaties are shown, this will be sufficient for the accreditation.

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- 7- If there are obvious reasons indicating that the ship or its equipment is not essentially in conformity with the information contained in the certificate(s); an extraordinary inspection shall be carried out in order to determine whether or not the condition of the ship as well as the ship's elements and equipments are actually in compliance with the requirements specified in the certificates. In the case that nonconformity is determined and that this nonconformity is not remedied immediately, the related certificate(s) shall be revoked. If found necessary by the Harbor Master's Office, the ship shall be detained and the required legal procedure shall be initiated as well.

Electronic Certificate System (ECS):

- 8- It is an electronic system which is convenient for updating and has been established by the Ministry of Transport, Maritime and Communications (the Administration) for the port state control transactions and operations as well as the transactions and operations concerning the general inspection and certification of Turkish flagged ships.
- 9- Access to the following transactions and operations shall be provided through ECS:
- Checklists pertaining to the surveys to be carried out on Turkish flagged ships,
 - Survey reports,
 - Certification transactions,
 - Warnings and notifications pertaining to Turkish flagged ships,
 - Checklists of Concentrated Inspection Campaigns (CIC),
 - The rules in the new and amended international conventions and treaties,
 - The targeting system established for Turkish flagged ships,
 - Transactions concerning Port State inspections,
 - Statistics of inspections and certifications, and
 - The registry of inspection specialists.

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Certificates and documents mandatory to be found in Turkish flagged ships:

- 10-** The primary certificates and documents, which determine that a Turkish flagged ship or its operator conforms to the national legislation or international conventions and treaties and that the ship is seaworthy for fulfillment of its dedicated services, are specified in the Implementation Instructions No 2013/105 published by our Ministry and in the Annex-1 of “the Regulation on General Inspection and Certification of Ships”, within the scope of the provisions contained in the Annex-1 of “the International Convention of 1974 for the Safety of Life at Sea (SOLAS 74)”.
- 11-** In order to comply with any amendments/alternations that may occur in the national legislation and in the international conventions and treaties, our Ministry is entitled to modify the list of certificates and documents, which has been published in relation to the certificates and documents mandatory to be found in Turkish flagged ships.
- 12-** The certificates pertaining to Turkish flagged ships, which shall be prepared under the provisions of the national legislation and international conventions and treaties, shall be prepared through ECS established by our Ministry as well as other related electronic systems.

Certification of Ships:

- 13-** Within the scope of certification of ships, the related certificate is issued, ratified, renewed or its term is extended at the completion of the inspection activities provided for in “the Regulation on General Inspection and Certification of Ships”.
- 14-** With the exception of the certificates extended for an indefinite term; it is mandatory that the maximum validity term is specified in all certificates and that, the certificates are renewed in accordance with the national legislation and international conventions and treaties at the expiration of their terms.
- 15-** In order to comply with the relevant international standards and practices, our Ministry is empowered to standardize the forms of all documents, certificates and reports.

Competent certification authorities:

- 16-** Our Ministry is the competent authority for issuance of all certificates and documents required by international conventions and treaties.
- 17-** The Harbor Masters are also empowered to ratify the documents and certificates required by international conventions and treaties, extend their terms, and issue, renew, ratify the documents and certificates required by the national legislation and extend their terms.

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18- Our Ministry is entitled to issue arrangements in relation to the authorizations concerning issuance, renewal, ratification of all documents and certificates required by international conventions and treaties and concerning extension of their terms.

19- These provisions shall not prejudice to the delegations of authority by our Ministry to the institutions that are empowered within the framework of the related legislation, for the transfer of the task of certification of ships and performance of inspection activities to these institutions.

Authorized institutions:

20- Our Ministry may transfer the task of certification of ships and performance of inspection activities to the institutions that are empowered within the framework of their relevant legislation.

Authorities competent for inspection services:

21- The inspection services concerning Turkish flagged ships include all inspection activities, and these services are under the responsibility of our Ministry through our Ministry's central units, Harbor Master's Offices, port authorities, ship inspection units and inspection officers.

22- Technical coordination, high management and supervision of inspection activities, preparation of the required standards, technical criteria and instructions shall be carried out by our Ministry.

23- Inspection officer/officers is/are empowered to conduct the inspection activities that will take place in the region of the concerned Harbor Master's Office.

Phases of inspection activities:

24- The construction project of the ship, and its technical documents specified in the related national legislation shall be reviewed during the phase prior to the start of the construction of the ship.

25- The phase, which corresponds to the entire construction process of the ship, covers all activities carried out starting from the phase concerning storage of the materials until completion of the official sea trial of the ship, including laying down of the ship's keel and launching of the ship.

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26- The phase, in which the ship is in service, covers all activities carried out as from the date when the initial certificates have been issued (except for tonnage certificate) until the date when the ship's activities definitely ended.

27- Furthermore, the following transactions and operations are also included in the scope of inspections activities:

a) Inspection, endorsement, verification or certification of any materials, elements or equipments, which shall be included into the structure of the ship and have a significant impact on maritime safety and prevention of marine pollution, and

b) Realization of transformation, modification or major repair operations carried out for the ship, in the project phase and in the subsequent servicing phase.

Contents of inspection activities:

28- The inspection activities, which shall be carried out during different construction phases and the ship's servicing phase, include the following items, for maritime safety and prevention of marine pollution:

1) With regard to the structure, bulkheads, stability and general arrangement of the ship:

a) Calculation of GT, displacement, maximum mould depth as well as other primary dimensions and characteristics,

b) Assessment, strength/resistance structure and water tightness of the ship;

c) The ship's stability when it is in good condition, the ship's partition, and the ship's stability when it is in damaged condition,

ç) Provision and fixing of freeboard and loading lines,

d) Structural fire safety, the ship's partition in isolated areas, and protection and isolation of discharge equipments and protection and isolation of the spaces/areas/bulkheads with high fire risk,

e) Layout of the ship's discharge equipments, and their inclusion into the general discharge plan,

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f) Special equipments and facilities for prevention of marine pollution, and

g) Accommodation/sleeping spaces in the ship, to the extent that they are related to maritime safety.

2) With regard to the elements, materials and equipments mounted to the ship:

a) Main propelling machinery, steering gear machinery, auxiliary machinery and all of their servicing and auxiliary equipments,

b) Main and accessory equipments generating electrical energy, distribution panels and the general electrical installation of the ship, and their assisted services,

c) Fire protection, fire detection and fire extinguisher systems,

ç) Life-saving appliances and their arrangements as well as the arrangements concerning their placements on the ship, their piling up, their launching and boarding on them and taking them back,

d) Navigation equipments, their integration and placement on the ship, navigation lights and signs,

e) Radio-electricity equipments such as navigation-assistant radio-electronic systems and radio communication equipments,

f) Possibilities and devices for prevention of marine pollution, and

g) All other elements and materials that have an impact on maritime safety and prevention of marine pollution as well as deck, headfast, loading and unloading equipments, ballast pumping systems, and installations and equipments specific to each ship class.

3) With regard to the procedures and operating arrangements:

a) In general, loading, piling up, belaying, unstacking and unloading of cargoes and containers; requirements for portage of solid bulk cargoes, and specific operations performed for filling, sweeping of and cleaning the tanks allocated to portage of liquid bulk cargoes,

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b) Specific arrangements for hazardous or very contaminating/pollutant goods as well as their packaging, labeling, loading, piling up, portage, transfer and for other treatments of hazardous or very contaminating/pollutant goods,

c) Informative activities about communications among the crew, emergency trainings, fire fighting and evacuation drills, operations to be performed in the case of a damage, drawings of fire extinguisher systems, controlling of the operations at the bridge level, functioning of engines, operations in the ship, which should be facilitated by way of safety-related booklets, instructions or other documents,

ç) With regard to prevention of pollution in the marine environment and atmosphere; depuration and discharge of the oils and oily wastes originating from the engine room, depuration and discharge of garbage and contaminated/sewage water, and controlling of the exhaust gas discharged from engines to the atmosphere are included in this scope,

d) Certification and vocational qualifications of the crew, compliance of the crew in accordance with the Minimum Safety Certificate in the Equipping of Shipmen, the requirement of having precise and full information about the tasks and obligations belonging the each member of the crew in both the ordinary functioning of the ship and the states of emergency; and in general, the requirement that the crew are prepared and effective in fulfillment of their tasks related to maritime safety and prevention of marine pollution, and

e) The requirement to comply with the rules of “the International Safety Management Code (ISM Code)” for safely operation of ships and prevention of marine pollution, and with the national and international supplementary arrangements about ships and their operators.

Classes and tasks of inspection officers:

29- Inspection officers are comprised of ship construction inspection officers, deck inspection officers, ship machinery inspection officers and marine radio inspection officers.

30- Inspection officers in these classes are empowered to carry out the inspection orientation and coordination tasks stipulated in the ISM Code, including the contents of the inspection activities referred to above.

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Requirements for inspection officers:

31- The requirements specified in the Article 12 of “the Regulation on General Inspection and Certification of Ships” shall apply to the personnel to be assigned as inspection officers.

Powers of inspection officers:

32- Inspection officers are regarded as officials in charge during the inspection activities, and they are empowered to enter in the following ships, facilities and areas by informing in advance:

a) Turkish flagged ships,

b) Foreign flagged ships present in Turkish maritime jurisdiction, inland waterways or lands in compliance with the international law and the international conventions and treaties to which Turkey is a party, and

c) Surfaces or facilities where ships are constructed, where they undergo transformation, modification or repair operations or where other activities may be carried out in accordance with the Regulation on General Inspection and Certification of Ships.

Obligations of inspection officers:

33- They are obliged to carry out all necessary inspection activities in order to reasonably make sure that the inspected elements are in good condition, and that they conform to the national legislation and international conventions and treaties.

34- After completion of the inspection activities, an inspection report shall be prepared in accordance with the provisions of the Articles 26 and 27 contained in “the Regulation on General Inspection and Certification of Ships”.

35- Provided that the results of the inspection are found sufficient; the competent certification authorities shall prepare, ratify and renew certificate(s) or extend the terms of the certificates.

36- They shall carry out inspection activities without making difficult the ordinary functioning of the ship and other inspected activities, beyond what is absolutely necessary.

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Responsibilities of inspection officers:

- 37-** Inspection officers are responsible for the inspection activities carried out by them, for the reports and other documents prepared by them and for the documents/certificates ratified, renewed or extended by them.
- 38-** Inspection officers are accountable to our Ministry only. Third parties' rights to claim indemnities against the Administration are reserved.

Training of inspection officers:

- 39-** In order to ensure that the provisions of the national legislation and of the international conventions and treaties are better enforced, our Ministry has the power to adapt different inspection officer functions to technical developments in compliance with the requirements of maritime safety and prevention of marine pollution.
- 40-** Our Ministry shall organize and implement training and refreshment courses in order that the inspection services are carried out and improved in compliance with the provisions of the national legislation and of the international conventions and treaties.

Receipt of supports from law enforcement officers during inspections:

- 41-** Any supports, which are necessary for inspection officers to fulfill their tasks, may be requested by inspection officers from all authorities, including the police, gendarmerie and cost guard.

Investigation of accidents:

- 42-** During the investigations carried out by inspection officers within the scope of scientific and technical inquiries and within the scope of the report or documents prepared in compliance with the requirements specified in "the Regulation on General Inspection and Certification of Ships", and at the locations about which the officers are of the opinion that they are related to the accident and particularly on the ships involved in the accident; inspection officers may receive information from and take statements of the persons about whom they are of the opinion that these persons will help them in relation to the accident.

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43- Such information received and such statements taken as well as such documents are in the force of evidence with regard to their contents. Any evidences, which may be submitted by the concerned parties in order to defend their rights, are reserved. Such oral and written statements taken from persons during investigation of accidents as well as personal records, tape records and pictures/photographs related to these persons shall not, without obtaining court order, be used for any purposes other than the purposes of the investigation.

Receipt of advices during inspections:

44- For the matters that are not included in their areas of specialization; inspection officers may, when they deem necessary, request for advices from the persons specialized in the relevant matter.

Implementation of codes of conduct, and safely performance of inspections:

45- Necessary measures shall be taken in order that inspection officers fulfill their tasks meticulously by showing the required respect to the concerned persons and for protection of the concerned persons' rights to privacy. In addition, the requirements of the Implementation Instructions No 2013/102 about "the Codes of Conduct for the Flag State Inspection Specialists" shall be complied with.

46- Any activities, which will endanger their and the crew's security of life, shall not be carried out during inspections. Inspections shall be carried out upon the required safety measures are taken.

47- In situations that are found unsafe; the inspection shall be suspended until such time as the safety requirements are fulfilled. In addition, in the case that the detected deficiencies singly or collectively endanger the continuance of an activity, the ship shall also be prohibited to continue performing this activity.

Prohibitions in inspection tasks:

48- Inspection officers are not entitled to become holders of any commercial or economic interests in the ships to be inspected or at the ports where they carry out inspection activities.

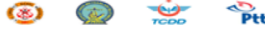
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Exemptions and implementation procedure:

49- By way of a special permission granted separately for each case, and provided that specific alternative arrangements which shall guarantee protection of maritime safety and prevention of marine pollution in the same degree are complied with; our Ministry may grant exemptions to the determined ships and to the ships indented to bear Turkish flag, in relation to a part of the provisions contained in the national legislation and in the international conventions and treaties.

50- The implementation procedure shall be carried out in line with the requirements of the Implementation Instructions No 2013/191 about “Exemptions and Equivalent Implementations”.

Scheduled inspection implementations:

51- Turkish flagged ships are subject to scheduled inspections to be carried out in regular intervals.

52- These inspections are the ISM Code inspections carried out under the Chapter IX of SOLAS as well as the periodic, renewal, interim, annual and bottom inspections carried out in order to determine whether or not the ship is in good condition under the provisions of international conventions and treaties, for renewal of a certificate, the validity term of which has expired or is about to expire, and whether or not the conditions of the ship are properly maintained since the issuance of the certificate.

53- For the operators of Turkish flagged ships, in order to verify the compliance with the ISM Code, inspections shall be carried out under the provisions of “the Regulation on Implementation of the ISM Code to Turkish Flagged Ships and Their Operators”.

Inspection and survey implementations:

54- The inspections and surveys, which are related to determination of exemptions and sanctions mandatory to be implemented as required by the SOLAS rules, shall be carried out by the inspection officers assigned by the Administration.

55- The power to carry out inspections and surveys may also be transferred by the Administration to the surveyors appointed for these purposes or to the institutions authorized by the Administration.

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- 56-** With regard to implementation of the inspections and surveys, in case a surveyor is appointed or an institution is granted authority as mentioned above; the Administration shall authorize the inspection officers with respect to the following matters, as a minimum:
- a) To make the decision that a ship shall undergo required repairs, and
- b) To carry out inspections and surveys on the ships, at the request of the relevant officials of a port state.
- 57-** The Administration shall inform IMO about the determined responsibilities of the authorized institutions or of the assigned surveyors representing the Administration and about the terms and conditions of their powers.
- 58-** In case a surveyor assigned or an institution authorized by the Administration reaches the conclusion that a ship or its equipment is significantly incompatible with the characteristics described in its certificate or that, considering the current conditions of the ship, with regard to both the ship and the crew in the ship, it is not convenient for the ship to sail; this assigned surveyor or authorized institution shall immediately ensure that the measures are taken for remedial of the determined deficiencies and inform the Administration of the matter.
- 59-** In case the measures are not taken for remedial of the deficiencies determined at the ship; the certificate concerning this deficiency shall be cancelled and the Administration shall urgently be informed of the matter. Furthermore, in case the ship is at the port of a foreign country, the concerned officials of the port state shall also be informed urgently.
- 60-** In case the concerned officials of the port state are, as mentioned above, informed by the Administration's inspection officer or by a surveyor assigned or an institution authorized by the Administration; the required supports and assistances shall be provided by the administration of the concerned port state to Administration's inspection officer or the surveyor assigned or the institution authorized by the Administration, about the transactions, operations and measures that this administration has to implement within the framework of this rule.
- 61-** When necessary, the administration of the port state shall take the required measures in order to ensure that the ship does not sail without being seaworthy and safe with regard to the safety of the ship or its crew or does not depart from the port in order that the ship is taken to a convenient repair shipyard.

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62- In all cases, the Administration shall ensure that the inspections and surveys are carried out fully and effectively, and in addition, make the required arrangements in order for fulfillment of this responsibility.

Survey of Passenger Ships:

63- 1) A passenger ship is subject to the following surveys:

a) An initial survey, before the ship is put into service,

b) With the exception of the cases where the paragraphs (b), (e), (f) and (g) of the Rule 14 in the Chapter I of SOLAS are applicable; a renewal survey carried out in 12 months' periods, and

c) Additional surveys to be carried out, should the need arise.

2) The aforementioned surveys shall be carried out as described below:

a) An initial survey covers a full inspection of the boats, machinery and equipments of the ship, including an external examination of the bottom of the ship, and external and internal inspection of the boilers of the ship.

b) An initial survey shall be carried out in order to determine whether or not the boat's arrangements, materials and connections, other pressurized apparatuses and their component parts as well as the boilers, main and auxiliary machinery, electrical installation, radio equipments including those on the lifesaving appliances, fire fighting, fire safety systems and equipments, lifesaving equipments and arrangements, navigation equipments and publications, embarkment equipments and other equipments of maritime pilots are entirely in compliance with the current agreements, conventions, treaties as well as the laws, decrees, regulations and circulars published by the Administration as required by these agreements, conventions and treaties, for the services dedicated to the use of the ship.

c) In addition, an initial survey shall be carried out in relation to the matter that as required by the applicable rules and the International Regulations Preventing Collision at Sea, the set of tools used for transmission of sound and danger signals/signs, along with the other signs, as well as the navigation lights stipulated to be kept handy in the ship have been provided properly.

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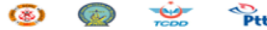
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ç) During the initial survey, it shall be determined whether or not all parts of the ship and all equipments of the ship are adequate in all respects with regard to construction and manufacturing.

d) A renewal survey covers a full inspection of the boats, machinery and equipments of the ship, including an external examination of the bottom of the ship, and inspection of the boilers and other pressurized apparatuses of the ship.

e) A renewal survey shall be carried out in order to determine whether or not the ships' boats, boilers, other pressurized apparatuses and their component parts, main and auxiliary machinery, electrical installation, radio equipments including those on the lifesaving appliances, fire fighting, fire safety systems and equipments, lifesaving equipments and arrangements, navigation equipments and publications, embarkment equipments and other equipments of maritime pilots are adequate and in good condition and are in a condition capable to meet the requirements of the dedicated services and whether or not they are entirely in compliance with the current agreements, conventions, treaties as well as the laws, decrees, regulations and circulars published by the Administration as required by these agreements, conventions and treaties.

f) The verification of whether the set of tools used for transmission of sound and danger signals/signs, along with the other signs, as well as the navigation lights meet the requirements stipulated in the applicable rules and in "the International Regulations Preventing Collision at Sea" shall be carried out within the scope of renewal surveys.

g) Following completion of a significant repair or renovation or after a repair performed in consequence of the surveys/examinations mentioned in the Rule I/11 of SOLAS; a general or a partial additional survey shall be carried out, as occasions requires.

ğ) These additional surveys shall be carried out in such a way that shall enable determination and verification of the matter that the repair or renovation of the ship has been performed effectively, and that the materials and workmanship used for this repair or renovation have been found satisfactory in all respects, and that the ship is entirely in compliance with "the International Regulations Preventing Collision at Sea" and the laws, decrees, regulations and circulars published by the Administration as required by these Regulations.

h) Such laws, decrees, regulations and circulars published by the Administration shall be taken into consideration in such a way that shall enable the verification, in all respects, that the ship is adequate for the dedicated services, with regard to safety of life.

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1) These legislation texts shall, in addition to the other matters, also describe the test procedures to be implemented and the requirements to be observed during the initial and subsequent hydraulic or other acceptable tests to be carried out on the main and auxiliary boilers, their connections, steam systems/steam cycles, high pressure tubes, and the fuel tanks of internal combustion machinery, as they shall include the time passed between two consecutive tests.

Inspections of Lifesaving Appliances and Other Equipments of Cargo Ships:

64- 1) The following surveys shall be carried out on the lifesaving appliances and other equipments of the cargo ships with a gross tonnage of 500 tons and over:

a) An initial survey, before the ship is put into service,

b) Other than the cases where the paragraphs (b), (e), (f) and (g) of the Rule I/14 in SOLAS are applicable; renewal surveys to be carried out in the intervals to be determined by the Administration, provided that they do not exceed five years,

c) A periodic survey to be carried out instead of one of the annual surveys referred to in the paragraph (ç) of this Article, on a date between the date before three months and the date after three months to the second anniversary of the Cargo Ship Equipment Safety Certificate or on a date between the date before three months and the date after three months to the third anniversary of the Cargo Ship Equipment Safety Certificate,

ç) An annual survey to be carried out on a date between the date before three months and the date after three months to every anniversary of the Cargo Ship Equipment Safety Certificate, and

d) An additional survey as described in the subparagraph (iii) of the paragraph (b) in the Rule I/7 of SOLAS, for passenger ships (as also mentioned for the survey of passenger ships).

2) The aforementioned surveys shall be carried out as described below:

a) An initial survey covers full inspection of fire safety systems and equipments, lifesaving appliances and arrangements with the exception of radio equipments; navigation equipments, embarkment equipments of maritime pilots and the other equipments mentioned in the Chapters II-1, II-2, III and V of SOLAS, to ensure that they are available in compliance with the applicable rules and that the ship is adequate for the services dedicated to the ship.

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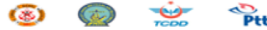
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b) During the initial survey; fire control plans, navigation publications, lights, figures and the equipments used for transmission of sound and danger signals/signs shall be inspected in order to ensure that they are compatible with the requirements of the applicable rules and with the requirements of the current International Regulations Preventing Collision at Sea, where applicable.

c) Renewal and periodic surveys include the inspections to enable that the equipments and appliances referred to in the paragraphs (a) and (b) of this Article are compatible with the requirements of the applicable rules and with the requirements of the current International Regulations Preventing Collision at Sea and that the ship is adequate for the services dedicated to the ship.

ç) An annual survey includes a general inspection to enable that the equipments and appliances referred to in the paragraphs (a) and (b) of this Article are maintained in compliance with the provisions contained in the paragraph (a) of the Rule I/11 in SOLAS and that the ship is adequate for the services dedicated to the ship.

65- Periodic and annual surveys shall be noted in the Cargo Ship Equipment Safety Certificate pertaining to the ship.

Inspections of radio equipments of cargo ships:

66- (1) Including those used on the lifesaving appliances of cargo ships; the following surveys shall be carried out on the radio equipments to which the Chapters III and IV of SOLAS are applicable:

a) An initial survey, before the ship is put into service,

b) With the exception of the cases where the paragraphs (b), (e), (f) and (g) of the Rule I/14 in SOLAS are applicable; renewal surveys to be carried out in the intervals to be determined by the Administration, provided that they do not exceed five years,

c) A periodic survey to be carried out on a date between the date before three months and the date after three months to every anniversary of the Cargo Ship Radio Safety Certificate, and

ç) An additional survey as described in the subparagraph (iii) of the paragraph (b) in the Rule I/7 of SOLAS, for passenger ships (as also mentioned for the survey of passenger ships).

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2) The aforementioned surveys shall be carried out as described below:

a) An initial survey covers full inspection of radio equipments of cargo ships, including those on lifesaving appliances, to ensure that they are in compliance with the applicable rules.

b) Renewal and periodic surveys include full inspection of radio equipments of cargo ships, including those on lifesaving appliances, to ensure that they are in compliance with the applicable rules.

67- Periodic surveys shall be noted in the Cargo Ship Radio Safety Certificate pertaining to the ship.

Inspections of structures, machinery and equipments of cargo ships:

68- (1) The following surveys and inspections shall be carried out on the structures, machinery and equipments of cargo ships (with the exception of the Articles related to issuance of Cargo Ship Radio Safety Certificate and Cargo Ship Equipment Safety Certificate):

a) Before the ship is put into service, an initial survey which also includes an external inspection of the bottom of the ship,

b) With the exception of the cases where the paragraphs (b), (e), (f) and (g) of the Rule I/14 in SOLAS are applicable; renewal surveys to be carried out in the intervals to be determined by the Administration, provided that they do not exceed five years,

c) An interim survey which shall be carried out on a date between the date before three months and the date after three months to the second anniversary of the Cargo Ship Construction Safety Certificate or on a date between the date before three months and the date after three months to the third anniversary of the Cargo Ship Construction Safety Certificate and shall take the place of one of the annual inspections described in the paragraph (ç) of this Article,

ç) An annual survey to be carried out on a date between the date before three months and the date after three months to every anniversary of the Cargo Ship Construction Safety Certificate,

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d) With the exception of the cases where the paragraphs (e) or (f) of the Rule I/14 in SOLAS are applicable; minimum two external inspections shall be carried out on the bottom of the ship, within the five-year validity term of the Cargo Ship Construction Security Certificate or Cargo Ship Safety Certificate. In cases where the paragraphs (e) or (f) of the Rule I/14 in SOLAS are applicable; this five-year term may be extended, provided that it shall coincide with the extended validity term of the related certificate. In all cases, the time period between these two inspections shall not exceed thirty-six months, and

e) An additional survey as described in the subparagraph (iii) of the paragraph (b) in the Rule I/7 of SOLAS, for passenger ships (as also mentioned for the survey of passenger ships).

2) The aforementioned surveys shall be carried out as described below:

a) An initial survey covers full inspection of the structures, machinery and equipments of the ship. This inspection shall ensure that the structure's arrangements, materials, dimensions, workmanship and boilers, other pressurized apparatuses and their appurtenances and the main and auxiliary machinery, including the steering gear equipments and the related control systems and the electric equipments and other equipments, are adequate and are in compliance with the services dedicated to ship, in such a way that they shall be in compliance with the requirements of the applicable rules. With regard to tankers, such a survey also covers inspection of pump rooms, cargo, fuel and ventilation systems and the relevant safety equipments.

b) A renewal survey includes inspection of the structures, machinery and equipments of the ship as mentioned in the paragraph (a) of this Article, in order to ensure that they are in compliance with the applicable rules and that they are adequate and that they conform to the services dedicated to the ship.

c) An interim survey covers inspection of the structures, boilers, and other pressurized apparatuses, machinery and equipments of the ship as well as its steering gear equipments and the related control systems and its electrical installation with respect to the matter that they are in good condition to fulfill the requirements of the services dedicated to the ship. For the tankers, this survey also includes inspection of pump rooms, cargo, fuel and ventilation systems and the relevant safety equipments and testing of the resistance and endurance of the isolations pertaining to the electrical installations in danger zones.

ç) An annual survey includes general inspection of the structures, machinery and equipments of the ship mentioned in the paragraph (a) of this Article, to ensure that they are maintained in compliance with the paragraph (a) of the Rule I/11 in SOLAS and that they are adequate for the services dedicated to the ship.

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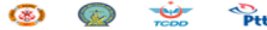
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d) The external inspection of the bottom of the ship and the inspection of its relevant items to be carried out simultaneously shall be carried out to ensure that these parts are adequate for the services dedicated to the ship.

69- Interim and annual surveys and the external inspection of the bottom of the ship shall be noted in the Cargo Ship Construction Safety Certificate.

Maintenance of the condition after the surveys:

70- In order to ensure that the ship is, in all respects, in adequate condition to sail without posing danger against it or the persons in the ship; the condition of the ship and its equipments shall be maintained in compliance with the provisions of the applicable rules.

71- After completion of a survey carried out as required by the Rule I/7, I/8, I/9 or I/10 of SOLAS; any alternations/changes shall not be made on the structural arrangements, machinery and equipments of the ship or on the other parts of the ship included in the scope of the survey, without obtaining permission from the Administration.

72- In case the ship has had an accident which has an impact on the safety of the ship or on the integrity or effectiveness of its lifesaving appliances or other equipments or in case an error is determined; the captain or owner of the ship shall urgently report the matter to the Administration, its assigned inspection officer or the authorized institution in order that the investigations are initiated, with a view to make a decision on whether or not an inspection is necessary within the framework of the Rule I/7, I/8, I/9 or I/10 of SOLAS. If the ship is at a foreign port, the captain or the ship owner shall urgently report the matter to the competent authorities of the port state as well. In addition, the assigned inspection specialist or the authorized institution shall verify that the matter has been reported.

Issuance or endorsement of certificates:

73- A Passenger Ship Safety Certificate shall be issued after an initial survey or a renewal survey carried out on a passenger ship conforming to the relevant requirements of these Rules and the Chapters II-1, II-2, III, IV and V of SOLAS.

74- A Cargo Ship Construction Safety Certificate shall be issued after an initial survey or a renewal survey carried out on a cargo ship conforming to the relevant requirements of these Rules and the Chapters II-1 and II-2 of SOLAS (with the exception of fire safety systems and equipments and fire control plans).

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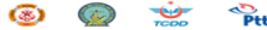
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- 75-** A Cargo Ship Equipment Safety Certificate shall be issued after an initial survey or a renewal survey carried out on a cargo ship conforming to the relevant requirements of these Rules and the Chapters II-1, II-2, III and V of SOLAS.
- 76-** A Cargo Ship Radio Safety Certificate shall be issued after an initial survey or a renewal survey carried out on a cargo ship conforming to the relevant requirements of these Rules and the Chapters IV of SOLAS.
- 77-** As an alternative to the certificates referred to in the Articles 74, 75 and 76; a Cargo Ship Safety Certificate may also be issued after an initial survey or a renewal survey carried out on a cargo ship conforming to the relevant requirements of these Rules and the Chapters II-1, II-2, III, IV and V of SOLAS.
- 78-** In case of a reference to a Cargo Ship Construction Safety Certificate, Cargo Ship Equipment Safety Certificate and Cargo Ship Radio Safety Certificate; the same reference shall also be deemed to have been made to a Cargo Ship Safety Certificate if this certificate is used as an alternative to these certificates.
- 79-** An equipment record shall be inserted into Passenger Ship Safety Certificate, Cargo Ship Equipment Safety Certificate, Cargo Ship Radio Safety Certificate and Cargo Ship Safety Certificate.
- 80-** In case an exemption is granted to a ship in compliance with the provisions of these Rules; a certificate, which is called as Exemption Certificate, shall be issued in addition to the certificates referred to above.
- 81-** These certificates shall be issued or endorsed by the Administration or by the persons or institutions authorized by the Administration. In all cases, the Administration shall take the full responsibility for the certificates.

Issuance or endorsement of the certificates by another state:

- 82-** Another state, which is a member of IMO, may carry out inspection on a ship upon request of the administration in the flag state of the ship. In case, in this inspection, it is found that the ship conforms to these Rules; this state may issue a certificate to the ship or grant authorization for issuance of a certificate in compliance with these Rules; and this state may, where applicable, endorse such certificate or grant authorization for endorsement of the certificate. In such issued certificates, it shall be written down that they have been issued upon the request of the state of which the ship is empowered to bear the flag, and these certificates shall be recognized and be valid in the same degree with the certificates mentioned in the Rule I/12 of SOLAS.

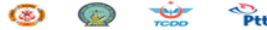
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Terms and validities of certificates:

- 83-** Passenger Ship Safety Certificates shall be issued for a term not exceeding 12 months.
- 84-** Cargo Ship Construction Safety Certificates, Cargo Ship Equipment Safety Certificates and Cargo Ship Radio Safety Certificates shall be issued for the terms determined by the Administration and not exceeding five years.
- 85-** An Exemption Certificate shall not remain valid for a term which is longer than the validity term of the certificate to which such Exemption Certificate is related.
- 86-** Independently from the requirements of the Articles 83, 84 and 85; a new certificate, which will be issued after a renewal survey completed when there is three months time period or a shorter time period to the expiration of the current certificate's validity term, shall, as from the date when the renewal survey is completed, be valid:
- a) For passenger ships: for a term not exceeding 12 months as from the date when the current certificate's validity term will expire, and
- b) For cargo ships: for a term not exceeding five years as from the date when the current certificate's validity term will expire.
- 87-** A new certificate, which will be issued following a renewal survey completed after the date when the current certificate's validity term will expire, shall, as from the date when the renewal survey is completed, be valid:
- a) For passenger ships: for a term not exceeding 12 months as from the date when the current certificate's validity term will expire, and
- b) For cargo ships: for a term not exceeding five years as from the date when the current certificate's validity term will expire.
- 88-** A new certificate, which will be issued after a renewal survey completed when there is longer than three months time period to the expiration of the current certificate's validity term, shall, as from the date when the renewal survey is completed, be valid:
- a) For passenger ships: for a term not exceeding 12 months as from the date when the renewal survey is completed, and

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- b)** For cargo ships: for a term not exceeding five years as from the date when the renewal survey is completed.
- 89-** Other than Passenger Ship Safety Certificate, in case a certificate has been issued for a term shorter than five years; the Administration may extend the validity term of this certificate up to the specified maximum term, as specified in the Rules I/8, I/9 and I/10 of SOLAS, provided that the inspections, applicable when a certificate is issued for a term of five years, are carried out properly.
- 90-** In cases where a renewal survey is completed, however, a new certificate is not issued prior to expiration of the validity term of the current certificate or is not present at the ship; the person or institution authorized by the Administration may endorse the current certificate, and such a certificate shall be considered as valid for a term not exceeding five months as from the expiration of the validity term.
- 91-** In case a ship is not, on the date when the validity term of its certificate has expired, present at the port where a survey will be carried out on the ship; the Administration may extend the validity term of the certificate, however, this extension shall apply only for the purpose that this ship completes its expedition to the port where the survey will be carried out on the ship and only in cases where such an extension is found reasonable and necessary. No certificates shall be extended for a term longer than three months; and a ship, to which such time extension has been applied, shall not be allowed to depart from the port only by taking advantage of this extension, without obtaining a new certificate following arrival of the ship at the port where a survey will be carried out on the ship. A new certificate, which will be issued following completion of a renewal survey, shall be valid:
- a)** For passenger ships: for a term not exceeding 12 months as from the date when the validity term, which is in question prior to granting extension to the current certificate, will expire, and
- b)** For cargo ships: for a term not exceeding five years as from the date when the validity term, which is in question prior to granting extension to the current certificate, will expire.
- 92-** A certificate of a ship performing short expeditions, for which a time extension has not been granted as mentioned in the above provisions of these Rules, may be extended by the Administration provided that such extension does not exceed one month time period as from the expiration of the term indicated in the certificate. A new certificate, which will be issued following completion of a renewal survey, shall be valid:

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- a) For passenger ships: for a term not exceeding 12 months as from the date when the validity term, which is in question prior to granting extension to the current certificate, will expire, and
- b) For cargo ships: for a term not exceeding five years as from the date when the validity term, which is in question prior to granting extension to the current certificate, will expire.
- 93-** In special cases to be determined by the Administration; it is not necessary that the validity term of a new certificate commences as from the date when the term of the current certificate will expire, as mentioned in the Articles 87, 91 and 92. In such special cases, the new certificate shall be valid:
- a) For passenger ships: for a term not exceeding 12 months as from the date when the renewal survey is completed, and
- b) For cargo ships: for a term not exceeding five years as from the date when the renewal survey is completed.
- 94-** In the case of completion of an annual, an interim or a periodic survey prior to the terms explained in the related rules:
- a) The date of anniversary, which is indicated in the relevant certificate, shall be amended as a date to be determined, provided that it does not be a date which is after 3 months from the completion date of the survey.
- b) The subsequent annual, interim and periodic surveys, which should be carried out as required by the related rules, shall be carried out in the intervals specified in the applicable rules, by using the new anniversary dates.
- c) If one or more than one of the annual, interim or periodic surveys is/are carried out provided that the maximum intervals between the surveys specified in the related rules are not exceeded; the validity term may be remained unchanged.
- 95-** A certificate, which has been issued within the framework of the Rule I/12 or I/13 of SOLAS, shall be deemed as invalid in the event that any of the following cases takes place:
- a) In case the related surveys and inspections have not been completed within the time periods specified in the paragraphs (a) of the Rules 7, 8, 9 and 10 in the Chapter I of SOLAS.

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b) In case the certificate has not been endorsed in compliance with the applicable rules.

c) In case the ship has been transferred to the flag of another state. In this case, a new certificate shall be issued only if the certificate issuer state is exactly sure of the matter that the ship conforms to the requirements of the paragraphs (a) and (b) in the Rule I/11 of SOLAS.

ç) In the case of transfer between the Contracting Governments, if the request is submitted within three months as from the date when the flag is changed; the Government of the state, of which the ship had previously the right to bear the flag, shall, as soon as possible, forward to the Administration the copies of the inspection reports (if any) and of the certificates and documents available in the ship prior to the transfer.

Forms of certificates and the equipment records:

96- The certificates and equipment records shall be issued and prepared in the forms as specified for each type, in the relevant Annex of SOLAS.

97- In the preparation of a certificate; its text translated into English shall also be attached to the certificate.

Certificate keeping:

98- The certificates, which have been issued within the framework of the Rules 12 and 13 in the Chapter I of SOLAS, shall be kept in the ship in such a way that allows for reviews at all times.

Controls carried out by our Administration within the context of port state:

99- The controls, which shall be performed by the specialists empowered for Port State Controls, shall be carried out in order to verify the validities of the certificates issued within the framework of the Rules 12 or 13 in the Chapter I of SOLAS.

100- The requirements of the Port State Controls (PSC) Implementation Instructions No 2013/104, published by our Ministry in this regard, shall apply during the controls.

101- These certificates shall, if they are valid, be accepted in case there are no obvious grounds to reach the conclusion that the condition of the ship is or its equipments are not essentially incompatible with the characteristics indicated by any certificates or that the ship does or its equipments do not conform to the provisions of the paragraphs (a) and (b) of the Rule 11 in the Chapter I of SOLAS.

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102- In case it is determined that there are nonconformities referred to in the Article 101 or in cases where the term of a certificate is expired or where it is no more valid; the controller specialist shall take the required measures in order to prevent the ship from starting an expedition or departing from the port until such time as the expedition of the ship does not pose a danger against the ship or the persons in the ship, in order that that the ship is taken to an appropriate repair shipyard.

103- In case the controls indicate that an intervention in the ship is justified and necessary; the controller specialist shall immediately make a written notification to the flag state administration of the country, of which the ship is empowered to bear the flag, or its Consulate or, in their absence, its nearest diplomatic representative office, and thereby, the controller specialist shall report all the reasons requiring the intervention. Furthermore, the authorized institutions or the assigned inspection officers responsible for issuance of the certificates shall also be informed. Besides, the grounds of the intervention shall also be informed to IMO.

104- In cases where the measures referred to in the Articles 101 and 102 cannot be taken or where the ship is allowed to sail up to the next port of call; all information about the ship shall also be transmitted to the administration of the next port of call, in addition to the parties referred to in the Article 103.

105- During the control, all possible efforts shall be made in order to avoid unnecessary delay or detention of the ship. In case the ship is unjustly and unnecessarily delayed or detained; the ship shall become entitled to claim indemnification of its losses or damages suffered by the ship.

Granting sailing permit for remedial of major nonconformities determined during flag state controls:

106- If the major nonconformities determined during the controls cannot be remedied at the port where the ship is present; a notification shall be made to the Administration within the scope of the paragraph (c) of the Rule 6 in the Chapter I of SOLAS. Upon permission of the Administration; the ship shall be allowed to enter in the nearest shipyard and/or the port where the ship can be repaired/where items can be supplied to the ship, under the safety measures to be taken, within the scope of the related provisions of the national legislation and of the international conventions and treaties.

107- In case the ship is at one of the foreign state ports, the related notifications shall also be made to the port authority urgently.

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Responsibilities of ship operators and ship captains in relation to the certification surveys:

108- Within the scope of “the Regulation on General Inspection and Certification of Ships”:

- a) Ship operators and ship captains are under the obligation to notify that the term/terms of any of the related certificate/certificates has/have expired and request for performance of the inspection activities required for renewal of this certificate/these certificates.
- b) The applications for performance of scheduled inspections shall be submitted by ship operators and ship captains in advance of minimum fifteen days to the expiration dates of the related certificates or to the date envisaged for other inspection activities, as the case may be.
- c) The Administration shall not be liable for any losses/damages and delays that may occur in case these applications are not submitted in a timely manner.

Dry dock survey activities:

109- In the period when the ship is in dry dock; the equipments, which should be mounted to the ship or the structural characteristics, which should be controlled, shall be inspected while the ship is in the dock.

110- When the ship is in the period of dock survey; its surveys included in the scope of the Harmonized Survey and Certification System (HSSC) shall be initiated while the ship is in the dock.

Ships’ bottom inspections:

111- 1) Implementation frequency: With the exception of the cases where the paragraphs (e) or (f) of the Rule 14 in the Chapter I of SOLAS are applicable; minimum two inspections should be carried out on the ship’s bottom throughout any five-year periods. One of these inspections should be carried out during the fourth annual survey or thereafter, in connection with the renewal of the Cargo Ship Construction Safety Certificate or the Cargo Ship Safety Certificate. In case the Cargo Ship Construction Safety Certificate or the Cargo Ship Safety Certificate is extended within the scope of the paragraph (e) or (f) of the Rule 14 in the Chapter I of SOLAS; this five-year period may be extended in order for ensuring harmonization with the validity of the certificate. In all cases, the interval between such two inspections shall not exceed thirty-six months.

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2) General:

a) The inspection of the ship's bottom and the survey of the related matters [the IMO General Assembly Resolution No A.1053 (27), the Article 5.1 of the Annex related to HSSC] cover an inspection to be carried out in order to make sure that these matters are in good condition and that they are adequate for the services to be provided by the ship.

b) The Guidelines shall be made reference for the preliminary plans concerning the dry dock surveys of the ships that are not subject to an expanded inspection schedule. (the IMO Circular No MSC.1/Circ.1223)

c) The inspection of the ship's bottom should, under normal circumstances, be carried out while the ship is in dry dock. However, alternative inspections may be considered for the cases where the ship is afloat. With the exception of the oil tanker and bulk cargo ships of fifteen years of age and over; special consideration should be given to the ships before granting permission for their inspections while they are afloat as referred to above.

ç) The inspections pertaining to the bottoms of the oil tanker and bulk cargo ships of fifteen years of age and over shall be carried out while the ships are in dry dock.

d) The inspection to be carried out on the ship's bottom while the ship is afloat shall be carried out only when conditions are suitable and when appropriate equipments and trained and qualified personnel are available.

e) For the ships subject to expanded survey: The inspections pertaining to the bottoms of the ships of fifteen years of age and over should be carried out while the ships are in dry dock, within the scope of the provisions of the paragraph 2.2.2 of the Annex-B or Annex-A of the amended IMO Resolution No A.744(18), as far as applicable. For the ships of fifteen years of age and under: The alternative inspections, which are not associated with the renewal surveys on the bottoms of the ships, may be carried out while the ships are afloat. The inspection to be carried out on the ship's bottom while the ship is afloat shall be carried out only when conditions are suitable and when appropriate equipments and trained and qualified personnel are available.

f) In case the inspection pertaining to the ship's bottom is not carried out in the stipulated period of time; the provisions of the Article 5.6, entitled "revalidation of certificates", of the HSSC survey guidelines shall be made reference in line with the Implementation Instructions No 2013/107 and themed "Survey Guidelines" published by our Ministry.

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Inspections pertaining to the bottoms of passenger ships:

112- The provisions of the Article 5.10, entitled “inspections pertaining to the bottoms of passenger ships”, of the HSSC survey guidelines shall apply in line with the Implementation Instructions No 2013/107 and themed “Survey Guidelines” published by our Ministry.

Reasonable and necessary cases for extension of the terms of ship certificates within the scope of HSSC:

113- Within the scope of the related provisions of the national legislation or the international conventions and treaties, the reasonable and necessary cases for extension of the terms of ship certificates are as follows:

- a) In case a dry dock, repair facilities, required materials, equipments or spare parts are unavailable at the port where the ship is present,
- b) In the case of delays originating from weather conditions,
- c) In case the ship has suffered damage,
- ç) In case the inspection officer is unable to embark on the ship due to administrative restrictions,
- d) In case the cargo cannot be unloaded due to long term adverse weather conditions or unexpected delays at the port, and
- e) In the case of a civil war, laws of war or other force majeure circumstances.

The procedure to be implemented in cases where the ship is not present at the port where the survey will be carried out:

114- Within the scope of the paragraph (e) of the Rule 14 in the Chapter I of SOLAS; in case a ship is not, on the expiration date of its certificate, present at the port where the survey will be carried out on the ship, the Administration may extend the validity term of the certificate.

115- Such extension shall apply for the purpose that this ship completes its expedition to the port where the survey shall be carried out on the ship, and only in cases where such an extension is found reasonable and necessary.

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- 116-** No certificates shall be extended for a term longer than three months. (This is limited to one month for the ships performing short expeditions)
- 117-** Following its arrival at the port where the survey shall be carried out on the ship; the ship, in favor of which such time extension has been applied, shall not be allowed to depart from the port, only by taking advantage of this extension, if this ship has not obtained a new certificate.
- 118-** The new certificate to be issued following completion of the renewal survey:
- For passenger ships: it shall be valid for a term not longer than a twelve-month time period as from the date when the validity term, which is in question prior to granting time extension to the current certificate, will expire.
 - For cargo ships: it shall be valid for a term not longer than a five-year time period as from the date when the validity term, which is in question prior to granting time extension to the current certificate, will expire.

Requirements concerning extension of the terms of ship certificates:

- 119-** In terms of the scope; an additional survey, which is equivalent to an annual survey required by the related certificate, shall be carried out.
- 120-** The renewal survey to be performed at the expiration of the extension shall be carried out in the widest applicable scope.
- 121-** When a dry dock is necessary, however, when it could not be fulfilled; an underwater examination shall be carried out on the bottom of the ship.
- 122-** When it is not possible carry out such underwater examination (due to weak underwater visibility, draft restrictions or in cases where it is not allowed by the port authority...etc.); the examinations on the bottom structure of the ship shall be carried out from the inside and in the most comprehensive way that can be applied.
- 123-** The ship shall be allowed to navigate directly to the port/ports of discharge on which the consensus is reached, and to the port where the dry dock and/or survey, on which the consensus is subsequently reached, will be carried out.
- 124-** In case the ship is classified; the required survey and/or surveys shall be carried out by the surveyor of the classification society in relation to the compliance with the terms and conditions of the classification certificate as well as the structural, machinery/mechanical and electrical equipments of the ship.

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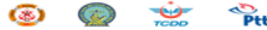
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- 125-** In case the ship is classified; a letter of classification shall be requested with respect to the matter that the ship is found convenient by the classification society of the ship for the planned expedition/navigation and in relation to the compliance of the surveys that have been carried out.
- 126-** In the case of an expedition/navigation necessary for completion of the survey and/or dry dock survey; the condition of the ship, which has become evident in consequence of the mentioned surveys, shall be taken into consideration in determining the duration and distance of the expedition/navigation and in determining operational restrictions.
- 127-** The ship shall not be allowed to navigate until such time as the measures, which shall ensure that any dangers will not occur against the ship and the ones/items in the ship, are taken by the Harbor Master's Office, at the ports of our Country.
- 128-** In order for performance of the required surveys on the ship, in case the standards concerning the safety of life and property at sea, navigational safety and environmental safety are found acceptable by the Harbor Master's Office, at the ports of our Country, the ship shall be allowed to navigate in accordance with our national legislation and the provisions of the international conventions and treaties as well as the relevant requirements.
- 129-** A time extension shall be granted for the minimum time period necessary for completion of docking and/or survey within the scope of the related certificate(s).
- 130-** In case the ship is classified; a time extension is granted for the related legal certificate provided that it does not exceed the validity term of the classification certificate.

Non-scheduled inspection implementations:

131- Additional inspections:

- a) Within the scope of their related legislation, additional inspections shall be carried out on the ships which have had severe accidents, experienced collusion or run aground due to adverse weather conditions or other circumstances, and in addition, on the ships, whose significant machinery elements are damaged or on the ships where a failure that has an impact on the safety of the ship or its equipments has occurred.
- b) These inspections shall be carried out in order to guarantee that the required repairs or replacements have been performed properly and that, therefore, the ship and its equipments continue to be in conformity with the national legislation and international conventions and treaties.

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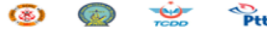
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132- Extraordinary inspections and their scope:

a) Extraordinary inspections may be carried out comprehensively to the extent found necessary by the inspection officer, and they may be related to any parts, elements, equipments or services of the ship, and in addition, within this scope, such inspections are carried out for operation/running inspections and towing permission.

Obvious reasons for a non-scheduled inspection:

133- If, during the seaworthiness accreditation controls carried out by the Harbor Master's Offices, there are obvious reasons indicating that the ship or its equipment is not essentially in conformity with the information contained in the certificate(s); a "non-scheduled" inspection shall be carried out in order to determine whether or not the condition of the ship as well as the ship's elements and equipments are actually in compliance with the requirements specified in the certificates. In the case that nonconformity is determined and that this nonconformity is not remedied immediately, the related certificate(s) shall be revoked, and the Administration shall be informed of the matter.

Pre-survey implementations:

134- Pre-survey implementations shall be carried out on the Turkish flagged ships that will go abroad; in order to ensure that, with regard to the safety of life and property at sea, navigational safety and environmental protection as well as the safety management (ISM Code), Turkish flagged ships continuously comply with the related provisions of the national legislation and international conventions and treaties, and in addition, in order to ensure that any deficiencies are not found during the foreign port state controls and that the relevant detentions are prevented.

135- Deficiencies that have been found during previous flag and port state controls shall also be checked during pre-surveys.

136- A detailed inspection shall be carried out, if obvious reasons are found during the inspection (pre-survey).

137- With the exception of the case where the inspection specialists, who shall carry out the certification surveys of the ship, are assigned by a port authority other than the port authority where the ship is present; a pre-survey shall simultaneously be carried out during the certification surveys to be carried out about the ship, and the related report shall, as a pre-survey, additionally be recorded into the ECS.

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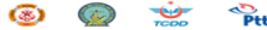
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During pre-surveys, the checking of the certificates and documents published as well as the operations and transactions carried out by authorized classification societies:

138- In case, during the inspections, nonconformity is determined in relation to the certificates and documents issued by the classification society of the ship; the matter shall urgently be reported to the Directorate General of Maritime and Inland Waters Regulation, the Ship Inspection Department.

139- In relation to the technical scope of the certificates and documents issued by the authorized classification societies, in case a deficiency is determined within three months as from the date of issuance, the matter shall urgently be reported to the Directorate General of Maritime and Inland Waters Regulation, the Ship Inspection Department, and the corrective activity shall urgently be implemented in order for remedial of the deficiency.

ECS “Targeting System”:

140- The ECS targeting system module established by our Administration: the Turkish flagged ships, on which a pre-survey shall be carried out within the scope of the targeting criteria, are determined.

Inspections of Turkish flagged ships at foreign ports:

141- Inspections of Turkish flagged ships at foreign ports shall be carried out in the following cases:

a) In case it becomes necessary to extend the term of a certificate, prior to arrival of the ship at a Turkish port,

b) In the case that the ship performs expeditions between foreign ports and that, if, during these expeditions, the ship enters in a national port and thereupon, mandatory inspections are carried out on the ship at the national port, this circumstance may be detrimental to the commercial operation of the ship, and

c) In case it becomes mandatory to carry out an inspection on the ship in a foreign country, due to average (ship/cargo damage), problems or accidents.

142- Provided that these provisions are reserved; if the authorized institution does not, for any reasons, fulfill the inspection services requested by the ship captain or the ship operator, the ship captain or operator may apply for the Administration in order that the inspection activity is performed. In all cases, by taking into consideration of the conditions and circumstances, the Administration is entitled to decide that inspection officers shall be sent abroad in order to carry out the inspection activity or that such activity shall be requested from the foreign authority of the port, and the Administration shall inform the applicant of its decision.

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143- Furthermore, the Administration shall also investigate the reasons why the authorized institution has not carried out the requested inspection activity, and implement the measures deemed necessary by the Administration within the framework of the related legislation.

144- In case the inspection activity is requested from the national authority of the foreign port, the Administration shall carry out the required transactions in order to ensure that this matter is verified.

145- The certificates/documents issued and the ratifications and notes written down on these certificates/documents by the authority or local administration services shall be deemed to have been issued or written down in Turkey.

146- Ship operators requesting for inspection services from the Administration shall cover all expenses arising from sending of the inspection officers to the foreign country and from their accommodations in the foreign country.

The procedures to be followed for the notifications received from port states, in relation to the deficiencies found while Turkish flagged ships are inspected/detained at foreign ports:

147- In case a notification is received within the scope of the paragraph (d) of the Rule 19 in the Chapter I of SOLAS; the surveyor(s) to be assigned by the authorized institutions upon approval of the Administration and/or the Administration:

a) shall carry out an inspection and a survey in relation to the related certificates and the deficiencies found on/in the ship,

b) shall take the measures necessary for remedial of the deficiencies found in/on the ship. Otherwise, the certificate related to this deficiency shall be cancelled, and the required notifications shall urgently be made, including the notification to be made to the port authority,

c) in relation to the deficiencies found in/on the ship, shall decide whether or not they shall be repaired, and urgently make the required notifications, including the notification to be made to the port authority,

ç) along with the operations and transactions to be carried out in relation to the deficiencies found in/on the ship, shall carry out the safety measures in coordination with the Administration, including the port authority,

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d) in cases where it is mandatory for the ship to be taken to the repair shipyard, within the scope of the related provisions of the national legislation and international conventions and treaties, the permission for navigation of the ship shall be granted by the Administration in coordination with the port authority,

e) the notifications for taking the ship to the shipyard within the stipulated time period shall be made by the concerned port authority in compliance with the principles and procedures contained in the provisions of the national legislation and international conventions and treaties,

f) shall carry out the operations and transactions necessary for the completion survey and inspections of the ship in compliance with the principles and procedures contained in the provisions of the national legislation and international conventions and treaties, and

g) shall take the required measures together with the port authority, in order that the ship does not, without permission, depart from the port where inspections have been carried out on the ship.

Inspection implementations for the Turkish flagged ships about which twenty-five and more than twenty-five deficiencies have been found during port state controls:

148- Corrective and preventive activity schedules, which are related to the deficiencies found, shall be requested from the operators of the Turkish flagged ships, about which twenty-five and more than twenty-five deficiencies have been found during port state controls.

149- Deficiencies found during their pre-surveys shall additionally be controlled.

150- In consequence of the monitoring and tracking assessments carried out, if found necessary, by our Ministry's Directorate General of Maritime and Inland Waters Regulation, the Ship Inspection Department, a non-scheduled inspection implementation shall be carried out on the ship within the scope of the annotation to be entered in the ECS system, and the required administrative and technical sanctions shall, in coordination, be imposed on the ship and its operator.

Non-scheduled inspection implementations for the Turkish flagged ships detained during port state controls:

151- The inspections carried out by our Administration:

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a) Within the scope of the IMO Resolution No A.1052(27), the Turkish flagged ships detained in consequence of the inspections carried out at foreign state ports shall undergo flag state inspections, upon their arrival to the next Turkish port, through the ECS “targeting system” module, as mentioned in the Rule 6 (inspection and survey) of the Chapter I in SOLAS, as well as the Article 40, entitled “unscheduled inspections”, of “the Regulation on General Inspection and Certification of Ships”, at the next Turkish port in which they will enter, within the scope of the Instructions dated 02/03/2006 and No 1564; and the required operations and transactions shall be carried out in order for continuance of the compliance of the ships with the standards concerning safety of live and property at sea, navigational safety and environmental safety, within the scope of the related provisions of the national legislation and international conventions and treaties.

b) The inspection reports pertaining to the ships, on which non-scheduled inspection implementations have been carried out, shall be recorded into ECS, as “non-scheduled” ones.

152- The inspections carried out by the classification societies authorized by our Administration:

a) For the Turkish flagged ships detained in consequence of the inspections carried out at foreign state ports: Within the specified principles and procedures, within the scope of the Instructions dated 11/01/2012 and No 832, non-scheduled inspections shall be carried out on the ships by the classification societies of the ships, within a time period not longer than three months as of the detention dates of the ships.

b) The inspection reports pertaining to the Turkish flagged ships, on which non-scheduled inspection implementations have been carried out, shall be forwarded to the Administration.

Additional inspections implemented, within the scope of the ISM Code, on the Turkish flagged ships detained during port state controls and on their operators:

153- For prevention of pollution originating from ships and vessels and in order for safely operation and management of ships, additional inspections shall be carried out by our Administration or by the classification societies authorized by our Administration on the Turkish flagged ships detained in consequence of the inspections performed at foreign state ports and on their operators, in order to verify compliance with the ISM Code and the Chapter IX of the SOLAS Convention as well as “the Regulation on Implementation of the International Safety Management Code on Turkish Flagged Ships and Their Operators”.

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154- In the inspections, corrective/preventive activity schedules shall be prepared; and in necessary cases, completion inspections shall also be carried out the ships and the operators.

155- The reports concerning corrective/preventive activities as well as the activities concerning prevention of detentions shall be reviewed and the required monitoring and tracking assessments shall be carried out by our Ministry's Directorate General of Maritime and Inland Waters Regulation, the Ship Inspection Department.

Tracking and assessment of the performances exhibited by Turkish flagged ships and their operators within the port state control regimes:

156- Along with the final reports concerning the inspections carried out by our Administration and/or by the classification societies authorized by our Administration on the Turkish flagged ships detained in consequence of the inspections performed at foreign state ports and on their operators; the reports concerning the corrective/preventive activities, which have been submitted by the operator firms, and the reports, which pertain to the completion surveys carried out when found necessary, shall be reviewed and kept by our Ministry's Directorate General of Maritime and Inland Waters Regulation, the Ship Inspection Department, in order for performance of the required monitoring and tracking assessments.

157- The final records of the inspections carried out at foreign state ports shall be recorded under the ECS targeting system module, and the performances exhibited by the ships and their operators shall automatically be tracked through the targeting system criteria.

158- Within the scope of the inspections carried out at foreign state ports; the required assessments and the analyses concerning the types, ages, tonnages, classes and the ISM certificates of the ships shall be carried out by our Administration as well as the results of the inspections pertaining to the ships.

159- Results of the analyses shall be reported to the port authorities, the institutions authorized by our Administration as well as the concerned institutions and organizations.

160- The results of the analyses that have been carried out shall be taken into consideration, and thereby, the required measures shall be taken, in the inspections to be carried out by our Administration and/or by the authorized classification societies authorized by our Administration on the Turkish flagged ships and on their operators.

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- 161-** In case major nonconformities are found during the inspections to be carried out by our Administration and/or by the classification societies authorized by our Administration on the Turkish flagged ships and on their operators; the required operations/transactions, including administrative sanctions, shall be carried out within the scope of the related provisions of the national legislation and international conventions and treaties.
- 162-** Administrative sanctions shall be imposed and the relevant notifications shall be made by our Ministry's Directorate General of Maritime and Inland Waters Regulation, the Ship Inspection Department.
- 163-** The required assessment about the inspection that has been carried out and about the reasons of the deficiencies found during the port state control, in relation to detention of the ship, shall be carried out our Ministry's Directorate General of Maritime and Inland Waters Regulation, the Ship Inspection Department.
- 164-** After the assessments that have been carried out; the objections against detention of the ship shall be submitted, in coordination with the operator firm, by our Ministry's Directorate General of Maritime and Inland Waters Regulation, the Ship Inspection Department.
- 165-** In relation to these ships and their operators, the required performance assessments shall be carried out by our Ministry's Directorate General of Maritime and Inland Waters Regulation, the Ship Inspection Department, and thereby, all required measures shall be taken in relation to the concerned stakeholders, in addition to the arrangements included in the scope of our national legislation, including the ECS targeting system.
- 166-** The execution pertaining to these operations and transactions shall be implemented by our Ministry's Directorate General of Maritime and Inland Waters Regulation.

Measures concerning the port state controls, included in the target flag ranking:

- 167-** In the regime of the relevant port state, in order for exclusion of the Turkish flagged ships (included in the target flag ranking) from the target flag criterion; the required assessments and the analyses concerning the types, ages, tonnages, classes and the ISM certificates of the ships, as well as the results of the inspections pertaining to the ships, shall be carried out.
- 168-** The final records of the inspections carried out on the ships at foreign state ports shall be recorded under the ECS targeting system module, and the performances exhibited by the ships and their operators shall automatically be tracked through the targeting system criteria.

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169- Results of the analyses shall be reported to the port authorities, the institutions authorized by our Administration as well as the concerned institutions and organizations.

170- The results of the analyses that have been carried out shall be taken into consideration, and thereby, the required measures shall be taken, in the inspections to be carried out by our Administration and/or by the authorized classification societies authorized by our Administration on the Turkish flagged ships and on their operators.

Preparation of Turkish flagged ships for the Concentrated Inspection Campaigns (CIC) being implemented in port state controls:

171- In order for preparation of Turkish flagged ships for the concentrated inspection campaigns to be implemented within the regimes of port state control; Turkish flagged ships shall, prior to the starting date of the campaign, be additionally inspected during pre-surveys on the basis of the checklists that have been reported or on the basis of the checklists established on ECS.

172- The results of the inspections shall be analyzed, and thereby, the required measures shall be taken by our Administration.

The case that a Turkish flagged ship is in the position of prohibited ship, in the port state controls:

173- The reason why the ship is in the position of prohibited ship shall be investigated by our Administration before the operator of the ship, together with the concerned port authorities.

174- In relation to the ship, the related annotation shall be entered in ECS, and thereupon, a non-scheduled survey shall be carried out by our Administration at the first Turkish port which the ship has arrived.

175- In case the ship is classified; a non-scheduled survey shall also be carried out urgently on the ship by the classification society of the ship, as well as an additional inspection within the scope of the ISM Code.

176- An additional inspection shall be carried out on the ship operator within the scope of the ISM Code, by our Administration or by the classification societies authorized by our Administration.

177- The reports concerning corrective and preventive activities shall be assessed by our Administration as well as the results of completion surveys.

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178- In case major nonconformities are found during the inspections carried out by our Administration and/or by the classification societies authorized by our Administration; the required operations/transactions, including administrative sanctions, shall be carried out by our Administration within the scope of the related provisions of the national legislation and international conventions and treaties.

179- Along with the administrative sanctions, the related notifications shall also be made by our Administration.

180- In relation to revocation of the prohibition; the results of the inspection to be carried out by and under the regime of the concerned port state shall be reviewed by our Administration.

Circumstances requiring cancellation of the operator's "Document of Compliance" (DoC), within the scope of the ISM Code:

181- In case major nonconformities are found during the inspection; the operator's DoC, which has been issued within the scope of the ISM Code, shall be cancelled.

182- Furthermore, the operator's failure to be annually inspected in a timely manner shall also be deemed as a reason for cancellation of the DoC.

183- By the institution authorized upon approval of the Administration or by the Administration, an initial survey shall again be carried out on the operator whose DoC has been cancelled; and if found acceptable, a DoC shall be issued, provided that its validity term does not exceed five years. A corrective activity schedule shall be prepared for remedial of the nonconformities requiring cancellation of the documents and for remedial of the nonconformities found during the initial survey; and the time period, in which these nonconformities shall be remedied, shall be determined. An additional survey (inspection) shall be carried out at the expiration of the time period determined in the corrective activity schedule.

Non-scheduled inspections carried out on the basis of the notifications made by ship operators and ship captains:

184- Within the scope of the paragraph (c) of the Rule 11 in the Chapter I of SOLAS, in case a notification is made by the ship operator and/or the ship captain about the losses and damages suffered by the ship, the failures determined in the ship, the modifications performed on the ship or on its equipments, in relation to the matter that the ship poses risk against maritime safety or marine environment; the required investigations shall be carried out in order to determine the risks posed by the notified matters against maritime safety and prevention of marine pollution; and, if found necessary, an inspection shall be carried out on the affected parts of the ship, within the scope of its related legislation.

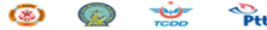
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185- If the ship is at a foreign port and/or will enter in the port; the required notification shall additionally be made to the concerned port authority by the ship operator and/or the ship captain. The Administration or the authorized institution shall make sure that this notification has been transmitted to the authorities of the concerned port state.

Inspection of small boats:

186- Construction inspections of small boats and service period inspection activities pertaining to all small boats are governed by their own legislations.

The Administration's power to detain ships:

187- In the cases stipulated by the national legislation and international conventions and treaties, in order to ensure maritime safety and prevention of marine pollution, such ships shall be detained as an administrative measure.

Detention procedure:

188- The Harbor Master's Office shall briefly state the facts and circumstances relied on for the detention measure, and determine the probable responsible persons, and thereupon, issue the instruction for initiation of the detention operations and transactions.

189- In this instruction, it shall also be notified to the concerned party that the concerned party has, within three business days, the right to put forward its arguments and submit evidences or proofs. In case the Harbor Master's Office renders the affirmative decision ex office or upon request; the evidences shall, for review purposes, be held open for maximum five business days.

190- After expiration of this time period; the Harbor Master's Office shall, within maximum two business days' additional time period, issue the instruction for conclusively detention of the ship or for revocation of the temporary detention, as the case may be. In case the ship is detained conclusively, the concerned party may submit its objection to the Administration within 15 business days. However, such objection shall not suspend the detention.

Exceptions and guarantees:

191- In case the ship is detained conclusively, it is prohibited for the ship to depart from the port. The expeditions, which are mandatory for arrival at the appropriate shipyard or workshop, may be performed exceptionally, provided that they do not pose a serious danger against maritime safety and marine environment and that the related permission is granted by the Harbor Master's Office.

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192- In the report prepared by the inspection officer, unless it is declared that the equipments and supplies, which are requested for the seaworthiness of the ship, are properly available in the ship or that the other measures have been implemented properly for the ship; the Harbor Master's Office shall not revoke the conclusive detention measure pertaining to the ship.

193- In the cases of temporary detentions that do not result in conclusive detentions; the annotation that the ship has been released shall be written down in the relevant certificates/documents, provided that the deficiencies found during the inspection are remedied within the maximum time period specified in the certificates/documents.

194- If an element or an equipment of the ship is not in suitable condition for proper functioning, and however, if this does not constitute a serious problem for maritime safety or prevention of marine pollution; the Harbor Master's Office shall grant a time period for repair or replacement of this element or equipment, and thereby, the Harbor Master's Office may not implement the detention measure pertaining to the ship. The utilization of the services contingent upon this element or equipment is prohibited until such time as the repair or replacement takes place; and the related annotation shall be written down in the document/certificate, if appropriate.

195- The time period for detention of the ship shall not exceed the time period for implementation of the measures intended for remedial of the nonconformities that have been found.

Inspection of exempted ships:

196- All ships, which have been exempted from enforcement of the Regulation on General Inspection and Certification of Ships, and however, have subsequently been dedicated to the services included in the scope of this Regulation, shall be subject to renewal surveys (inspections) and to the transactions/operations concerning issuance of the documents/certificates corresponding to the groups, classes, dimensions and construction dates of the ships.

Inspection of the ships standing still for a long period of time:

197- The ships, which have stayed out of service beyond the time period determined by the Administration, shall be subject to renewal surveys (inspections) within the scope of the related provisions of the national legislation and international conventions and treaties; and new documents/certificates corresponding to the groups, classes, dimensions and construction dates of the ships shall be issued in consequence of the surveys (inspections).

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Legislation on Penalties and Violations:

198- In case the provisions of the Regulation on General Inspection and Certification of Ships are not complied with; the administrative and penal sanctions specified in the provisions of the Law No 4922 on the Protection of Life and Property at Sea and specified in the other related legislation shall be imposed.

Penalties and other measures:

199- Imposition of an administrative or a penal sanction in the case of violation of the rules contained in the Regulation on General Inspection and Certification of Ships shall not prejudice to implementation of the detention measures provided for in this Regulation and imposition of the other penalties and implementation of the other measures provided for in the national legislation and in the international conventions and treaties.

I submit these Instructions for your information and kindly request you to take necessary action.

Suat Hayri AKA
On behalf of the Minister
Deputy Undersecretary

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