

İstanbul :

29.01.2019

Sayı

Our Reference :

388

Konu

Subject :

TP Türkiye Petrolleri PSV Gemileri Hakkında

Sirküler No:

64

/ 2019

Sayın Üyemiz,

İlgi: Türkiye Petrolleri Genel Müdürlüğü'nün 28.01.2019 tarihli yazısı.

İlgi yazı ile;

Türkiye Petrolleri Genel Müdürlüğü olarak Fatih Sondaj gemilerine ve bunun yanında yeni alınan sondaj gemilerine 3'er adet PSV (Platform Supply Vessel) gerektiğinden, ilk 3 adet geminin SIEM OFFSHORE firmasından satın alındığı ve işletmesini Norveçliler tarafından yapıldığı ve yazıları ekinde gemilerde çalışan personel sertifikaları ve geminin DNV sertifikasının bulunduğu,

Yeni 3 adet PSV imalatı veya satın almasının da yapılarak, toplamda 6 adet olması planlanan gemilerin bir Türk firması tarafından işletilmesinin istendiği, yeni inşa PSV üretimi yapılamıyorsa firmaların kiralama ya da satın alma yaparak işletilebileceği, yani iki opsiyon olarak fiyat almak istedikleri,

a) 3 gemi inşası ve toplamda 6 gemi işletmesi için

b) 6 gemi işletmesi için (şu an ellerinde bulunan 3 adet gemiye ek 3 tane gemi firmalar tarafından bulunacak şekilde ve bunların tamamının işletilmesi)

Bu sertifikalara muadil sertifikalar da olabileceği, gemiler DP2 klasmanında olacağı için mürettebatın bu konuda yetkin olmasının yeterli gözükmekte olduğu, mürettebatın da bu süreç içerisinde yerleştirilmesi gerektiği ve geri dönüşlerin bu hafta 01.02.2019 tarihi cuma gününe kadar beklendiği, hususları belirtilmektedir.

Konu ilan ve eklerine Odamızın web sayfasında www.denizticaretodasi.org.tr adresinde ana sayfada "Genel" ve "Ticari Duyurular" bölümlerinden ulaşılabilmektedir.

Bilgi ve gereğini arz ve rica ederiz.

Saygılarımızla,

Murat TUNCER

Genel Sekreter

Ek: İlan Metni ve Ekleri (11 Sayfa)

DAĞITIM:**GEREĞİ:**

- Tüm Üyelerimize (WEB sayfası)
- Türk Armatörler Birliği
- S/S Gemi Armatörleri Mot. Taş. Koop.
- Vapur Donatanları ve Acenteleri Derneği
- TAİS
- S/S İstanbul Anadolu Yakası Kumcular Üretim ve Pazarlama Kooperatifi
- T.D.İ. A.Ş.
- İstanbul Şehir Hatları Tur. San. ve Tic. A.Ş.

BİLGİ:

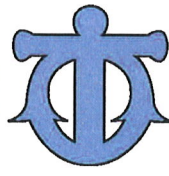
- Yönetim Kurulu Başkan ve Üyeleri
- İMEAK DTO Meslek Komite Başkanları



Meclis-i Mebusan Caddesi No: 22
Tel : +90 212 252 01 30 (Pbx)
www.denizticaretodasi.org.tr
www.chamberofshipping.org.tr

34427 Fındıklı - Beyoğlu - İSTANBUL / TÜRKİYE
Fax : +90 212 293 79 35
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- İDO A.Ş.
- GİSBİR
- GESAD
- Gemi, Yat ve Hizmetleri İhracatçıları Birliği
- Türk Loydu Uygunluk Değerlendirme Hizmetleri A.Ş.
- KOSTBİR
- Yalova Altınova Tersane Gir. San. ve Tic. A.Ş.
- UND
- TÜRKLİM
- İMEAK DTO Şubeleri ve Temsilcilikleri
- Gemi Geri Dönüşüm Sanayicileri Derneği
- Gemi Yakıt İkmalcileri Derneği
- S.S. Deniz Tankerleri Akaryakıt Taş. Koop.
- Gemi Brokerleri Derneği
- Gemi Tedarikçileri Derneği
- UTİKAD
- ZEYPORT
- SULİM
- KOSDER
- ROFED
- KOGAD
- İstanbul Turistik Yüzer Tesis İşletmeleri Derneği
- SÜR-KOOP
- Deniz Ürünleri Avcıları Üreticileri Merkez Birliği
- S.S. İstanbul Bölgesi Su Ürünleri Kooperatifleri Birliği
- BAU TÜRBAAM
- Türkiye Denizcilik Federasyonu
- İ.T.Ü. Denizcilik Fakültesi Mezunları Derneği
- Türk Uzakyol Gemi Kaptanları Derneği
- Türk Kılavuz Kaptanlar Derneği
- Gemi Makineleri İşletme Mühendisleri Odası
- Gemi Mühendisleri Odası
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- WISTA Türkiye Derneği
- Beykoz Denizciler Derneği
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- Setur Kalamış Marina
- İspark İstinye Marina
- S.S. Avrasya Deniz Taş. Turz. Hiz. İnş. San. ve Tic. Aş.
- S.S. Turizm ve Yolcu Deniz Taşıyıcılar Koop.
- S.S. Boğaziçi Yolcu ve Tur. Den. Mot. Taş. Koop.
- Beyden Deniz Ulaşım Hizmetleri Tic. Ltd. Şti.
- S.S. Mavi Marmara Deniz Yolcu ve Turizm Mot. Taş. Koop.
- S.S. Kartal Deniz Yolcu Yük ve Tur. Mot. Taş. Koop.
- S.S. İstanbul Kartal Maltepe Bostancı Adalar
Yük Taş. ve Gemi Serv. Den. Motorlu Taş.Koop.
- Teknomar Denizcilik ve Deniz Araçları İşletme ve Tic. A.Ş.
- Adatur Derneği
- Adalar Yolcu ve Yük Taş. Koop.
- Tüm Üyelerimiz



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E-mail : contact@chamberofshipping.org.tr



Meryem ÇELİK

Konu: FW: TP PSV gemileri yerli işletmeciliği ile ilgili
Ekler: Minimum safe manning Doc.pdf; Maritime_Labour_Certificate.pdf; siemoffshore_specifications_mvsasha.pdf

Sayın İlgili,

Türkiye Petrolleri Genel Müdürlüğü olarak Fatih Sondaj gemimize ve bunun yanında yeni alınan sondaj gemimize 3'er adet PSV (Platform Supply Vessel) gerekmektedir. İlk 3 adet gemi SIEM OFFSHORE (ekte) firmasından satın alınmıştır ve işletmesini Norveçliler yapmaktadır. Ekte şu andaki gemilerde çalışan personel sertifikalarını ve Geminin DNV sertifikasını bulabilirsiniz. Biz yeni 3 adet PSV imalatı veya satın almasını firma yapacak şekilde ve toplamda 6 adet olacak gemilerin bir Türk firması tarafından işletilmesini istiyoruz. Yeni PSV üretimi yapılamıyorsa firmalar da kiralama ya da satın alma yaparak işletebilir. Yani iki opsiyon olarak fiyat almak istiyoruz:

- 3 gemi inşası ve toplamda 6 gemi işletmesi için
- 6 gemi işletmesi için (şu an elimizde bulunan 3 adet gemiye ek 3 tane gemi firmalar tarafından bulunacak şekilde ve bunların tamamının işletilmesi)

Aslında bu sertifikalara muadil sertifikalar da olabilir. Bu konuda sizin yardımlarınız önemli olacaktır. Gemiler DP2 klasmanında olacağı için mürettebat bu konuda yetkin olması yeterli gözükmektedir. Mürettebatın da bu süreç içerisinde yerleştirilmesi gerekecek. Bu konuda ne yapabiliriz? Nasıl bir çalışma içinde olmalıyız? Yardımcı olabilirsiniz sevinirim. Geri dönüşler bu hafta Cuma gününe (01.02.2019) kadar yapılabilirse çok iyi olur. İyi çalışmalar dilerim.

Saygılarımla,

Mesut Emre Ünal

Makine Yüksek Mühendisi



Türkiye Petrolleri Genel Müdürlüğü

Tedarik ve Lojistik Daire Başkanlığı

Proje İmalat Müdürlüğü

Adres: Söğütözü Mah. 2180. Cad. No:10

06100 Çankaya/Ankara

Tel: (+90) 312 207 33 20

Faks: (+90) 312 286 73 74

Türkiye Petrolleri Anonim Ortaklığı

Türkiye Petrolleri Anonim Ortaklığı Sorumluluk Reddi (Disclaimer)

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SIEM OFFSHORE AS
POSTBOKS 425
4664 KRISTIANSAND S

SOPHIE SIEM JWLS3- SAFE MANNING CERTIFICATE

Reference is made to your approach dated 18.06.2017 in which application was made for The Norwegian Maritime Authority to determine a basic safety manning for the captioned vessel.

On the basis of the information available about the ship, the Norwegian Maritime Authority (NMA) has made decisions concerning a specification of crew, and issued a Safe Manning Certificate, cf Regulation of 18 June 2009 No. 666 concerning manning of Norwegian ships § 10.

According to the Regulations of 18 June 2009 No. 666 concerning manning of Norwegian ships, the minimum safe manning shall carry out duties and functions listed in § 8(3), and is the absolute minimum manning. In order to ensure safe manning, the company and master shall assess whether additional manning is necessary, cf. § 12.

With reference to § 19 of the Act of 16 February 2007 No. 09 the master shall participate in ensuring that the ship is safely manned. The company has an over all duty to see that the manning and operation of the ship is safely and in accordance with the Act, cf. § 6. The minimum hours of rest shall be accordant to § 8 of Regulations of 26 June 2007 No. 705 concerning hours- of work and rest on board Norwegian passenger- and cargo ship.

Manning Certificate shall be submitted to the ship's master as soon as possible. The original Safe Manning Certificate shall be posted on board in such a way that all persons on board easily can become acquainted with its content, cf. Regulations concerning manning, § 10(3).

When the ship is not carrying cargo, passengers or is on a non-commercial voyage, the company may determine the manning level in agreement with the master. The manning shall in such cases be justifiable in terms of safety, cf Regulations concerning manning of Norwegian ships § 13.

If the circumstances should arise resulting in the ship not being manned in accordance with the stipulated minimum safe manning, the ship cannot leave the port, unless for short passages where the areas listed in the third paragraph of § 8 are attended to and provided that the working hours arrangements and provisions relating to hours of rest are not impinged upon. In such cases, an entry shall be made in the deck log concerning the deficiency, cf § 11.

Emergency instructions (Muster List) shall be drawn up in accordance with the prescribed manning, cf. Section 21 in the Regulations concerning Lifesaving Appliances on Cargo Ships.

NIS//NOR

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Telephone: + 47 52 74 50 00
Telefax: + 47 52 74 50 01

Organization no. 974761262

Office address: Smedasundet 50A
5528 HAUGESUND

E-mail: post@sdir.no
Internet: www.sjofartsdir.no/



All crewmembers shall use a registration form to record their daily hours of work- and rest, cf. Regulations concerning hours- of work and rest on board Norwegian passenger- and cargo ship.

The NMA further refer to § 6.1 in the Regulations concerning watch-keeping on passenger ships and cargo ships. The NMA will in this connection call attention to the following:

On ships which have permission to reduce manning due to the Class' or the NMA's approval of operation with periodically unattended machinery spaces, the engine-room shall be continuously manned if the technical conditions on which the permission was based are no longer present, ref. chapter 3 of the Regulations concerning operating arrangements on Norwegian ships.

On ships without approved personnel alarm (dead man's alarm), a one-man watch only, is not permitted in the engine room. This is in accordance with § 10, concerning operating arrangements.

On ships without approved autopilot and intercom, the bridge personnel must consist of one navigation officer, and two qualified crew members. This is in accordance with § 7, concerning watch-keeping.

The NMA has made a decision concerning minimum safe manning to apply the above mentioned vessel. The decision contains an academic assessment in relation to the company's application, based on management practices for similar vessels, and the following Act and regulations:

Regulations of 18 June 2009 No. 666, §§ 1, 4, 6, 8, 9
concerning the manning of Norwegian ships.

Act of 16 February 2007 No. 09, §§ 15, 24.

"The Ship Safety and Security Act".

Regulations of 26 June 2007 No. 705 §§ 1, 8

concerning hours- of work and rest on board Norwegian passenger- and cargo ship.

Regulations of 15 September 1992 No. 704 §§ 1, 7, 8, 9, 10, 11, 12

concerning operating arrangements on Norwegian ships.

Regulations of 27 April 1999 No. 537 §§ 1, 5, 6, 7, 8

concerning watch-keeping on passenger- and cargo ships.

Regulations of 22 December 2011 No. 1523

concerning qualifications and certificates for seafarers.

Regulations of 22 June 2004 No. 972

concerning protective security measures on board ships and mobile offshore drilling units.

Regulations of 01. July 2014 No. 1019

concerning life-saving appliances on ships.


Right to appeal

Please note that individual decisions made by the Norwegian Maritime Authority may be appealed to the Ministry of Trade, Industry and Fisheries pursuant to § 28 of the Public Administration Act.

Appeals must be lodged within three weeks with the Norwegian Maritime Authority. Also note that parties are entitled to acquaint themselves with the document in the case pursuant to § 18 of the Public Administration Act, cf. § 19.

Enclosed, please find attached original of Safe Manning Certificate for the above-mentioned ship.

Yours faithfully,


Tor Einar Risøy by authority
Senior Surveyor


Jon Tokheim
Senior Surveyor

Encl.: 1

Copy of letter and Manning Certificate for:

DNV GL

Norwegian Seafarers' Union

Norwegian Maritime Officers Association

Norwegian Union of Marine Engineers



Norway

**NORWEGIAN MARITIME AUTHORITY
SAFE MANNING CERTIFICATE**

Issued under the provision of the Administration's regulation of 18 June 2009 No 666 pursuant to regulation V/14.2 of the SOLAS convention 1974 and regulations in the STCW convention 1978 as amended.

Name SOPHIE SIEM		Callsign letter: JWLS3	IMO No. 9334545	Homeport Ålesund	
Type Supply Vessel		Trading area – within the radio certificate assigned sea area Unrestricted voyages		Worksystem 2-watch System	
Gr. tons 2465.00	Loa-Br 73.400- 16.600 m	Prop. power 4060 kW	El. plant 440 V - 3240 kW	Prop. eng. Diesel	Speed 14
Minimum Safe Manning is based on the following technical installed equipment: Auto Pilot <input checked="" type="checkbox"/> Internal comm <input checked="" type="checkbox"/> Personnel alarm <input checked="" type="checkbox"/> UMS Alarms <input checked="" type="checkbox"/>					
Safe Manning for operation with periodically unmanned engine room. The period is limited to maximum 24 hours					
Positions	Nos	Qualifications * (STCW)	Comments		
Master	1	D3 (II/2,3)			
Chief mate	1	D3 (II/2,3)			
Chief engineer	1	M1 (III/2)			
Second engineer	1	M2 (III/2)			
Electrician	1	(III/7)	See note 1		
Able seafarer deck	3	(II/5)			
Unlicenced cook	1	-			

Gr.tons means gross tonnage according to the International Convention of 1969 concerning Tonnage Measurement of Ships.

All crew members shall meet the requirements regarding safety training according to the requirements of the regulations concerning qualification requirements, issue of certificates and certificate rights for personnel on Norwegian ships.


A radio operator holding a Certificate of competency shall be present on every navigational watch. If the ship is provided with equipment for sea area A1, minimum requirements: Restricted Operator's Certificate (ROC). If the ship is provided with equipment for greater sea areas, minimum requirements: a General Operator's Certificate (GOC).

(*) Certificate requirements refer to national codes with STCW references in brackets. Other certificates may be accepted for the required position. For rights or restrictions, see each individual certificate's section of limitations.

¹⁾ May be replaced by extra engineer, or the position may be omitted if the electrical plant is supervised by electrical personnel in accordance with routines for systematic maintenance determined by the shipping company.
The chief engineer shall in both cases as compensation hold electrical qualifications pursuant to STCW A-III/2.

During operations which require continuous monitoring of the DP-system, there shall be one DP-operator on each watch in addition to the duty navigator.

The covering letter to which this certificate is attached is a part of the Safe Manning Certificate.

Place Haugesund	Date 2017.09.13	Signature Tor Einar Risøy Senior Surveyor 
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MARITIME LABOUR CERTIFICATE

DNV GL Id No:
26148
Date of issue:
2017-12-23

Issued under the provisions of Article V and Title 5 of the Maritime Labour Convention, 2006
(referred to below as "the Convention")

under the authority of the Government of

NORWAY

by **DNV GL**

Particulars of Ship

Name of Ship:	SOPHIE SIEM
Distinctive Number or Letters:	JWLS3
Port of Registry:	ÅLESUND
Date of Registry:	2010-06-14
Gross Tonnage: ¹	2465
IMO Number:	9334545
Type of Ship ² :	Other cargo ship

Name and address of the Shipowner³

Shipowner Name:	Siem Offshore AS
Shipowner Address:	Nodeviga 14 4610 KRISTIANSAND S NORWAY
Company Identification Number:	1277830

This is to certify:

- That this ship has been inspected and verified to be in compliance with the requirements of the Convention, and the provisions of the attached Declaration of Maritime Labour Compliance.
- That the seafarers' working and living conditions specified in Appendix A5-I of the Convention were found to correspond to the abovementioned country's national requirements implementing the Convention. These national requirements are summarized in the Declaration of Maritime Labour Compliance, Part I.

¹ For ships covered by the tonnage measurement interim scheme adopted by the IMO, the gross tonnage is that which is included in the REMARKS column of the International Tonnage Certificate (1969). See Article II(1)(c) of the Convention.

² Insert the standard IMO ship type.

³ Shipowner means the owner of the ship or another organization or person, such as the manager, agent or bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on shipowners in accordance with this Convention, regardless of whether any other organizations or persons fulfil certain of the duties or responsibilities on behalf of the shipowner. See Article II(1)(j) of the Convention.



DNV GL Id No: **26148**
Date of issue: **2017-12-23**

This Certificate is valid until **2021-05-07** subject to inspections in accordance with Standards A5.1.3 and A5.1.4 of the Convention.

This Certificate is valid only when the Declaration of Maritime Labour Compliance issued at **Kristiansand, Norway** on **2017-05-01** is attached.

Completion date of the inspection on which this Certificate is based: **2016-05-07**

Issued at **Mar del Plata, Argentina** on **2017-12-23**



for **DNV GL**

This document is signed electronically in accordance with IMO FAL.5/Circ.39/Rev.2. Validation and authentication can be obtained from trust.dnvgl.com by using the Unique Tracking Number (UTN): n1095537-1-1-kpe and ID: 26148

Miguel Molina Pico
Surveyor

Endorsements for mandatory intermediate inspection and, if required, any additional inspection

S

THIS IS TO CERTIFY:

that the ship was inspected in accordance with Standards A5.1.3 and A5.1.4 of the Convention and that the seafarers' working and living conditions specified in Appendix A5-I of the Convention were found to correspond to the abovementioned country's national requirements implementing the Convention.

Intermediate inspection: Place: Date:

Signature:

Stamp Surveyor, DNV GL

Additional endorsements (if required)

AV

THIS IS TO CERTIFY:

that the ship was the subject of an additional inspection for the purpose of verifying that the ship continued to be in compliance with the national requirements implementing the Convention, as required by Standard A3.1, paragraph 3, of the Convention (re-registration or substantial alteration of accommodation) or for other reasons.

Additional inspection: Place: Date:

Signature:

Stamp Surveyor, DNV GL

Additional inspection: Place: Date:

Signature:

Stamp Surveyor, DNV GL

Additional inspection: Place: Date:

Signature:

Stamp Surveyor, DNV GL

Additional inspection: Place: Date:

Signature:

Stamp Surveyor, DNV GL

MV SIEM Sasha



VS 470 MkII

General

The vessel is a Platform Supply Vessel designed to carry out regular supply functions and cargo transport for the oil industry as well as Standby functions. The vessel is designed with a well deck for maximum protection for cargo and crew.

Owner	Siem Offshore Rederi AS
Builder	Aker Langsten, Norway
Built	2005
Design	PSV VS 470 MK II
IMO No.	9334533
Call sign	LFV3

Classification

DNV + 1A1, SF, EO, LFL*, DYNPOS AUTR, FIF1

Flag

Norwegian

Certificates

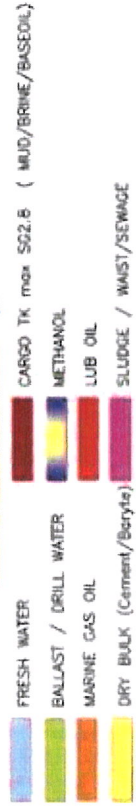
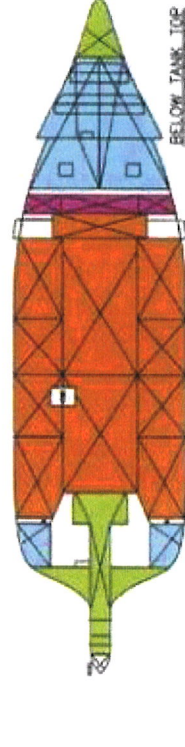
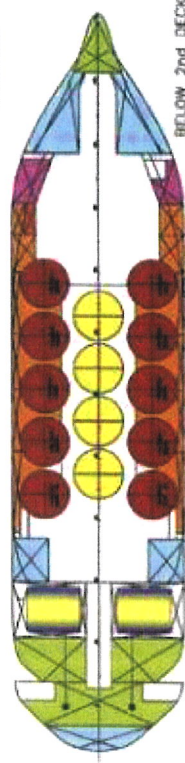
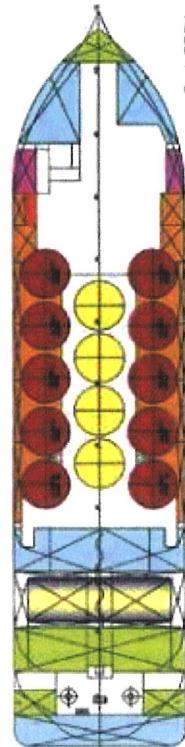
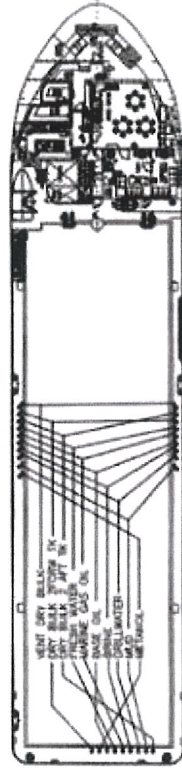
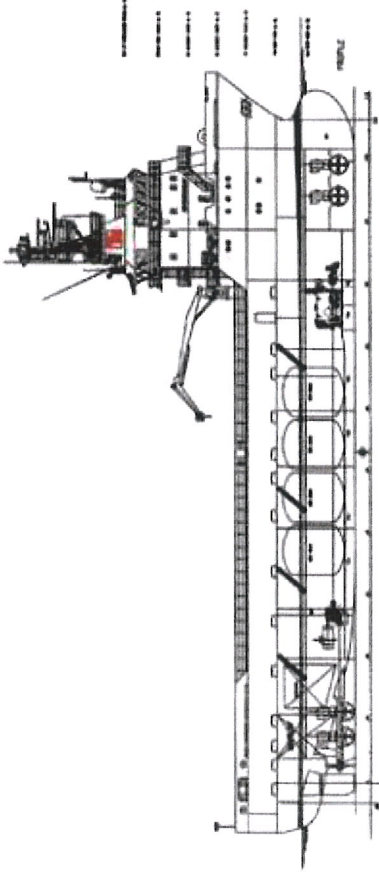
World wide
1966 Loadline Conv., SOLAS, MARPOL

Main dimensions:

LOA	73.40 m
LBP	64.00 m
Breadth	16.60 m
Depth 1st deck	7.60 m
Draught scantling	(max) 6.42 m
Gross tonnage (1969 conv.)	2465 GT
Net tonnage	859 MT

Trial Speed

Speed	14 knots
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CARGO CAPACITIES

General

10 tanks for mud and brine, two combined with base oil. All with tank washing system.

Capacities

Dead weight at d=6.42 m 3555 t
Deck cargo capacity 1600 t
Cargo deck area max 700 m² usable 680 m²
Cargo Deck Length & Beam B 13.8 m x L 49.8 m
Fuel oil, total 1,070 m³
Fresh water, total 775 m³
Ballast water/ drill water 745 m³
Dry bulk 340 m³
Liquid mud 1,070 m³
Brine 850 m³
Base oil 210 m³
Methanol 180 m³
Mezzanine deck for ROV(opt.) 210 m²

Liq. cargo discharge pumps

Fresh water 2 x 100 m³/h
Ballast-/drillwater and firewash 2 x 100 m³/h
Fuel oil 2 x 100 m³/h
Liquid mud 2 x 70 m³/h
Brine 2 x 70 m³/h
Base oil 1 x 90 m³/h

SHIP EQUIPMENT

Manoeuvring systems and machinery

Two tunnel thruster fwd. rated (MRC) 2 x 588 kW
Two tunnel thruster, aft rated (MRC) 2 x 588 kW
Fully integrated joystick control system
Fuel monitoring system is installed

General

One fully automatic DP system AUT with redundancy in position reference and thruster control (DP-class 2) DNV

Navigation & comm. equipment

Radio equipment: Navigation equipment acc to SOLAS 74 as amended GMDSS A3 area
V-sat (voice & data)
Norw. mobil phones

Two gyrocompasses

Two wind sensors

One motion reference unit

One DGPS system

One Fanbeam system

HiPap 500

Anchoring and mooring equipment

Two stockless, anchors, SPEK type
Two anchor windlasses/mooring winches
Two capstans aft

Deck cranes:

One crane 3 t at 12 m

Roll Reduction

One passive free-surface effect roll reduction tank

EQUIPMENT FOR CREW

Lifesaving equipment

Life-saving appliances according to SOLAS and NMD

Ventilation/A-C for accommodation

A high pressure, single pipe ventilation system with constant air volume and full heating and air conditioning throughout the accommodation

Sanitary system

Vacuum based sanitary system.

Accommodation

2 x 1 state cabins with separate bed and bathroom

4 x 1 man cabins with separate bathroom

6 x 2 men cabins with separate bathroom

4 x 4 men cabins with separate bathroom

One mess, one scullery, one dayroom

One office, one lobby, one Hospital

MACHINERY AND PROPULSION

Propeller

Two (2) controllable pitch propeller.

Propeller diameter approx: 2900 mm

Number of blades (each) Four (4)

Speed of propeller approx. 185 RPM

Main diesel engines

Main diesel eng 2 x Caterpillar 3606

Rating 2 x 2030 BKW at 1000 RPM

All engines running on marine gas oil.

Motor aggregates

Two (2) diesel engines 2 x Caterpillar 3406

Rating 2 x 320 kW at 1800 RPM

All engines running on marine diesel oil.

Shaft generators

Two (2) shaft generators.

Output 1300 kW at 1200 RPM

Emergency generator

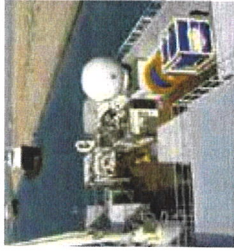
Rating 70 BKW at 1800 RPM

Voltage 3 x 440V, 60Hz

Central heating boiler

One oil fired, hot water boiler for central heating

Capacity 100 000 kcal/h



Siem Offshore Inc

c/o Siem Offshore AS
Markensgate 8
4611 Kristiansand
Norway



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