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| **Foreign–Flagged Visiting Vessel’s Form****“Navigation Permit”** |
| As all vessels must obtain permit from the Dubai Maritime Authority to sail or charter in Dubai waters, so this form has been developed with the aim to provide guidance and to simplify the process of reviewing the documentation, technical requirements and eligibility of Foreign Visiting Vessels requesting Navigation Permit from DMA. This Form shall be submitted along with the DMA Application for Foreign Visiting Vessel Permit (via DMA Website). |

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| **SECTION - (1)****Foreign-Flagged Vessel’s Particulars:** |
| xxx | **Port of Registry:** | xxx | **Vessel’s Name:** |
| xxx | **Flag of Registry:** | xxx | **Registration Number:** |
| xxx | **Year of Built:** | (Pleasure or Commercial) | **Registration Type:** |
| xxx | **Hull Material:** | xxx | **L.O.A\* (Meters):** |
| xxx | **Max Passengers:** | xxx | **Breadth (Meters):** |
| xxx | **Total Crew:** | xxx | **Depth (Meters):** |
| xxx | **Main Engines (KW):** | xxx | **Max Draft\* (Meters):** |
| xxx | **Air Draft\* (Meters):** | xxx | **Gross Tonnage:** |
| **Other** **Particulars:**xxx |
| **\*Note:** Vessels Navigating in Dubai Canal Waters must not exceed the following dimensions (LOA 35m & Air-Draft 7m & Water-Draft 2.5m) |

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| **SECTION - (2)****Initial Requirements of Vessels applying for Navigation Permit:** |
| Vessels applying for **Navigation Permit** shall submit and meet the followings criteria: |
| [ ]  | Vessel’s **CERTIFICATE OF REGISTRY** (issued by the Flag State Administration of the vessel) |  |
| [ ]  | **INSURANCE POLICY** (VALID (period), Area Coverage of UAE Waters, Third Party Coverage & Wreck Removal) |  |
| [ ]  | **Captain / Crew Licenses & Certificates**(as deemed applicable to the extent of vessels’ Minimum Safe Manning) |  |
| Does the vessel have a Valid **Certificate of Class** or any other Equivalent Certifications issued by the Flag State she is entitled to fly or issued by any entity approved by it? |  |
| [ ]  | **Yes** | If **Yes**, attach Clear Copies for the further verification of DMA Marine Surveyors, and complete the Declaration in Section (3). |  |
| [ ]  | **N/A** | If **N/A**, complete the Declaration in Section (3), in which vessel will be subject to additional verification and inspection by DMA. |
| [ ]  | **No** | If **No**, complete the Declaration in Section (3), in which Vessels of **Length= 24m & Above** shall provide Flag Consent/justification and reasons for DMA’s further evaluation where vessel will be subject to additional verification and inspection by DMA prior to the final decision of eligibility. |

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| **SECTION - (3)****Declaration of Master, Owner or Person In-Charge of the Vessel:** |
| **I, the undersigned (Master, Owner or Person In-Charge of the mentioned Vessel), declare that the information provided is correct and reflecting the true status of the vessel, and that the vessel to the applicable extent is complying with conditions stipulated in the Annex of this Form, but not limited to.** |
| **Date: / /**  |  | **Signature:** |  | **Name:** |

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|  **“ANNEX”** |
| **Vessel’s Certificates and Documents** | **General Conditions & Requirements** |
| The Vessel’s Certificates, Drawings, Crew Qualifications and Medical Certificates are available onboard and valid. | 1 | Vessel Seaworthiness and Certification are complying with all applicable local, national, and international rules, regulations, codes and conventions. | 1 |
| The Vessel’s Statutory Certificates as deemed applicable are available and valid (e.g. Tonnage Certificate, Load Line, …etc.) | 2 | The Master, Owner or Person In-Charge of the Vessel must exercise the practice of good seamanship throughout the vessel’s navigation activity with due regard to safety. | 2 |
| The Vessel’s Approved Stability Booklet - (if the vessel licensed to carry more than 12 passengers) is available onboard. | 3 | The Master, Owner or Person In-Charge of the Vessel must maintain the automatic identification system (AIS) of the Vessel in operation at all times; | 3 |
| The Vessel’s Station Radio License for (e.g. VHF, RADAR, AIS, GMDSS, EPIRB) is available onboard and valid. | 4 | Vessel is operated in accordance with the regulations stipulated in the (ISM Code) and the (ISPS Code); as deemed applicable. (For Chartering Vessels/Operation Permit) | 4 |
| The Minimum Safe Manning Certificate is provided onboard and actual number of crew is confirmed. | 5 | The Master, Owner or Person In-Charge of the Vessel must maintain the Vessel in a good working condition, and perform periodic maintenance thereof, throughout the period of validity of the Navigation Permit and Operation Permit; | 5 |
| Servicing Reports of Firefighting, Lifesaving and Navigation Equipment are available and up to date. | 6 | Immediately report any accident that may compromise the safety of the Vessel, the safety of its crew and passengers, or the safety of navigation and the environment; | 6 |
| Proper onboard inspections and drills are carried out and regularly documented in the vessel’s logbook. | 7 | Ensure that all inspections of the Vessel are conducted in a timely manner; and renew all permits and approvals issued to the Vessel before their expiry; | 7 |
| Records of all lifeboats, tender boats and other ancillaries the vessel carry onboard, and all insured. | 8 | The Master, Owner or Person In-Charge of the Vessel confirms the vessel will always navigate within the designated marine traffic corridors and comply with relevant rules. | 8 |
| **Vessel’s Other Safety Equipment and Requirements** | **Vessel’s Safety of Navigation** |
| All Tenders/onboard marine crafts as listed in the Application Form are seaworthy and in good working condition. | 1 | Vessel’s Hull is free from any defects or damages and there is no any sign of water ingress affecting the vessel seaworthiness | 1 |
| All safety equipment is readily available and adequately maintained. | 2 | The Latest Nautical Charts & Publications are available onboard and up to date. | 2 |
| Emergency Response Plans and Muster Lists are present and up to date, onboard personnel are familiar with them. | 3 | The Distress Signaling Lamp is available onboard and in a good working condition. | 3 |
| Personnel are able to satisfactorily demonstrate emergency drills. | 4 | The Magnetic Compass, GPS and other Navigation Equipment are available onboard and in a good working condition. | 4 |
| Crew personnel are able to demonstrate a satisfactory level of awareness of their duties and responsibilities.  | 5 | All Radio Equipment is in a good working condition and under regular maintenance and services. | 5 |
| Crew members are able to effectively communicate as a team in the execution of their duties. | 6 | EPIRB is in a proper working condition, and battery is not expired. | 6 |
| Suitable personnel protective equipment is being used by the crew. | 7 | The Vessel’s Automatic Identification System (AIS) is in a proper operation. | 7 |
| Walkways, vessel’s decks and stairs are free of oil and no risk of slipping surfaces.  | 8 | The Radar Transponder is located in the proper location and battery is not expired. | 8 |
| Crew members are familiar with ropes and wires handling, anchoring gears and mooring winches safe operation.  | 9 | Radars and Echo Sounder are in a proper working condition. | 9 |
| Medical locker and first aid kits are checked regularly and replenished as needed. | 10 | All Navigation Lights and Sounding Signals Devices are in good working condition. | 10 |
| Muster and survival crafts launching stations are provided with adequate lighting. | 11 | Life-Saving signals illustration is suitably displayed in the vessel operation control station | 11 |

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| **Vessel’s Pollution Prevention** | **Vessel’s Life-Saving Appliances (LSA)** |
| Sewage treatment plant is operational and shore connection is in a good working order. | 1 | The Life-Boats/Life-Rafts/Rescue Boats are tested and services are carried out regularly with valid certificates. | 1 |
| Oil filtering equipment including automatic stopping devices and alarms are functioning properly. | 2 | Life-Boats, Rescue Boats and Life-Rafts launching instructions are suitably displayed in launching stations. | 2 |
| Oil, garbage, bilge and sewage record books are regularly filled out correctly and signed by the person in charge. | 3 | The Emergency Generator, Emergency Batteries and Emergency Lighting are regularly tested and operational. | 3 |
| Piping and discharge arrangements for bilge water, lubrication oil, fuel oil and sewage are in a good order.  | 4 | The appropriate number of Lifejackets with lights and whistles are available and clearly shown on the LSA plan. | 4 |
| Waste oil, bilge water and sewage holding tanks are in an adequate capacity for vessel normal operation.  | 5 | The appropriate number of Lifebuoys with line, light or smoke as applicable are available and clearly shown on the LSA plan. | 5 |
| Garbage management plan implemented and garbage disposal placards are displayed in convenience places.  | 6 | The appropriate number and type of Maritime Distress Pyrotechnics are stowed in a safe clearly place. | 6 |
| A suitable oil pollution combating equipment and absorbing materials are available in the refueling station. | 7 | The appropriate number and type of First-Aid Kits are available and clearly shown on the LSA plan. | 7 |
| Bilge pumps operation switches and bilge high level warning alarms and lights are tested regularly.  | 8 | Line-Throwing Apparatus as applicable are stowed in a safe clearly place on the vessel. | 8 |
| **Vessel’s Machinery Spaces** | **Vessel’s Fire-Fighting Equipment (FFE)** |
| The ventilation is adequate in machinery spaces and no accumulation of hydrocarbons vapors. | 1 | The main and emergency fire pumps are tested regularly and in a proper working condition. | 1 |
| Tools and equipment are stored properly and emergency exits are clear. | 2 | The fire doors and fire dampers are in a good working condition and examined regularly. | 2 |
| Lighting in machinery space is adequate and no damaged lighting or burned bulbs.  | 3 | The fire detection system, fire visual & audible alarms are in proper operation. | 3 |
| All hot pipes and hot surfaces are insulated in a proper way and no risk of hot spot in machinery place. | 4 | Fire main, fire hydrants, fire hoses and fire main isolating valves are in a good working condition. | 4 |
| All paint drums and flammable liquids are stored in a safe locker outside machinery place. | 5 | Portable and fixed firefighting systems have been serviced as required and marked with servicing date. | 5 |
| All rotating machines are protected by suitable protecting guards.  | 6 | Fire control plans are up to date and suitably displayed in the vessel’s decks. | 6 |
| There is no accumulation of oily water residues in the machinery space bilges. | 7 | Portable fire extinguishers are located near exits, galley area, helms and outside machinery compartment. | 7 |
| The propulsion main engines are operating properly and the remote shut downs are tested regularly.  | 8 | General emergency alarm is audible throughout living spaces, crew working spaces and open decks. | 8 |
| The main and emergency generators are operating properly and regularly tested under load.  | 9 | Public address system is audible throughout living spaces, crew working spaces and open decks. | 9 |
| The main and emergency steering gears are functioning properly and tested regularly. | 10 | Emergency exits are free of obstructions; and escape doors/routes are clearly marked. | 10 |