



TÜRK LOYDU

SÖRVEY - DENETİM TALEP SURVEY - AUDIT REQUEST

Gemi Adı veya Şirket Adı Ship or Company Name		IMO No	
		TL ID No	
		Company ID No	

TALEP EDİLEN SÖRVEY - DENETİM / REQUESTED SURVEY - AUDIT

SÖRVEY-DENETİM İSMİ SURVEYS-AUDIT	Type	SÖRVEY-DENETİM İSMİ SURVEYS-AUDIT	Type
CONDITION SURVEY FOR CLASS ENTRY		LOAD LINE	
CLASS ENTRY		MARPOL ANNEX I	
CONVERSION		MARPOL ANNEX II	
CLASS SURVEY		COF - CHEMICAL TANKER	
BOTTOM (DRY-DOCK) (IN-WATER)		COF - GAS CARRIER	
PROPELLER SHAFT		MARPOL ANNEX IV	
BOILER		MARPOL ANNEX VI	
NON-PROGRAMME SURVEY		AFS	
DAMAGE & REPAIR SURVEY		DANGEROUS GOODS	
THICKNESS MEASUREMENT		IMSBC	
OCCASIONAL:		CARGO GEAR	
CONVEYANCE		OCCASIONAL:	
OTHER:		ISM (Safety Management Cert.)	
OTHER:		ISM (Document of Compliance)	
SAFETY CONSTRUCTION		ISPS	
SAFETY EQUIPMENT		MLC	
SAFETY RADIO		ILO 92 / 133	
PASSENGER SHIP SAFETY		REMOTE SURVEY ¹ :	
TONNAGE		OTHER:	

Fatura Edilecek Firma Farklı ise Bilgisi / Company Information for Invoice if Different

Şirket Ünvanı / Company name	
Şirket Adresi / Company Address	
Vergi Dairesi ve Numarası / Company Tax Number	

Sörvey-Denetim Bilgileri / Survey-Audit information

Sörvey-Denetim Yeri ve Tarihi / Date, place of survey-audit	
İrtibat Bilgileri / Contact information	Name Surname
	Tel. / Fax / E-mail / Other

Talep Tarihi /Request Date	(dd/mm/yy)	
Talep Eden /Requested by	Gemi Sahibi /Ship Owner Temsilci /Agent	İşletmeci /Ship Manager Kiracı /Charterer
Talep Eden /Requested by	Talebi Alan /Received by	
Adı Soyadı /Name Surname	Adı Soyadı /Name Surname	
İmza ve Mühür /Sign and Stamp	İmza /Sign	

PLEASE NOTE THAT EXECUTION OF SURVEY DEPENDS ON SAFE WORKING CONDITIONS - SEE ANNEX

¹ Tail Shaft Survey Extension (3 months), Boiler Survey Extension (3 months), Continuous Machinery Survey, Minor Damage Survey, Issuance/Postponement/Deletion of Condition of Class/ Condition of Authority, Concurrent Load Line Survey, Change of Manger, Change of Name

ANNEX – SAFE WORKING CONDITIONS TÜRK LOYDU CLASSIFICATION AND SURVEY RULES

5. Conditions and Preparations for Surveys and Maintenance of Surveys

Note: For passenger ships, see TL-G 111 “Guidelines for Preparation of Hull Structural Surveys”.

5.1 Before Türk Loydu starts work, the Client shall inform Türk Loydu about relevant safety issues and take all necessary safety-related measures (including boat transfers in compliance with TL-G 134) to ensure a safe work environment in accordance with the TL- PR37 for the persons carrying out the work for Türk Loydu and shall comply with all legal and other safety regulations.

5.2 Cargo holds, tanks and other spaces are to be safe to access. These spaces are to be gas freed, properly ventilated and illuminated and prepared for the surveyor to examine the structure in a safe way. (See 6) Prior to entering a tank or other enclosed space, it is to be verified that the atmosphere in the tank is free from hazardous gas and contains sufficient oxygen.

5.3 In preparation for survey and thickness measurements and to allow for a thorough examination, all spaces are to be cleaned including removal of all loose scale from surfaces. Spaces (including machinery components and related spaces) are to be sufficiently clean and free from water, scale, dirt, oil residues, etc. and sufficient illumination is to be provided to reveal corrosion, deformation, fractures, damages or other structural deterioration. However, those areas of structure whose renewal has already been decided by the owner need only be cleaned and descaled to the extent necessary to determine the limits of the areas to be renewed.

5.4 Where soft or semi-hard coating have been applied, safe access is to be provided to verify the effectiveness of the coating and to carry out an assessment of the conditions of internal structures which may include spot removal of the coating. When safe access cannot be provided, the soft or semi-hard coating is to be removed.

5.5 For survey in dry-dock or on a slipway, the ship is to be placed on blocks of sufficient height and with necessary staging to allow the examination.

5.6 Explosimeter, oxygen-meter, breathing apparatus, lifelines, riding belts with rope and hook and whistles are to be made available during the survey.

5.7 Adequate protective clothing is to be made available and used during the survey.

5.8 Surveys of tanks or applicable holds by means of boats or rafts may only be undertaken with the agreement of the surveyor, provided the expected rise of water within the tank does not exceed 0.25 m.

5.9 When rafts or boats are used for close-up surveys, the following conditions are to be observed:

5.9.1 Only rough duty, inflatable rafts or boats, having satisfactory residual buoyancy and stability even if one chamber is ruptured, are to be used.

5.9.2 The boat or raft is to be tethered to the access ladder and additional person is to be stationed down the access ladder with a clear view of the boat or raft.

5.9.3 Appropriate life-jackets are to be available for all participants.

5.9.4 The surface of the water in the tank or hold is to be calm (the expected rise of water within the tank or hold is not to exceed 0.25 m.) and the water level either stationary or falling.

5.9.5 The tank, hold or other space must contain clean ballast water only. Even a thin layer of oil on the water is not acceptable.

5.9.6 At no time is the water level to be allowed to be within 1 m. of the deepest under deck web face so that the survey team is not isolated from a direct escape route to the tank hatch.

5.9.7 Rafts or boats alone may be allowed for inspection of the under deck areas for tanks and spaces, if the depth of the web is 1.5 m. or less. If the depth of the webs is more than 1.5 m., rafts or boats alone may be allowed only:

- When the coating of the under deck structure is in good condition and there is no evidence of wastage, or

- If a permanent means of access is provided in each bay to allow safe entry and exit. This means : Access direct from the deck via a vertical ladder and a small platform fitted approximately 2 m below the deck in each bay, or Access to deck from a longitudinal permanent platform having ladders to deck in each end of the tank. The platform is, for the full length of the tank, to be arranged in level with, or above, the maximum water level needed for rafting of under deck structure. If neither of the above conditions are met, then staging or another equivalent means is to be provided for the survey of the under deck areas.

5.10 When examination of associated structure is required, the following applies:

5.10.1 Casings, ceilings or linings, and loose insulation, where fitted, are to be removed, as required by the Surveyor, for examination of plating and framing. Compositions on plating are to be examined and sounded, but need not be disturbed if found adhering satisfactorily to the plating.

5.10.2 Cement or other protective material is to be removed when there is any doubt as to the condition of the plating underneath.

5.10.3 In the case of solid ballast spaces, the solid ballast is to be partially removed for examination of the condition of the structure in way. If doubts arise, the surveyor may require more extensive removal of the solid ballast.

5.10.4 In refrigerated cargo spaces the condition of the coating behind the insulation is to be examined at representative locations. The examination may be limited to verification that the protective coating remains effective and that there are no visible structural defects. Where poor coating condition is found, the examination is to be extended as deemed necessary by the Surveyor. The condition of the coating is to be reported. If indents, scratches, etc., are detected during surveys of shell plating from the outside, insulations in way are to be removed as required by the Surveyor, for further examination of the plating and adjacent frames.

5.11 In every ship a maintenance system should be implemented. The maintenance system is to ensure that inspections and maintenance are carried out at defined intervals, any non-conformity is reported with its possible cause, appropriate corrective action is taken and records of these activities are maintained.

5.12 When machinery components are renewed, such components are to be delivered in accordance with requirements of valid rules at the time of newbuilding.

6. Access to structures

6.1 For overall survey, means are to be provided to enable the surveyor to examine the hull structure in a safe and practical way.

6.2 For close-up survey, one or more of the following means of access, acceptable to the surveyor, is to be provided:

- Permanent staging and passages through structures,
- Temporary staging and passages through structures,
- Lifts and movable platforms,
- Hydraulic arm vehicles (cherry pickers),
- Boats or rafts,
- Portable ladders,
- Other equivalent means.

6.3 For close-up examination of the cargo hold frames of bulk carriers, the following additional requirements are to be met:

- For examination of lower parts of cargo hold frames and brackets, portable ladders may be accepted provided the ladder length is not to exceed 5 m.

- For examination of middle and upper parts of hold frames hydraulic arm vehicle is necessary.

6.4 For Surveys conducted by use of a remote inspection technique, one or more of the following means for access, acceptable to the Surveyor, is to be provided:

- Unmanned robot arm.
- Remotely Operated Vehicles (ROV).
- Unmanned Aerial Vehicles / Drones.
- Other means acceptable to TL

7. Work at Height

7.1 Work at height means work in any place where, if precautions are not taken, a person could fall and be injured. This includes working at or below ground level if a fall is still possible such as a fall from an edge or through an opening. This encompasses working:

- from a ladder or on scaffolding, and other means of access;
- alongside an open hatch or other opening in a ship's structure;
- in close proximity to, or supported from, a ship's side;
- in or entering or exiting spaces, such as ballast tanks, cargo holds, deep tanks, etc.;
- on or from a permanent stairway, gangway, accommodation ladder or companionway in or on a ship;
- in or on structures under fabrication, such as subassemblies, hull sections or hull blocks.