**DECLARATION ON PRE-ARRIVAL**

|  |  |  |  |
| --- | --- | --- | --- |
|  Name of vessel |  | Flag |  |
| IMO no |  | Call sign |  |
| Registered Type of vessel |  |
| GRT |  | NRT |  |
| M/E power |  |
| LOA |  | LBP |  |
| Last port of call |  | Last port clearance number |  |
| Summer DWT |  | Max.Summer draft |  |
| Arrival drafts(**In ballast condition maximum trim to aft should be 2 meters**) | Aft |  | Fwd |  | Mean |  |
| Propeller Immersion (**Should be minimum 90%)** |  |
| Cargo On Board |  | Quantity |  |
| Dangerous Cargo Details With IMO Class Numbers,if any: |  |
| Crew Number On Board,including Master  |  | Total Passenger Number |  |
| Arrival |  IFO |  |  DO |  |  LO |  |
|  BALLAST |  |  FW |  |
| Present security level onboard |  |
|  Thrusters | Bow |  | Stern |  |
| Any Defects Affecting The Maneuverability And Sea Worthiness Of The Vessel |  |
| Year of Built |  |
| If the Vessel Type; Volgo-Balt, Volgo-Don, Sormovsky, Omsky, Baltisky and River Type or Similar to These Types (Yes or No) |  |

|  |  |  |  |
| --- | --- | --- | --- |
| Certificate | Issued by | Issued on |  Expiry date |
| Registry |  |  | N/A |
| International tonnage |  |  | N/A |
| Ship safety equipment\* /Passenger Safety\* |  |  |  |
| Ship safety construction\* |  |  |  |
| Ship safety radio\* |  |  |  |
| ISSC\*\* |  |  |  |
| SMC\*\* |  |  |  |
| DoC |  |  |  |
| Deratting exemption |  |  |  |
| IOPP |  |  |  |
| P&I club entry |  |  |  |
| Minimum safe manning |  |  |  |
| Continious Synopsis Record |  |  | N/A |
| Civil Liability Certificate |  |  |  |

Name of the Master :

***IMPORTANT:***

*- IT IS COMPULSORY that the” LAST PORT CLEARANCE “ to be onboard, vessels which are failed to declare details of last clearance on arrival., will not get “BERTHING ORDER”. Also, if this document can not be submitted, conversely declared that it was on hand, WILL NOT GET “port clearance” from Antalya port.*

*- Due to VHF coverage limits, first pre arrival notice should be given* ***not earlier/before*** *than* ***one hour distance*** *to the pilot boardıng position, by VHF.*

*- Vessels which are intended to call Antalya Port have to be on proper ballast condition on arrival and departure, in sake of safe manouverability. The highest “****dead water”*** *is required, therefore propeller immersion should be at least 90%. Pilotage service* ***will not be rendered*** *until vessel complies with this requirement.*

- *Master of the container vessels should submit the stability summary which verifies that the vessel has positive GM values both on arrival and departure conditions at Antalya port.*

*- The certificates marked with (\*\*) are subject to verify intermediate surveys.*

*- The certificates marked with (\*) are subject to verify annual surveys*

***ATTACHMENTS***

*-Ballast report*

*-stability and strength summary*

*- grain loading calculation summary,if will be loaded*

*-loading / unloading plan; including SF and BM values, trim on each step*

*-last 5 port of call and dates of departures*

*-waste notification form*