



MARINE SECTOR SERVICES

TÜRK LOYDU

COMMON GOAL COMMON FUTURE

Türk Loydu was established in 1962 by key institutions in Türkiye to promote technical progress in the maritime and industrial sectors. As of November 1, 2023, Türk Loydu became a member of the International Association of Classification Societies (IACS), sharing the mission of safe ships and clean seas.

IACS membership has strengthened Türk Loydu's commitment to international standards and maintaining high professional standards in the industry. During this process, Türk Loydu achieved a significant milestone by obtaining a "Compliance Certificate" under the IACS Quality Management Certification System.

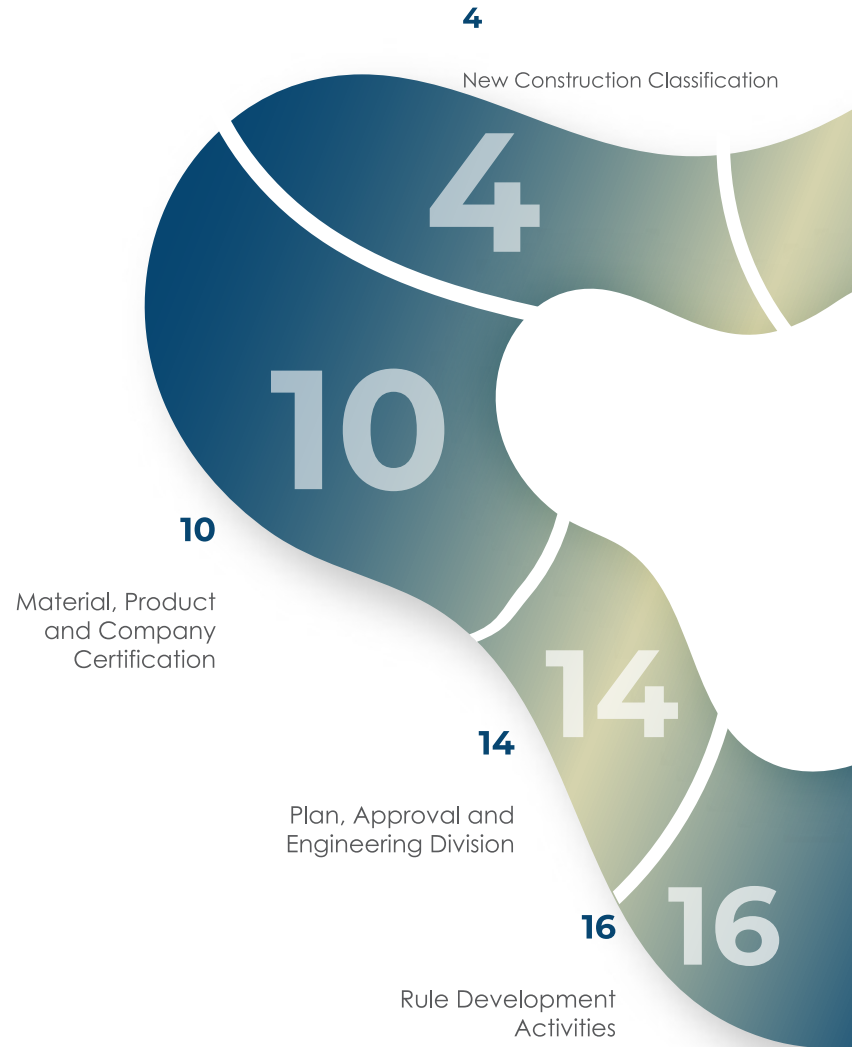
With a rich history spanning 62 years, Türk Loydu is a well-recognized and trusted classification society in the global maritime sector, providing reliable classification services for various types of vessels, from commercial ships to yachts, naval ships to submarines.

Our vision prioritizes safety, quality, and environmental sustainability, focusing on innovation and technology in the maritime sector. This includes significant work on autonomous and unmanned maritime vehicles, zero-emission ships, alternative fuels, and cybersecurity.

Through its IACS membership, Türk Loydu has taken a crucial step towards being a symbol of assurance, quality, and international reputation for both current and potential national and international stakeholders. The expertise and experience provided by Türk Loydu offer a significant advantage for ship owners.

Türk Loydu will continue to enhance the quality of its processes and competitiveness in the industry by promoting innovation and excellence in maritime safety, environmental protection, and sustainability.

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Commercial Ships, Yachts, and Small Crafts

Ensuring the suitability and conformity of the manufacture and assembly of all types of commercial ships, yachts, floating docks, and small crafts requires production in line with standards, rules, and international agreements, as well as supervision by independent and competent conformity assessment bodies.

Advantages of classification:

- Provision of Safety: Ensuring the safety of life, property, and the environment.
- Reliability: Demonstrating the reliability of the vessel.
- Documentation: Confirming that quality requirements have been met in accordance with rules, standards, and legislation.
- Insurance: Reducing insurance costs.

Services and Authorizations Provided by Türk Loydu

Türk Loydu is a Type A Inspection Institution accredited by TÜRKAK according to ISO/IEC 17020 and ISO/IEC 17065 standards. For the classification of any commercial vessel, floating dock, or floating vehicle constructed under Türk Loydu's control, the relevant vessel, machinery, and electrical projects are checked and approved according to Türk Loydu rules.

According to the projects approved by Türk Loydu, vessels, machinery, and electrical surveys, as well as port and navigation experiences, are completed under the supervision of Türk Loydu surveyors. A class certificate is then issued.

Türk Loydu has significant experience and expertise in the classification of various types of vessels, including passenger boats, tugboats, barge-hopper barges, and dredgers. They have successfully completed the classification of these vessels and other types such as research vessels, fishing vessels, tankers, and support vessels. Additionally, Türk Loydu is involved in developing innovative projects like "Battery-operated ships" and continues its rule development activities alongside its classification efforts.

Classification of Yachts

Türk Loydu specializes in the classification and conformity assessment of yachts made of steel, aluminum, composite, and wood. The Türk Loydu Class Certificate ensures safety for adventurous journeys across distant seas with your yacht. The yacht group supports obtaining a class certificate for unique yacht designs without compromising their originality, adhering to rules, and offering alternative solutions.

Geographic Reach

Türk Loydu successfully continues its classification activities at domestic locations such as İstanbul, Antalya, Marmaris, Karadeniz Ereğli, Trabzon, Samsun, and Tatvan, and international locations such as Azerbaijan, Pakistan, Angola, Qatar, and Turkmenistan. These activities are carried out by expert surveyors located in its İstanbul head office as well as in İzmir.



Naval Ships

Türk Loydu has been providing classification services for numerous local and international military projects since 1995. This historical expertise makes it one of the leading classification societies globally and in Türkiye for naval vessels.

Although classification of naval vessels is not mandatory, it fosters trust among all relevant parties—including the shipyard, the Undersecretariat for Defense Industries, and the Naval Forces Command—due to the classification society's independence, impartiality, and rule-based system.

Advantages of classification:

- Ensuring safety of life, property, and the environment.
- Guaranteeing the safety of the ship.
- Transferring experience gained from commercial ships to military naval vessels.
- Providing direct and positive contributions to final product quality through independent audits outside the command chain.

Services and Authorizations Provided by Türk Loydu

- Türk Loydu is a Type A Inspection Institution accredited by TÜRKAK according to ISO/IEC 17020 standards. It is a member of the International Naval Safety Association (INSA) and the Naval Ship Classification Association (NSCA).
- Türk Loydu is a leading classification organization for naval ships and has worked on more than 300 naval projects since 1995. These projects include support vessels like Logistics Support Vessels, Multipurpose Amphibious Assault Ships, Underwater Rescue Vessels, and Cadet School Vessels, as well as combat vessels such as corvettes and frigates. Türk Loydu has provided services not only to the Turkish Navy but also to countries such as Bahrain, Malaysia, Nigeria, Ukraine, Pakistan, Angola, Qatar, and Turkmenistan.
- Since its establishment in 1962, Türk Loydu has continuously developed and updated its military naval rules, enhancing its industrial experience and the performance of its services.

Recreational Crafts Conformity Assessment Services

- Türk Loydu, an independent and impartial organization, is authorized to issue certificates under the 2013-53-EU Recreational Craft Directive for boats ranging from 2.5 to 24 meters in length, personal watercraft, and specific components.
- To ensure free circulation of products across EU member countries, despite differences in capital strength and technological development, products must meet minimum requirements for environmental protection, safety, health, and consumer protection. Products that comply with these regulations are required to display the CE mark.
- For a product to carry the CE mark, it must satisfy the relevant regulatory requirements. Depending on the associated risk, some products are self-certified by the manufacturer, while others require inspection by Notified Bodies—organizations authorized and assigned an identification number by the EU.
- Türk Loydu, identified by the European Union with number 1785, is authorized to issue CE certificates and has certified numerous boats after performing the necessary standard inspections.



Material, Product and Company Certification

Türk Loydu certifies all products and materials used in yachts, recreational crafts, cargo ships, and other vessels that impact the safety of life and property. This includes both newly constructed and renovated ships under the Türk Loydu class.

Importance of Certification

Certification by Türk Loydu, an independent and impartial third party, is crucial for vessels under its class. It enhances customer trust, facilitates marketing, and contributes to continuous development.

Types of Certification:

Product-Material Certification

- Preferred for individual or batch production.
- Suitable for unique products rather than mass-produced items.

Type Approval Certification

- Ideal for mass production or multiple productions.
- Confirms that a manufactured product group can be consistently produced to required standards.
- Offers time and cost savings for mass-produced products.
- Valid for 5 years.

Service Supplier Approval

To ensure that outsourced inspection, testing, and control services meet Türk Loydu and international rules, the competencies of companies wishing to provide these services are assessed. If deemed adequate, a Service Supplier Approval Certificate is issued, enabling these companies to offer necessary services for vessels under the Türk Loydu class.

- **Validity:** 3 years.

Material Manufacturer Approval

Material manufacturers producing for the marine industry can be approved by Türk Loydu. This includes materials made to EN, ASTM, or other industry standards. The approval process involves a review of the steel-making process and material qualifications, verified through a plant audit by a Türk Loydu surveyor. Both product and process approvals are available to confirm compliance with Türk Loydu Rules.

- **Applicable Facilities:** Steel, Aluminum, and Pipe (Structural) Mills, forges, foundries, etc.
- **Validity:** 3 years.

Global Certification Services

Türk Loydu offers on-site certification services worldwide through its specialist staff, ensuring quick and efficient service for companies and suppliers.





Tugboat (Bollard Pull) Test Certification

Türk Loydu provides bollard pull test certification for both newly constructed and currently operating tugboats, either upon shipowners' requests or as required by flag states.

Bollard Pull Test

The bollard pull test certifies the maximum and continuous pulling force a tugboat can exert. This is measured by attaching a tow rope to a fixed point on land and reading the force from a calibrated dynamometer.

Advantages

Türk Loydu is a preferred class society for Bollard Pull test certification due to its reasonable pricing and flexible personnel arrangements.

Conversion

According to the Regulation on Construction, Conversion, and Repair and Maintenance of Ships and Small Crafts, the class requirements set by Türk Loydu are as follows:

- a.** New ships and small crafts with an overall length of 24 meters or more.
- b.** Ships with an overall length of 24 meters or more resulting from renovations.
- c.** Existing passenger ships with an overall length of 24 meters or more resulting from renovations.

Türk Loydu conducts approval procedures for the flags of all renovated ships, yachts, and small crafts or for the required plans upon shipowners' requests. The organization controls these approved plans and provides registration services, granting an attestation certificate.

Modifications to the hulls or machinery of Türk Loydu-classed ships are carried out with the same rigor as new construction surveys. These include:

- Approval of "Midship Section-Strength Module Calculation, Longitudinal Sections and Decks, Watertight Bulkheads, Shell Plating, Scantling Calculations, General Arrangement Plan" projects.
- Control of projects initiated without a construction permit and not requiring classification activities.
- Approval and control of relevant drawings and issuance of attestation reports.

Plan, Approval and Engineering Division

The approval of stability, machinery, electrical projects and statutory documents (all necessary documents and manuals related to SOLAS, MARPOL, LOAD LINE, TONNAGE, ILO, MLC 2006) for the vessels, recreational crafts, watercrafts and military vessels constructed or to be modified under Türk Loydu Class are the main activities of the Plan Approval and Engineering Division. Projects are also approved under the certification of the equipment used in these vessels.

- Control and approval of the theoretical calculations of the ships (intact stability, damaged stability, longitudinal strength, grain loading, bulk loading, freeboard calculations, tonnage calculations, etc.)
- Structural design analysis of lifting devices and their local structures using the finite element method,
- Compliance check of the Inventory of Hazardous Materials for ships and regulation of the Certificate of Conformity,
- Verification of EEDI technical file under IEEC certification,
- Structural analysis of the propulsion systems in terms of vibration (such as torsion, bending and shaft line)

Global Strength Analyses: The 3D finite element model analysis of the response of the ship beam to the global loads is carried out to increase the amount of cargo to be carried by reducing the weight of the ship with more realistic elements by scantling the ships according to the structural stresses with real loads.

Local Strength Analyses: Where local rules do not apply or where it is necessary to demonstrate the structural strength by direct calculation methods, the construction of the local strength calculations should be done.

Linear and Non-linear Buckling Analyses:

Calculation for the ultimate strength of the ship's beam. The actual safety limits of the ship beam are calculated by this means. Critical loads and ultimate strength are controlled by linear or nonlinear buckling analysis for deck, side and bottom panels.

Global Vibration Analyses: Vibration-induced weaknesses in the ship are avoided with the control and approval of the natural frequencies of the hull girder and the superstructure and the vibration mode shapes with the finishing elements.

Local Vibration Analyses: Comparisons are made between the resonance frequencies of the local structures such as deck and superstructure panels, tank walls and the mode shapes account.

Forced Vibration Analyses: The calculation of the reaction of the structure to the dynamic propulsive forces.

Impact and Dropping Simulations: Simulation of the dynamic response of the structure due to free fall or impact
Shock Analyses: The reaction of the construction to the shock load depending on the time, the calculation of the stresses and deformations formed in the structure due to the shock loads.

Common Structural Rules (CSR): Global strength, fatigue and buckling analyzes and ultimate strength calculations using the 3D model of the cargo area and the finite elements method, which are required by CSR for oil tankers and bulk carriers.

Static and dynamic structural analyzes for land industry and marine structures: Structural dynamics and static analysis, drop test and source simulations.

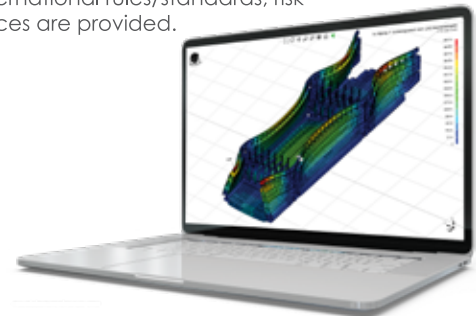
Document approvals for military vessels: Analyses are conducted pursuant to the customer technical specification requests (STANAG, ANEP, NAVSEA etc.).

The plan approval services of the other commercial vessels and the projects with a degree of confidentiality of military projects are made electronically via EPAS (Electronic Plan Approval System)..

In addition to the classification activities, it is provided with the visa of the Shipyard Settlement Plans with the authority given by the national regulations and the control and approval of the calculations showing that the floating docks are connected safely. We ensure the safety of the system by ensuring the safety of the life and property of the accounts of the connection of the floating dock securely and the selection of the vault at the appropriate capacity for the continuation of the investment of our customer.

It provides services for the control and approval of the plans of Multi-Point Mooring Systems for tankers as well as services to prevent accidents that may occur during the filling and discharging of dangerous cargoes and prevention of the risk of damage to the environment.

Within the scope of Marine Warranty Survey Services, conformity assessments of maritime operations, project controls and approvals according to international rules/standards, risk assessment services are provided.



Rule Development Activities



Rule Development is one of the core activities of the Marine Sector to ensure that services in the Marine Sector comply with technological advances and statutory requirements. Rule Development and Statutory Legislation Division has been established under Marine Sector to co-ordinate this important task within the Türk Loydu.

Rule Development has different type of inputs such as customer feedbacks, development in the international regulations, and technological advances. Surveyors, plan approval engineers or customers may submit a request for a rule development regarding the specific rule and Türk Loydu assures that each request is to be considered as part of rule development.

IACS Resolutions and guidelines have been followed and implemented in Türk Loydu for many years. As TL has become an IACS Member in November 2023, Türk Loydu participates in Rule Development activities within the IACS for the development of IACS Resolutions and Guidelines. Türk Loydu Rules were approved by IMO at MSC 100th Session in accordance with "Goal-based ship construction standards for bulk carriers and oil tankers" for new building of oil tankers and bulk carriers of 150 m or more in length.

Türk Loydu also contributes to IMO Working Groups and attends to IMO meetings as an advisor to the Turkish Administration. Türk Loydu closely follows Main Committee (e.g. MSC, MEPC) and Sub-Committee (e.g. SDC, SSE, CCC, PPR) meetings by its expert personnel at the Marine Sector and contributes to the rule development activities at IMO Level.

Research and Development

Research is another significant contributor to the rule development activities at Türk Loydu. Türk Loydu carries out research and development studies to improve the rules and know-how of Türk Loydu. New technologies and applications in the maritime sector provide an excellent opportunity for research as well as interdisciplinary work between universities, class organizations and the maritime sector. Türk Loydu is open to cooperation with industry and universities at every level and signed research agreements with prominent universities in this context.

In parallel with research activities, the development of new services and the coordination of these services is another important factor to improve the service network and capacity of Türk Loydu. Türk Loydu improves its services and widens its scope with the development of new services and expertise within the maritime industry.

Naval Ship Rules

Türk Loydu has been actively participated in naval projects for many years. Türk Loydu Rules have been used in many different type of naval projects and with new challenges and different implementation requirements of naval projects have been a valuable source for rule development activities. Türk Loydu is a member of the International Naval Safety Association (INSA) and Naval Ship Classification Association (NSCA) and uses its expertise to contribute to the safety of the Naval Ships at international level.



Renovation, Repair and Maintenance

According to the Regulation on Construction, Renovation, Repair and Maintenance of Ships and Watercrafts .

Class requirements are set out below.

- a) The construction and renovation of new ships and small crafts with a full length of 24 meters or more,
- b) The new ships with a full length of 24 meters and above as the result of the renovations,
- c) The existing passenger ships with a full length of 24 meters and above as the result of the renovations,
- d) In the case the number of the passengers of the existing passenger ships with a full length of 24 meters and above exceeds 12 passengers either being renovated or not,

Türk Loydu carries out the approval procedures for the flags of all conversion of ships, yachts, small crafts, etc. or the approval of the required plans upon the request of the shipowners and performs the control of such approved plans and provides the registration service of all these approvals and controls by granting an attestation certificate.

Türk Loydu approves the "midship section-strength modulus account, longitudinal sections and decks, watertight bulkheads, shell expansion, scantling, proportion, general arrangement plan" projects upon the request of the administration in the projects initiated without the obligation of being classified but without a construction permit and provides the reporting services by means of performing the controls on board the ship regarding these projects.

Value Assessment Controls - Technical Consultancy Services

Making available of a loan by a bank to company is only possible provided that the assets of the company to which the loan will be made available cover the loan to be utilized. In this case, the bank may require that a due diligence procedure is carried out so that the value of the company's ship is learned.

Another situation where a valuation report will be required is that it may also be the case that shipowners are faced with the termination of the company partnership or termination of the company. The shipowners will require a valuation report upon their request to learn the instant value of the ship.

Türk Loydu provides valuation surveys for all vessels, yachts, small crafts, etc. upon the request of the shipowner and/or the bank, as well as reporting of the valuation work performed by making valuation surveys for the shipyards.

A technical specification is signed between the public or private organization that will make the ship and the company that will construct the ship, including all the technical specifications of the ship as well as a commitment to how it will be performed when the ship has been completed. It is expected that the representatives of the shipbuilding company shall be present at all stages of the construction of the ship and the ship is needed to be checked that it has been constructed in accordance with the technical specifications. For these checks, depending on the type and size of the ship, it may be necessary to have/employ more than one expert staff. (For example, separate personnel for vessel inspections, machinery inspections and paint inspections)

Pre-purchase / Condition Surveys

When the shipowner decides to buy a second-hand ship, he should definitely get correct information about the ship. The selling party may not give you enough information to sell the vessel, whether it is the owner of the vessel or an intermediary. The best decision to buy a second-hand boat is to have it checked by an expert.

The due diligence survey is requested from the Türk Loydu usually by a potential buyer before the purchase of the ship. The flaws identified in the prepared survey report can significantly reduce the value of the ship and require a substantial investment to correct it. A defect or malfunction that occurs during the survey may seem very minute whereas it may require a high price to be repaired or eliminated or a failure that is considered a serious expense item may be eliminated at very small costs.

The due diligence survey report is a summary of the surveys conducted on board. It generally includes information on whether the ship is in accordance with its class rules and international rules as well as about the overall condition of the existing systems. The report is supported by various photos and documents.

The scope and time of the due diligence survey depends on the type and size of the ship. In cases where a special condition is specified by the buyer, examination and reporting are carried out according to the relevant situation. In the survey report organized by the surveyor, in addition to the general condition of the craft, all errors and failures seen on the boat are notified in written form.

Pre-purchase / Condition Surveys often include the following:

- Structural integrity of the ship (vessel structure, tanks, covers)
- Main and auxiliary machinery,
- Documents (Ship certificates, PSC records, ISM records, legal records, etc.),
- FFE / LSA equipment,
- Main drive and auxiliary machinery fuel consumption,
- Bridge equipment,
- Living quarters,
- Mooring equipment,
- Main spare parts on board,

Türk Loydu performs the due diligence surveys of all ships with its expert survey staff regardless of time and place.



Class Entry and Periodic Surveys of Ships and Floating Docks

Türk Loydu Class Transfer (TOC) procedures allow the classification of vessels and floating docks by Türk Loydu that are classified by other members of the Association of Classification Societies (IACS) or that are not a member of IACS.

Class transfer procedures have been established by IACS and include clear information on the responsibilities of existing and former class organizations and the required documents and information to be sent in TOC survey procedures. The class transfer procedure can be initiated at any time by contacting Türk Loydu Head Office.

Class entry surveys begin with the shipowner's application to enter the class. Upon appraisal and acceptance of the application, necessary plans are sent for approval by the shipowner.

Additional plans may be required depending on the ship type, size, characteristics, flag state, and navigation area. After information about the audit site is given classification of the survey location and date, the necessary surveys are initiated. Certificates and necessary documents are issued after the surveys have been successfully carried out. TOC surveys can often be combined with periodical surveys. Türk Loydu assigns notations equivalent to those granted by the previous class society to the ship.

In addition to class transfers of ships in service, Türk Loydu successfully performs class entry surveys of floating docks.

After class transfer and the registration procedures of the vessels taken into the Türk Loydu class are successfully completed, a class certificate valid for five years is issued. To ensure that vessels under Türk Loydu class maintain and operate in accordance with Türk Loydu rules, periodical surveys are carried out to maintain the validity of class certificates. The surveys of vessels and floating docks under Türk Loydu class are performed timely and in full compliance with requirements.

Unscheduled Survey Service

The vessels that are under the Türk Loydu class and have a 5 years valid class certificate must have damage and repair surveys, occasional surveys carried out on time, if necessary, in order to maintain the class certificate.

In the event of damage and repair surveys, occasional surveys not being carried out on time, the class of the vessel is automatically suspended, and this is communicated in writing to the Shipowner and to the Flag State.

Türk Loydu's fleet is constantly monitored by the Fleet Monitoring Department. The aim of this process is to reduce the risk of vessel detention resulting from Port State Controls and Flag State Inspections. This is achieved through the use of the TL Fleet Monitoring Module, which assesses the fleet based on seventeen identified risk criteria. Each criterion carries specific risk points, and if a ship's total points exceed 60, it is listed as a target ship.

Upon being identified as a target ship, an Unscheduled Survey is scheduled to take place within four months. This period may be shortened based on the ship's evaluation. There are two types of Unscheduled Surveys.

If a ship's statutory certificates are issued by Türk Loydu, an extended unscheduled survey is conducted. If only a class certificate is issued by Türk Loydu, a compact version of the Unscheduled Survey is carried out.

Owners and managers are notified when their ships are identified as target ships, including the reasons, to ensure they are informed before conducting Unscheduled Surveys. Additionally, if there are any Flag State requirements to notify about target ships, the Flag State is also informed by the Fleet Monitoring Department.

Damage and repair surveys are conducted in accordance with the Türk Loydu regulations. As a result of alternative solutions proposed and specialist surveyors, approach in accordance with the regulation, seaworthiness of the vessels is ensured as soon as possible.

As a result of the changing economic indicators and increasing operating costs in the maritime community, time management has become a very important issue. Türk Loydu has aimed to meet the services requested in order not to disrupt the programs of the vessels in service a timely and effective manner.

Maritime Management Systems Certification (ISM, ISPS and MLC, 2006)

The purpose of the ISM Code, which is one of the maritime management systems, is to provide an international standard for the safe management and operation of ships and Companies and for pollution prevention; and indirectly to prevent maritime accidents, loss of life and loss of goods and property and loss of vessels.

The ISM Code in its current form was adopted in 1993 by resolution A.741(18) and was made mandatory with the entry into force, on 1 July 1998, of the 1994 amendments to the SOLAS Convention, which introduced a new chapter IX into the Convention. Several amendments were introduced until now.

The Ship's 'Safety Management Certificate' referred to as the 'SMC' in this context, is issued to the vessels certified as per the ISM Code requirements and in accordance with the reviewed Company's Safety Management System (Safety Management Manual, Operation Manuals, Risk Assessments, Cyber Security Management Manual, All Forms and Checklists in use, etc.) for the vessels in operation, upon satisfactory audits carried out by the recognized organizations.

The ISM 'Document of Compliance' (DOC) is the basic required document for acting as a ship management Company. Without a 'DOC', the Manager cannot obtain a 'SMC' for their vessels.

The International Ship and Port Facility Security Code (ISPS Code) is a comprehensive set of measures to enhance the security of ships and port facilities, developed in response to the perceived threats to ships and port facilities in the wake of the 9/11 attacks in the United States.

The ISPS Code is implemented through chapter XI-2 Special measures to enhance maritime security in the International Convention for the Safety of Life at Sea (SOLAS). The Code has two parts, Part A is mandatory, and Part B is recommendatory. The Code entered into force on 1 July 2004.

Türk Loydu provides services for the approval of the Ship Security Plans (SSP) and review of the Ship Security Assessments (SSA) and issuing of the International Ship Security Certificates (ISSC) to the vessels upon satisfactory audit on board. Türk Loydu is authorized by various Maritime Administrations to provide these services.



Türk Loydu shall share with the Maritime Administration all kinds of information and documents related to the ISM and ISPS audits and MLC inspections carried out by them within the framework of the authority by Maritime Administrations. Türk Loydu shall carry out the audits and inspections of the Companies and their managed vessels by expert ISM Auditors, MarSec Auditors and MLC Inspectors.

The Maritime Labour Convention, 2006, as amended, (MLC, 2006), was adopted by the 94th (Maritime) Session of the International Labour Conference (ILC) on 23 February 2006.

The MLC, 2006 sets out the right of the world's 1.5 million seafarers to decent conditions of work in almost every aspect of their working and living conditions, including minimum age, employment agreements, hours of work and rest, payment of wages, paid annual leave, repatriation, on board medical care, the use of recruitment and placement services, accommodation, food and catering, health and safety protection and accident prevention, and complaint procedures for seafarers.

Türk Loydu, within the authority from various flag State Administrations, makes the vessels' MLC, 2006 inspection. It verifies DMLC Part II and MLC manual and issue Maritime Labour Certificate (MLC) upon satisfactory inspection (for Türkiye flagged vessels 'Voluntary Statement of Compliance for the MLC, 2006).

The effective and continuously implementation of the ISM Code, ISPS Code and MLC, 2006 Convention requirements by the ship Management Companies and the Türkiye flagged vessels is also very important in terms of maintaining the position of Türkiye in the whitelist on the Paris MoU Performance List.

As a result of the ISM and ISPS audits and MLC inspections carried out by expert Türk Loydu auditors and inspectors, safe operation of vessels and increased performances in the Port State Controls are achieved.

Flag State Services- Mandatory Certification

Türk Loydu has been authorized by 18 flag states, including Türkiye and Panama, to perform surveys and audits on behalf of the relevant flag states, approve documents and issue the relevant certificates under the international conventions.

The statutory surveys under international conventions and codes laid down by the IMO are carried out strictly following the national rules of the flag states authorizing Türk Loydu.

Türk Loydu has been authorized by various maritime administrations to carry out mandatory surveys of ships and yachts. In addition to class and mandatory surveys of yachts, technical consultancy services have started to make Türk Loydu a preferred class organization for the classification of yachts.

Türk Loydu is authorized to perform survey activities on behalf of 18 countries that are members of the International Maritime Organization (IMO).

- Türkiye
- Panama
- Azerbaijan
- TRNC
- Palau
- Kiribati
- St. Kitts and Nevis
- St. Vincent and Grenadines
- Cook Islands
- Comoros Islands
- Mongolia
- Syria
- Libya
- Moldova
- Lebanon
- Cambodia
- Dominica
- Tuvalu
- Guinea-Bissau



TÜRK LOYDU

MARINE SECTOR SERVICES

Contact

