



by Türk P&I Sigorta A.Ş.

## REGULATION ON THE IMPLEMENTATION OF PORT STATE CONTROL ENTERS INTO FORCE

The “Port State Control Implementation Regulation” prepared by the Turkish Ministry of Transport and Infrastructure was published in the Official Journal on September 20, 2025, issue number 33023, and has entered into force. The regulation sets out procedures and sanctions for inspecting ships and seafarers for compliance with international maritime regulations.





## WHY IS SWIMMING AT ANCHORAGE DANGEROUS?

At anchorages, one of the most severe personal safety risks for crew is swimming near the vessel. Even in calm weather, this activity may lead to serious accidents or fatalities.

### Main Risks

- *Cold Shock and Early Exhaustion:* Loss of breath control may occur within minutes, even in warm waters, increasing the risk of drowning.
- *Propellers and Intakes:* Main engine, CPP, bow/stern thrusters, and sea chest intakes create dangerous local currents and suction.
- *Currents and Traffic:* Anchor dragging, currents, and passing traffic waves can quickly carry a swimmer away from the vessel.
- *Water Quality:* Port waters are likely polluted with oil, waste, bacteria, and jellyfish. Minor cuts may easily become infected.



### Recommended Measures

- A “No Swimming” notice must be posted onboard and formally acknowledged by newly joined crew.
- Before operating thrusters or CPP at anchorage, a clear verbal confirmation that “no one is in the water” must be obtained.
- Near-water tasks (e.g. draft mark reading, pilot ladder preparation) must be carried out under a risk assessment, with lifejackets and a dedicated lookout mandatory.

*Swimming at anchorage is not a “short break” — it is an avoidable chain of risks. No family should ever have to pay the price for “just a quick swim.”*

## REGULATION ON THE IMPLEMENTATION OF PORT STATE CONTROL ENTERS INTO FORCE



The Ministry of Transport and Infrastructure has issued a new “Port State Control Implementation Regulation”, published in the Official Gazette on 20 September 2025, introducing stricter control measures for ships calling at Turkish ports and revising the qualifications and responsibilities of PSC inspectors.

- PSC inspections will cover safety of navigation, life, property, environment, and living/working conditions of crew.
- PSC inspectors must be maritime graduates, proficient in English, familiar with international conventions, and have prior inspection experience.
- Inspection reports will be prepared and signed in English; electronic entries will be verified by port authorities.
- Inspectors cannot have commercial ties with agents, class societies, or inspected vessels.

### PORT ENTRY BANS IN TURKEY



#### Entry Bans:

- Leaving port without clearance → 6-month ban
- $\geq 3$  detentions within 36 months → denied entry
- First ban 12 months, repeated detention → 24 months, second repetition → **permanent ban**

- Owners/operators/flag states may appeal detention decisions within one month.

This regulation strengthens PSC enforcement in Turkey, bringing inspection practices in line with international standards. It also introduces severe entry bans for vessels with repeated detentions, emphasizing compliance and safety.

## DAMAGE OF MAIN ENGINE CRANKSHAFT AND THE IMPORTANCE OF THE PLANNED MAINTENANCE



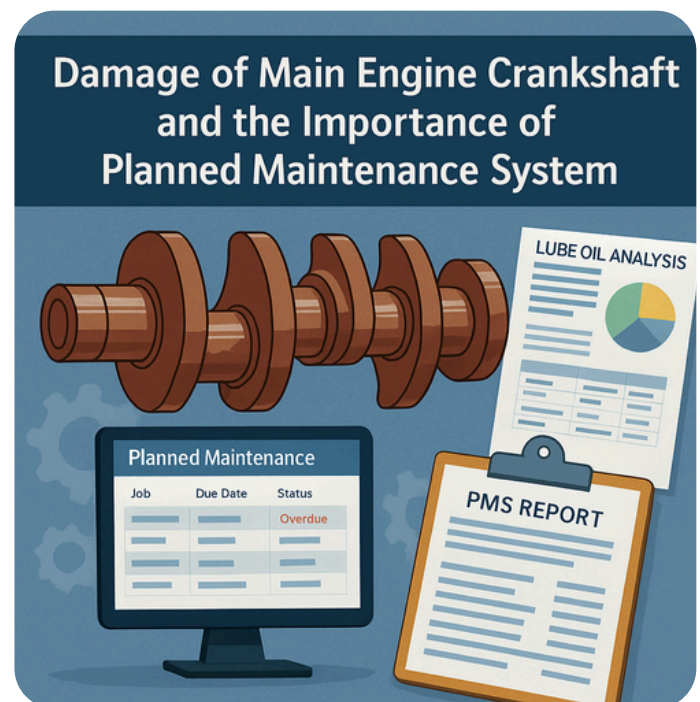
Over the years, damages to the main engine crankshaft, main bearings, and other critical components have frequently been observed. Such incidents are among the most costly claims in marine insurance.

Case reviews show that deterioration in lube oil quality combined with insufficient maintenance is often the primary cause. In some cases, material failures in the crankshaft itself have triggered chain damage to other components during normal operations. Furthermore, there are many cases where engine makers' maintenance and operation instructions were not properly followed.

At Türk P&I Sigorta, we would once again underline the importance of scheduling and recording all main engine maintenance and overhauls within the Planned Maintenance System (PMS). We have seen serious damages occurring shortly after maintenance carried out by crew or yard personnel, mainly due to non-compliance with the maker's instructions. For this reason, vessels should always keep the most updated versions of the manufacturer's manuals onboard, and the engine crew must be fully familiar with these instructions.

### Key Recommendations from Loss Prevention Department:

- Ensure continuous purification of lubricating oil at the correct recommended temperature.
- Keep lube oil filters clean and conduct routine maintenance strictly as per PMS.
- Send lubricating oil samples to accredited laboratories at least every three months or as required by company PMS.
- Regularly test lube oil purifiers to confirm functionality and operate them in line with maker's instructions.
- Carry out periodic crankcase inspections and crankshaft deflection tests according to PMS schedules.
- During major overhauls, engage maker's technicians or qualified specialists whenever possible.



Strict compliance with manufacturer's guidelines and PMS procedures, along with the use of original or maker-approved spare parts, is essential to prevent costly damages to main engine components and to ensure the safe and efficient operation of vessels.



## TAIWAN TO ENFORCE NEW P&I LIABILITY INSURANCE RULES FROM OCTOBER 15



From October 15, 2025, Taiwan's Maritime and Port Administration (MPA) will introduce a new shipowner liability insurance review system for all vessels calling at its commercial ports. The move is part of Taipei's broader strategy to strengthen maritime governance and protect critical subsea infrastructure.

### Key Points

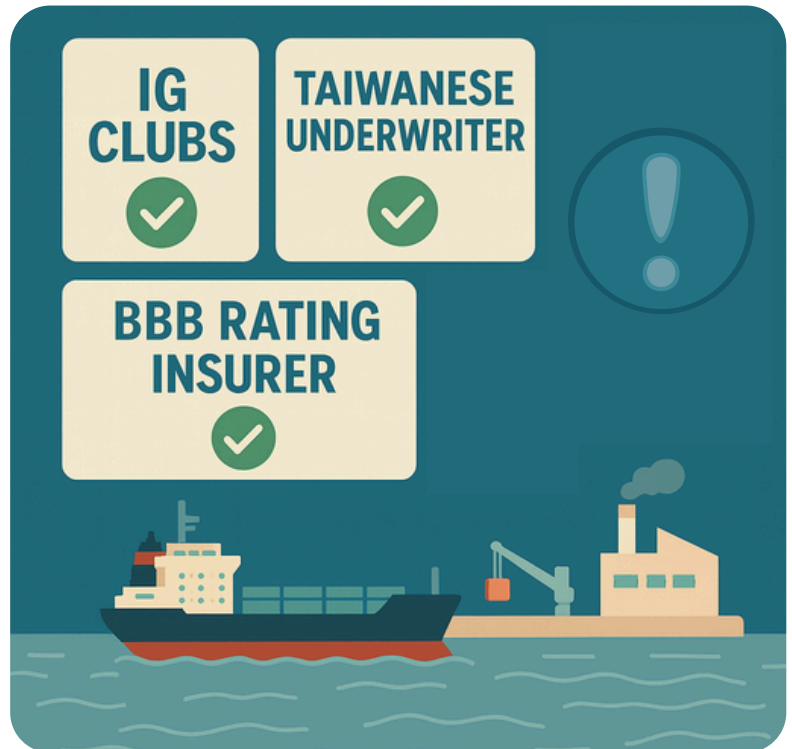
Ships must show valid P&I cover from either:

- One of the 12 International Group (IG) Clubs
- A Taiwanese underwriter
- Or an insurer with a minimum BBB rating from a credit agency

96.7% of ships trading with Taiwan already comply with these requirements. Non-compliant ships: must either lodge a deposit or risk being denied entry. Grace period until April 15, 2026: insurers under review for credit rating may continue temporarily; after this, sub-BBB insurers will be excluded.

Part of wider measures: stricter vetting of older ships, vessels with opaque ownership, and those flagged under watchlist registries; enhanced oversight of AIS falsification and financial transparency.

For shipowners, this regulation is a compliance checkpoint: vessels without IG or equivalent-rated cover risk commercial disruption. Insurers with insufficient ratings will lose access to the Taiwanese market, directly affecting chartering and port entry planning.



*In maritime terminology, a “wake” is the trail of water left behind by a moving vessel. This trail indicates the path the vessel has taken and continues for a while after the vessel has passed. The size and intensity of a wake can indicate the vessel's size and speed.*

*The phrase ‘in its wake’ is used to describe the effects or events that follow a significant incident or action. Much like the trail left behind by a vessel, this phrase emphasizes the changes and impacts that follow an event.*