|  |  |  |  |
| --- | --- | --- | --- |
| **Form 5** | **Ship Particulars** | | |
| **Controlled By** | **Approved By** | **Revision Date** | **Ref. Dpt.** |
| **Head-Marine** | **Head-Marine** | **01.01.2024** | **Marine** |

**SHIP PARTICULARS**

Name:

Call sign:

Year of Built:

Flag/Nationality:

Port of Registry:

Classification Society:

GRT/NRT:

Reduced GRT – For Tankers (Submit Certificate of Registry along):

Draft Fwd/Aft:

Length over All:

Beam:

Displacement (Present) & TPC:

Summer Dead Weight:

Summer Draft:

Moulded Depth:

Official No.:

IMO No.:

Inmarsat Call No.:

MMSI No.:

Registration No.

Last Port of Call / Next Port of Call:

Working Bow Thruster:

Working Stern Thruster:

No of Hold / Hatches:

No. Of Tanks (For Tankers):

For Container/RO-RO Vessels only, does vessel intend to discharge ballast water within Port/ Port Limit: YES / NO (If answer is YES then submit B/W form). For Liquid and Bulk vessels, it is mandatory to submit ballast water form. This is not applicable for coastal vessels.

Additionally, following amendment to Pre-Arrival declaration:

1. Is vessel carrying any cargo that has its origin in Iran - Yes/No

2. Whether the vessel including its owner(s) in anyways represent the interest of IRISL and/or any such entities that are controlled directly or indirectly by Iran/IRISL - Yes/No

Single / Twin Deck:

No of Cranes:

SWL Cranes:

Dead Slow Speed / RPM:

Type of Propeller:

Main Engine / auxiliary Engine Power:

Purpose of Call:

No of Crew:

Agent:

Master’s Name & Nationality:

P & I Club Name:

Whether wreck removal clause is present:

Validity of cover (date):

Date:

***For the information of all vessels, Port Pipavav doesn’t permit emission of black smoke. Vessel Masters are expected to comply with this.***

***Ship’s fuel compliant with regulation 14.1.3 of MARPOL ANNEX VI Regulation for sulfur content or an equivalent compliance mechanism ( pls specify) in place – YES / NO***

***Master confirms (S)he has 2 sets of Pilot (Combination) ladder in good condition & the crew are well trained to ensure proper rigging in accordance with the IMO Guidelines – YES/NO***

Master Signature & Ship Stamp