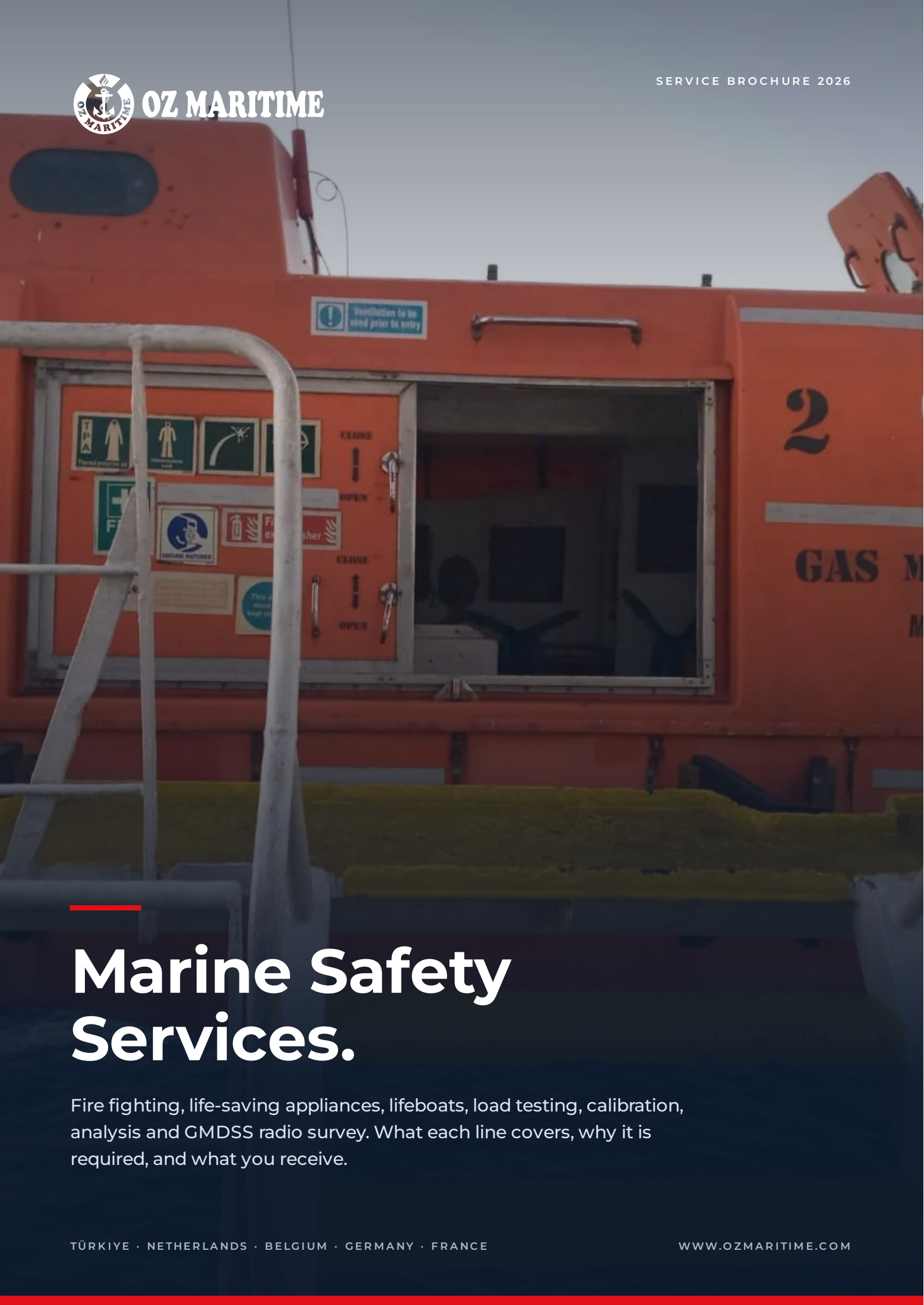




OZ MARITIME

SERVICE BROCHURE 2026



Marine Safety Services.

Fire fighting, life-saving appliances, lifeboats, load testing, calibration, analysis and GMDSS radio survey. What each line covers, why it is required, and what you receive.

TÜRKİYE · NETHERLANDS · BELGIUM · GERMANY · FRANCE

WWW.OZMARITIME.COM

INTRODUCTION

One partner for the statutory safety scope of the whole vessel.

Every line in this brochure is carried out by our own engineers, to SOLAS, the governing IMO circulars and the maker's procedure, from our stations in Tuzla, Yalova, Iskenderun and Bergen op Zoom.

One

coordinator for every line and every port we cover

Same

report format in Türkiye and in Europe

24/7

emergency line, phone and WhatsApp

IN THIS BROCHURE



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Fire Fighting

Portable and fixed systems, breathing apparatus and EEBD, fire detection.

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Lifeboat, Davit & Winch

Annual thorough examination, five-yearly overhaul, release gear.

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Five-yearly dynamic tests with certified water bags.

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SERVICE LINE 01

Fire Fighting

Portable and fixed systems, breathing apparatus and EEBD, fire detection.

WHAT WE DO

Annual, 2-yearly, 5-yearly and 10-yearly inspection, testing, refilling and certification of every fire-fighting appliance and fixed fire-extinguishing system on board, at the berth, by our own certified technicians.

WHY IT IS REQUIRED

SOLAS Chapter II-2 Regulation 14 requires fire-fighting systems and appliances to be kept ready for use and inspected at the intervals set out in MSC.1/Circ.1432, as amended by MSC.1/Circ.1516. Fixed CO2 systems follow MSC.1/Circ.1318/Rev.1 and foam concentrates MSC.1/Circ.1312. Port state control inspectors check the service dates on every extinguisher tag and the fixed-system inspection certificate. A missed date is a deficiency; an expired 10-yearly cylinder test is a detention risk.



GOVERNING REFERENCES

SOLAS II-2/14

MSC.1/Circ.1432

MSC.1/Circ.1516

MSC.1/Circ.1318/Rev.1

MSC.1/Circ.1312

SERVICE CATALOGUE

OMS-FE	Fire extinguishers
OMS-BA	Breathing apparatus and EEBD
OMS-MO	Medical oxygen
OMS-CS	HP CO2 systems
OMS-FS	Fixed foam
OMS-WS	Water mist and sprinkler
OMS-DP	Fixed dry powder
OMS-GC	Galley CO2
OMS-WT	Wet chemical
OMS-OG	Other gas systems
OMS-FD	Fire detection



FIRE EXTINGUISHERS
(FFF)

01 · FIRE FIGHTING

What the attendance covers

- ✓ Portable and wheeled extinguishers: inspection, refilling, hydrostatic test
- ✓ High-pressure and low-pressure CO2 systems, cylinder weighing and liquid-level checks
- ✓ Fixed foam, high-expansion foam and dry powder systems
- ✓ Galley, deep fat fryer and wet chemical systems
- ✓ Fire detection and smoke sampling systems
- ✓ Breathing apparatus, EEBD, cylinders and BA compressors with air quality test
- ✓ Medical oxygen sets and resuscitators
- ✓ Water mist, sprinkler and local application systems
- ✓ Fire hoses, nozzles, portable foam applicators, fireman's outfits



WHAT YOU RECEIVE

- ✓ Inspection certificate accepted by class and flag
- ✓ Itemised report with serial numbers, test results and next due dates
- ✓ Tagged and dated equipment, photographs in the customer portal
- ✓ Every condemned item photographed and listed, with the reason

WHY OZ MARITIME

- Fixed workshops in Tuzla, Yalova and Iskenderun with hydrostatic test rigs and CO2 and dry powder filling stations
- Mobile refilling units for on-board work in Europe
- Technicians trained on maker procedures

QUESTIONS WE ARE ASKED

How often must portable extinguishers be serviced on a ship?

Annual inspection under MSC.1/Circ.1432, with a hydrostatic test of the body at the interval set by the maker, generally every 10 years. We do both in one visit.

When do fixed CO2 cylinders need a hydrostatic test?

Under MSC.1/Circ.1318/Rev.1, at least 10 per cent of the cylinders at the 10-year inspection, 50 per cent if one fails, all of them before the 20-year anniversary and at every 10-year anniversary after that.

Can you refill CO2 and dry powder on board in Rotterdam or Antwerp?

Yes. Our European team carries mobile refilling and hydrostatic test equipment, so most extinguisher work is completed on board without landing the units.

Do you supply PFOS-free foam?

Yes. We supply and analyse PFOS and PFAS-free foam concentrates and can discharge, clean and refill foam tanks in the same attendance.

SERVICE LINE 02

Lifeboat, Davit & Winch

Annual thorough examination, five-yearly overhaul, release gear.

WHAT WE DO

Annual thorough examination and operational testing of lifeboats, rescue boats and free-fall boats, their davits, winches and on-load release gear, by service personnel authorised under Resolution MSC.402(96).

WHY IT IS REQUIRED

SOLAS Chapter III Regulation 20 and Resolution MSC.402(96) make the annual thorough examination and the five-yearly overhaul mandatory, and require that the work is done by an authorised service provider whose personnel are certified for the make and type of equipment. Since 1 January 2020 flag states and port state control check the service provider's authorisation as well as the certificate.

GOVERNING REFERENCES

SOLAS III/20

Res. MSC.402(96)

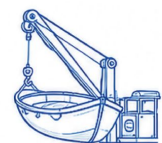
Res. MSC.559(108)

LSA Code

SERVICE CATALOGUE

OMS-LB Lifeboat, davit and winch

OMS-BA Lifeboat air cylinders



LIFEBOAT,
DAVIT & WINCH



02 · LIFEBOAT, DAVIT & WINCH

What the attendance covers

- ✓ Annual thorough examination and operational test of lifeboats, rescue boats and fast rescue boats
- ✓ Davit-launched liferaft davits and automatic release hooks
- ✓ Five-yearly thorough examination and overhaul of release gear
- ✓ Lifeboat engines, air supply cylinders and sprinkler systems
- ✓ Winch brake dynamic proof load test and release gear overload operational test
- ✓ Repairs and spare parts, including equipment no longer supported by its maker
- ✓ Free-fall lifeboats: release system, davit and winch for retrieval, simulated launch



WHAT YOU RECEIVE

- ✓ Statement of fitness for purpose for each boat, davit and winch
- ✓ Signed checklists and thorough examination report with photographs
- ✓ Copies of the authorisation document and the technician's certificate
- ✓ Next due dates for the annual and five-yearly cycles

WHY OZ MARITIME

- Authorised service provider for lifeboats, davits, winches and release gear
- Where the maker no longer supports the equipment, the flag authorisation is obtained before the examination
- Flying squad for attendance outside home ports and for dry-dock projects

QUESTIONS WE ARE ASKED

Who is allowed to do the annual lifeboat and davit examination?

Only an authorised service provider with personnel certified for the make and type of equipment, per MSC.402(96). OZ Maritime holds these authorisations.

Is the five-yearly overhaul a separate visit?

No. We combine the five-yearly overhaul and dynamic load test with the annual examination, so the vessel loses no extra time in port.

What if the davit maker no longer exists?

We apply for an authorisation from the flag administration on your behalf and carry out the examination under it.

Do you service free-fall lifeboats?

Yes, including the release system, the davit and winch for retrieval, and the simulated launch test.

SERVICE LINE 03

Load Testing

Five-yearly dynamic tests with certified water bags.

WHAT WE DO

Five-yearly dynamic load tests and thorough examinations with certified water bags and calibrated load cells, witnessed by class where required, combined with the annual lifeboat examination in one attendance.

WHY IT IS REQUIRED

SOLAS III/20.11 and Resolution MSC.402(96) require a winch brake dynamic proof load test at intervals not exceeding five years, with a proof load of 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment, and an operational test of the on-load release gear under 1.1 times the same total mass whenever the gear is overhauled. Cranes are load tested at their five-yearly thorough examinations under class rules and ILO Convention 152. Means of embarkation and disembarkation fall under SOLAS II-1 Regulation 3-9 and MSC.1/Circ.1331.

GOVERNING REFERENCES

Res. MSC.402(96)

SOLAS III/20.11

SOLAS II-1/3-9

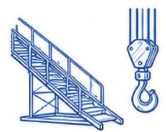
MSC.1/Circ.1331

ILO C152

SERVICE CATALOGUE

OMS-LD

Gangway, crane and load testing



GANGWAY, CRANE
& LOAD TESTING

03 · LOAD TESTING

What the attendance covers

- ✓ Lifeboat and rescue boat davits and winches
- ✓ Davit-launched liferaft davits
- ✓ Gangways and accommodation ladders
- ✓ Pilot ladders and means of embarkation
- ✓ Provision, engine room and deck cranes
- ✓ Lifting appliances and loose gear



WHAT YOU RECEIVE

- ✓ Load test certificate with test load, duration, brake results and equipment identification
- ✓ Water bag and load cell calibration certificates
- ✓ Photographs of the loaded test in the customer portal
- ✓ Combined report when done with the annual lifeboat examination

WHY OZ MARITIME

- Water bags are filled in place: no solid weights lifted over the deck
- Load applied in steps and released under control
- Class surveyor attendance coordinated with the vessel's schedule

QUESTIONS WE ARE ASKED

What load is applied at the five-yearly davit test?

1.1 times the weight of the craft with its full complement of persons and equipment, applied dynamically to test the winch brake, per SOLAS III/20.11 and MSC.402(96). It is not 1.1 times the winch's maximum working load.

Do you bring the weights?

Yes. We attend with certified water bags, pumps and calibrated load cells, so nothing needs to be hired locally.

Can the load test be done at anchorage?

Yes, provided there is a safe working platform and a fresh or sea water supply for filling the bags.

Does class need to attend?

For lifeboat davits the test is normally witnessed by the class surveyor at the five-yearly survey. We coordinate the surveyor's attendance with the vessel's schedule.

SERVICE LINE 04

Liferaft & LSA

Approved liferaft stations, HRU renewal, exchange rafts, loose LSA.

WHAT WE DO

Annual servicing of inflatable liferafts at our approved service stations, exchange liferafts so the vessel does not wait, and inspection of every other life-saving appliance under the LSA Code.

WHY IT IS REQUIRED

SOLAS Chapter III Regulation 20.8 requires every inflatable liferaft to be serviced at intervals not exceeding 12 months at an approved servicing station competent to service them, in accordance with Resolution A.761(18) as amended by MSC.55(66) and MSC.1/Circ.1328. Hydrostatic release units are replaced by their expiry date. Lifejackets, immersion suits and other LSA are inspected under the LSA Code and the vessel's maintenance schedule.

GOVERNING REFERENCES

SOLAS III/20.8

Res. A.761(18)

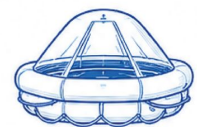
Res. MSC.55(66)

MSC.1/Circ.1328

SERVICE CATALOGUE

OMS-LR Liferaft service and consumables

OMS-LS Life-saving appliances



LIFERAFT SERVICE
& CONSUMABLES



04 · LIFERAFT & LSA

What the attendance covers

- ✓ Inflatable liferaft servicing, gas inflation and pressure tests
- ✓ Hydrostatic release unit replacement
- ✓ Immersion suits and thermal protective aids
- ✓ Pilot and embarkation ladders, line-throwing appliances
- ✓ Exchange liferafts of the same type and capacity
- ✓ Lifejackets and lifejacket lights, lifebuoys and lights
- ✓ Chemical protective suits and fireman's outfits



WHAT YOU RECEIVE

- ✓ Liferaft service certificate issued under the station approval
- ✓ Record of consumables renewed, with expiry dates
- ✓ HRU serial number and next replacement date
- ✓ Photographic record of every raft opened, tested and repacked

WHY OZ MARITIME

- Dedicated liferaft halls with inflation floors and test equipment
- Station approvals by class and by the makers we are authorised for
- Where a brand is outside our authorisation, we say so

QUESTIONS WE ARE ASKED

How often must a liferaft be serviced?

At intervals not exceeding 12 months at an approved station, per SOLAS III/20.8. Some administrations permit an extension to 17 months in defined circumstances; we confirm against your flag before the raft is landed.

Can the vessel sail while its rafts are being serviced?

Yes, with an exchange raft of the same type and capacity, certified and ready, fitted before yours is landed.

Which brands do you service?

Those we hold a direct authorisation for. Where a brand is outside our authorisation we say so rather than servicing it.

Do you replace hydrostatic release units?

Yes, at the expiry date marked on the unit, and the new serial number goes on the certificate.

SERVICE LINE 05

Calibration

Gas detectors, fixed gas detection, ODME, OWS, UTI, gauges.

WHAT WE DO

Calibration with traceable reference gases and instruments, on board so nothing has to leave the vessel, with the deviation found and the result stated on the certificate.

WHY IT IS REQUIRED

SOLAS XI-1 Regulation 7 requires every ship to carry an appropriate portable atmosphere testing instrument for enclosed spaces, and SOLAS VI Regulation 3 requires instruments for the cargo atmosphere. MARPOL Annex I Regulation 31 and Resolution MEPC.108(49) govern the oil discharge monitoring equipment on tankers. None of it means anything if the instrument reads low, which is why calibration is what turns a reading into evidence.

GOVERNING REFERENCES

SOLAS XI-1/7

SOLAS VI/3

MARPOL Annex 1/31

Res. MEPC.108(49)

SERVICE CATALOGUE

OMS-CL

Gas detection and calibration



GAS DETECTION & INSTRUMENT CALIBRATION



05 · CALIBRATION

What the attendance covers

- ✓ Portable multi-gas and single-gas detectors
- ✓ Fixed gas detection systems
- ✓ Oxygen analysers
- ✓ UTI (ullage, temperature, interface) tapes
- ✓ Oil discharge monitoring equipment (ODME) and 15 ppm bilge alarms
- ✓ Pressure gauges, pressure and temperature calibrators
- ✓ Calibration gas supply



WHAT YOU RECEIVE

- ✓ Calibration certificate per instrument, with serial number and next due date
- ✓ As-found and as-left readings
- ✓ Traceability reference for the standard used
- ✓ Fleet-wide due-date tracking in the customer portal

WHY OZ MARITIME

- Our own calibration bench, reference gases and instruments
- Attendance on board, so instruments stay with the vessel
- Certificates state the deviation before adjustment and the result after

QUESTIONS WE ARE ASKED

Is a bump test the same as a calibration?

No. A bump test confirms the sensor responds; a calibration adjusts the reading against a known reference gas and records the deviation. Port state control asks for the calibration record.

Can you calibrate on board?

Yes, for portable detectors, fixed systems, UTI tapes and pressure instruments. ODME work is done on board as well.

How often should a portable gas detector be calibrated?

At the maker's stated interval, with a bump test before each use. We confirm the interval against the model.

Do you supply calibration gas?

Yes, in the mixtures the instruments on board require, delivered with the service attendance.

SERVICE LINE 06

Analysis

Foam concentrate, PFAS content, breathing air, potable water.

WHAT WE DO

Sampling on board by our own engineers to a written procedure, analysis at accredited laboratories, and a report that states pass or fail against the governing requirement instead of leaving you to interpret raw figures.

WHY IT IS REQUIRED

Foam ages in the tank and the certificate on the bulkhead does not say how. MSC.1/Circ.1312 sets the performance and testing criteria for foam concentrates, and MSC.1/Circ.1432 requires periodic sampling and testing. Since the PFAS restrictions there is a second question on top of the old one: not only whether the foam still performs, but whether it is still permitted where the vessel trades. An EU-flagged ship and a non-EU-flagged ship calling the same EU port do not get the same answer, and we report both separately.

GOVERNING REFERENCES

MSC.1/Circ.1312

MSC/Circ.670

MSC.1/Circ.1432

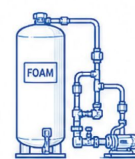
EN 12021

Reg. (EU) 2025/1988

SERVICE CATALOGUE

OMS-FS Foam sampling and analysis

OMS-BA Breathing air quality



FIXED FOAM SYSTEMS



06 · ANALYSIS

What the attendance covers

- ✓ Low-expansion foam concentrate analysis
- ✓ High-expansion foam concentrate analysis
- ✓ Breathing air quality to EN 12021
- ✓ Potable water analysis
- ✓ PFOS and PFAS content verification
- ✓ Foam changeover: removal, certified disposal, tank cleaning and refill



WHAT YOU RECEIVE

- ✓ Analysis report naming the laboratory, the method and the acceptance criteria
- ✓ Pass or fail statement against the governing circular
- ✓ Separate IMO and EU assessment of PFAS content
- ✓ Disposal certificate where old concentrate is landed

WHY OZ MARITIME

- Sampling by our engineers, not by the crew
- Accredited laboratories, named on the report
- Replacement, disposal and flushing possible in the same attendance

QUESTIONS WE ARE ASKED

How often does foam concentrate have to be tested?

Annually under MSC.1/Circ.1432, using the periodical control tests in MSC.1/Circ.1312 for low-expansion foam or MSC/Circ.670 for high-expansion foam. Except for non-alcohol-resistant foam, the first test need not be done until three years after supply to the ship. We confirm the date against your concentrate.

What happens if the foam fails?

We quote the changeover as one job: draining, IBC tanks, certified disposal, tank cleaning, new concentrate and the documentation pack, so there is no second attendance.

Is my foam legal in the EU?

That depends on the flag as well as the port. We report the IMO position and the EU position separately so the answer is not mixed up.

Do you test breathing air?

Yes, to EN 12021, sampled at the compressor and at the cylinder.

SERVICE LINE 07

GMDSS Radio Survey

Annual radio survey, shore-based maintenance, EPIRB, SART, VDR.

WHAT WE DO

The annual check that the whole GMDSS installation still does what the Safety Radio Certificate says it does, including the batteries nobody looks at until they are flat and the EPIRB that is still coded to a previous owner.

WHY IT IS REQUIRED

SOLAS Chapter IV requires the radio installation to be maintained by one of three methods, and most vessels choose shore-based maintenance under Resolution A.702(17). The annual radio survey under SOLAS I Regulation 9 verifies the installation against the Safety Radio Certificate. EPIRB annual testing and shore-based maintenance follow MSC.1/Circ.1039 and MSC.1/Circ.1040.

GOVERNING REFERENCES

SOLAS IV

SOLAS I/9

Res. A.702(17)

MSC.1/Circ.1039

MSC.1/Circ.1040

SERVICE CATALOGUE

OMS-NV

Navigation and GMDSS



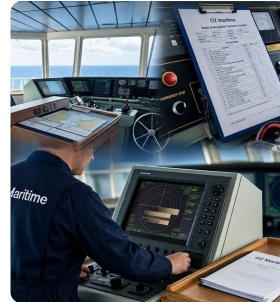
NAVIGATION & GMDSS



07 · GMDSS RADIO SURVEY

What the attendance covers

- ✓ Annual GMDSS radio survey and equipment function tests
- ✓ EPIRB annual test: battery, HRU, registration and coding
- ✓ Shore-based maintenance documentation
- ✓ SART and two-way VHF checks
- ✓ Reserve source of energy and battery capacity test
- ✓ VDR and S-VDR annual performance test
- ✓ Gyro and magnetic compass work on request



WHAT YOU RECEIVE

- ✓ Annual radio survey report
- ✓ Shore-based maintenance agreement and certificate
- ✓ EPIRB and SART test records with next due dates
- ✓ VDR APT certificate where carried out

WHY OZ MARITIME

- Surveys by radio surveyors recognised by the relevant flag administrations
- Deficiencies rectified in the same attendance wherever spares allow
- Combined with safety equipment work in one attendance

QUESTIONS WE ARE ASKED

What is shore-based maintenance?

One of the three maintenance methods allowed by SOLAS Chapter IV. Under Resolution A.702(17) an approved shore organisation takes responsibility for the GMDSS installation.

Does the EPIRB have to be tested every year?

Yes. The annual test checks the unit, the battery expiry, the HRU expiry and that the registration and coding match the current owner and flag.

Do you do the VDR annual performance test?

Yes, under the maker's authorisation, with the certificate the flag requires.

Can the radio survey be combined with the safety equipment work?

Yes. It is one of the service lines we combine in a single attendance.

COMBINED ATTENDANCE

Several lines, one visit, one report pack.

Tell us the vessel's schedule and the certificates falling due. We combine fire fighting, LSA, liferafts, lifeboats, load test, calibration and radio survey into one attendance wherever the port and the time alongside allow.

1

Enquiry

Vessel, port, dates and equipment list. Answered with a written quotation.

2

Plan

One coordinator combines the lines and books the team, tools and spares.

3

Attend

Our own engineers on board, with permits and isolations agreed with the ship.

4

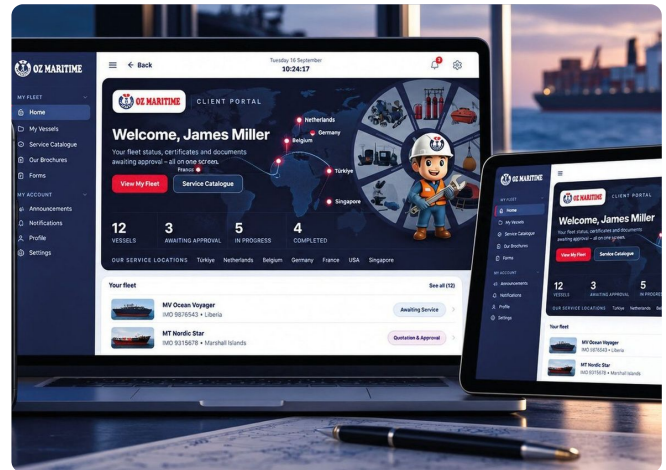
Report

Signed reports, photographs and certificates in the portal.

5

Track

Next due dates carried forward and flagged before the window.



REPORTS YOU CAN VERIFY

Every report and certificate carries a QR seal. Scan it to confirm the document, the vessel and the scope.

CORRECTIONS

A released certificate is never edited. Any correction is issued as a new revision with the reason recorded.

DEFECTS

A defect found on board is reported to the master at once and stated on the report, with photographs and a recommendation.

BOOKING

What we need from you.

FOR A QUOTATION

- ✓ Vessel name, IMO number and flag
- ✓ Port, berth or anchorage, and the expected dates
- ✓ Equipment list: make, type, quantity and due dates
- ✓ Copies of the previous certificates, if available
- ✓ Any special requirement from class, flag or the charterer

BEFORE WE ATTEND

- ✓ Agent details and gate pass arrangements
- ✓ Ship's contact on board
- ✓ Isolation and permit arrangements for fixed systems and lifeboats
- ✓ Fresh or sea water supply for load tests
- ✓ Safe access and lighting for the work area

BOOK AN ATTENDANCE

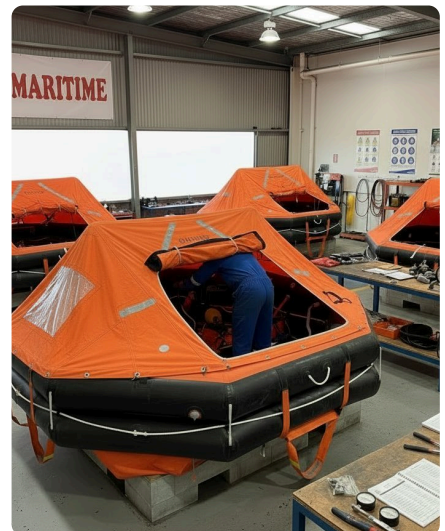
Send the vessel, port, dates and equipment list. Answered with a written quotation.

T ÜRKİYE

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APPROVALS

The approvals behind the work.

Approval is granted per scope, per product group and, for liferafts and lifeboats, per manufacturer. Current certificate copies, with the scope that applies to your vessel, are issued on request.

CLASSIFICATION SOCIETIES · SERVICE SUPPLIER APPROVALS



FLAG ADMINISTRATIONS



Türkiye



Panama



Liberia



St Kitts & Nevis



Palau



Bahamas

LIFEBOATS

Authorised service provider under Resolution MSC.402(96), with technicians certified per make and type.

LIFERAFTS

Station approvals per maker. We confirm the authorisation for your make before the raft is landed.

MANAGEMENT SYSTEMS

ISO 9001, ISO 14001 and ISO 45001, complaints handled to ISO 10002.



CONTACT

Let us plan your next port call.

Send us the vessel, the port, the dates and the equipment list. You receive a written quotation and one coordinator for the whole job.

TÜRKİYE · HEAD OFFICE

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OZ MARITIME

SAFETY WITHOUT COMPROMISE