

DIBBA PORT REGULATIONS & INFORMATION GUIDE



FUJAIRAH PORT AUTHORITY
DIBBA PORT



هيئة ميناء الفجيرة
ميناء دبا

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RECORD OF CORRECTIONS

Date	Page	Correction subject	Source
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PART 1: INTRODUCTION, CONTACTS AND REGULATIONS

1.1. Foreword by The Harbour Master

Welcome to Dibba Port, Fujairah's newly developed port. The development includes bulk handling terminal within the existing port and stockyard behind Dalam Dam from which the transport of the aggregates via enclosed pipe conveyers to Dibba Port ship loaders takes place.

Dibba Port offers deep water berths and entrance channel for vessels up to 265m in length and addresses commercial demands for bulk shipping. It is situated in the northern part of the Emirate of Fujairah on the east coast of the UAE and positioned at 25° 36.62'N 065° 18.13'E.

The establishment of the port extends back to 1986 when dhows and cement carriers used to call the port for mercantile trade and cement export. Dibba Port is owned, managed and operated by Fujairah Port Authority and is committed to safe and efficient movement of vessels within port waters and facilitating Fujairah's trade objectives, while protecting the environment and considering local communities. All shipping movements within port limit are overseen and managed by Dibba Port Control.

1.1.1. Port Performance

For information on the performance of Dibba Port, please refer to the [Port of Fujairah website](#).

1.2. Contact Information

Dibba Port is accessible to the port community with the reception on the ground floor of the Port Authority Building located at the address below. The reception is open 0730 to 1530 Monday to Thursday & 0730 to 1200 on Fridays.

Dibba Port Control Centre operates 24 hours per day to ensure navigational safety for all commercial vessels operating within the port limits and schedule movements to ensure a safe and efficient management of channel and berths.

Dibba Port Manager

Port Authority Building

Office: +971 (9) 2045500 (Office hours only)

Mobile: +971 (50) 3030503

Postal Address: P.O. Box 11777, Dibba, Fujairah

United Arab Emirates

Email: saeed.alyammahi@fujairahport.ae

Harbour Master Office

Port Authority Building

Office: +971 (9) 2070800 (Office hours only)

Mobile: +971 (50) 9040407

Postal Address: P.O. Box 787, Fujairah

United Arab Emirates

Email: hm@fujairahport.ae

Port Control Centre

Port Authority Building

Phone: +971 (9) 2045580

Email: pc.dp@fujairahport.ae

Port Security Officer

Port Authority Building

Office: +971 (9) 2045575 (Office hours only)

Mobile: +971 (50) 6490964

Postal Address: P.O. Box 11777, Dibba, Fujairah

United Arab Emirates

Email: r.alhassani@fujairahport.ae

Operations Department

Port Authority Building

Office: +971 (9) 2045510 (Office hours only)

Mobile: +971 (50) 1827808

Postal Address: P.O. Box 11777, Dibba, Fujairah

United Arab Emirates

Email: ops.dp@fujairahport.ae

1.3. Rules and Regulations

Dibba Port rules and regulations contribute to the safe, efficient and environmentally responsible handling of shipping traffic and related port operations. The master of a vessel while in port waters of Dibba shall ensure that the vessel;

- Adheres to the International rules of the International Maritime Organization (IMO).
- Complies with the International Regulations for Preventing Collisions at sea.
- Displays the signals required to be displayed under the International Code of Signals.
- Complies with local Rules, Regulations and Notice to Mariners affecting port waters of the Dibba Port.
- Complies with Harbour Master's directions.

Nothing contained in this guide shall be construed as relieving the Master of any vessel from his responsibility for the safety of the vessel under his command.

Dibba Port reserves the right at any time to update, modify, add or remove any or all of the provisions contained in these regulations with or without prior notice.

1.3.1. Applicable laws

Applicable laws, regulations, international conventions and industry guidelines include but are not limited to the following;

International Conventions and Codes:

- International Convention for the Safety of Life at Sea (SOLAS), 1974.
- International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).
- International Regulations for Preventing Collision at Sea (COLREGs), 1972.

- International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention).
- International Ships and Ports Security Code (ISPS Code).
- The Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code).
- International Maritime Solid Bulk Cargoes Code (IMSBC Code).

Local Legislations:

- Port of Fujairah Ordinance 1982.
- Federal Decree-Law No. (43) of 2023 on Maritime Law.
- Federal Law No. (24) of 1999 for the Protection and Development of the Environment (the Environmental Law).

1.3.2. Exemptions and Permits

All vessels operating within Dibba Port limits are required to comply with all relevant rules and regulations. The Port Authority may grant exemptions from specific requirements on a case-by-case basis. Such exemptions will be the subject of a special permit which will contain details of the additional risk control measures that will be required in each particular case to mitigate the inherent risk.

1.3.3. Local Agent

Any vessel intends to call Dibba Port must appoint a local agent registered with Fujairah Port authority. The local agents are fully responsible for their role as shipping agent from the vessel's arrival until sailing. Terminating a vessel's agency during the vessel's stay at Dibba Port is not permitted.

1.3.4. Protection and Indemnity Insurance (P&I Clubs)

All Vessels calling Dibba Port shall maintain valid P&I insurance during their stay in Dibba waters. Ship owners must obtain contract of insurance from P&I clubs accepted by Fujairah Port Authority.

1.3.5. Vessels Statutory Certificates

All Vessels calling Dibba Port should hold and maintain valid statutory certificates, related to safety, security and environment protection, issued by IACS Member.

1.3.6. Exhaust Gas Cleaning Systems (EGC)

The discharge of wash-water from any EGC unit as fitted to fuel oil combustion machinery installed on board a ship is prohibited in Dibba Waters.

Fuel oil combustion unit encompasses any engine, boiler, gas turbine, or other fuel oil fire equipment.

Any waste generated from the treatment process, whether sludge or circulated fresh water waste, shall be collected and temporarily stored on board for subsequent disposal through appropriate reception facility.

1.3.7. Carbon Soot Blowing of Boiler/Economizer

Soot blowing or the procedure that is necessary for cleaning heating surfaces in fuel-fired steam generators and/or economizers is prohibited within Dibba Port limits.

1.3.8. Carbon Soot Discharge in Dibba Waters

Discharge of carbon soot within Dibba Port limits is prohibited. If any vessel is found discharging carbon soot will invite a penalty. The amount of fine is to the discretion of the Harbour Master.

1.3.9 Ban on Open-Loop Scrubbers

Vessels fitted with open loop scrubbers are not permitted to use them in Dibba waters. Ships will be obliged to use compliant fuel instead, while navigating in Dibba Port limits.

1.3.10 Landing Dead Human Bodies

Landing of human remains or calling the port with a death case onboard a vessel is restricted to the approval of Ministry of Interior. Permission from Dibba Police Department must be obtained prior bringing the ship to Dibba Port.

1.3.11 Change of ship's agent

Request of change of current registered agent to another, should be placed with a commitment to clearing Dibba Port Charges until date. A confirming of acceptance of agency transfer and commitments to clearing Dibba Port charges must be made by the new agent.

1.3.12 Change of Ship's Information

Change of Ship's information in Dibba Port is permitted, subject to the following:

1. Any change in ship information should be requested to Harbour Master's Office 48 hours prior ship's arrival.
2. Once the vessel drops anchor or is safely moored at respective berth, copies of the following certificates need to be submitted with the changes;
 - a) Ship Registry.
 - b) Deletion Certificate (if applicable).
 - c) P&I COE, CLBC and WRC certificates.
 - d) The date of change / amendment of registry shall not fall before the ship arrives to Dibba Waters.
 - e) P&I insurance certificates must remain valid throughout the duration of ship stay in Dibba Port limits before, during and after the changes are made, so as to avoid any gap in insurance cover.
 - f) After submitting the aforementioned documents, approval will be given and vessel can reflect changes on the hull (if applicable) by submitting a request to the HSE officer. Also, Ship's information in AIS can be changed.
 - g) Amended ship certificates should be submitted before departure of the vessel.
 - h) All attestations and other requests prior information change will be accepted with the present name.

1.3.13 Automatic Identification System (AIS)

All Vessels shall have onboard an AIS, installed and kept on the operational mode, while calling or operating in Dibba waters in accordance with Fujairah Port authority regulations and the Federal Maritime Administration Circular No. (5) 2018.

Masters must ensure that AIS voyage related information are updated accordingly.

1.3.14 Port Tariff

For information on the charges and payment terms, please refer to Tariff Schedule available on [Port of Fujairah website](#).

1.3.15 UAE's Flag

The flag of the UAE must be hoisted by every vessel entering the territorial waters of the UAE and port limits, and shall be flown from the foremast of the vessel while in Port from sunrise to sunset. This flag shall be clean and in good condition. Furthermore, ships should comply with the International Code of Signals and display appropriate flags, shapes and lights by day and night as per the requirement of COLREGs and IMO.

1.3.16 Control of Smoke Emissions by Vessels

Ship masters and owners of vessels are required to take all necessary measures to prevent air pollution from their vessels emitting soot or black/dark smoke from engine exhaust and/or auxiliary machineries such as generators and boilers during their stay in Dibba waters. Pollution of the air from black smoke emissions from ships is a serious concern. Failure to comply with this regulation will expose offenders to strict actions.

Emissions of dark smoke could be controlled through;

- 1- Proper and regular maintenance of fuel oil heaters, fuel injectors, scavenge air coolers and turbochargers.
- 2- Frequent washing of exhaust gas economizers, where applicable.

- 3- Changeover fuel from HFO to MDO during stay at port.
- 4- Correct air-fuel mixture ratio is essential for boilers and inert gas generators to ensure optimum combustion in the furnace to avoid unburnt fuel, and subsequently dark smoke emissions.
- 5- Prudent and vigilant ship's crew that act with due care and diligence.

1.3.17 Fishing

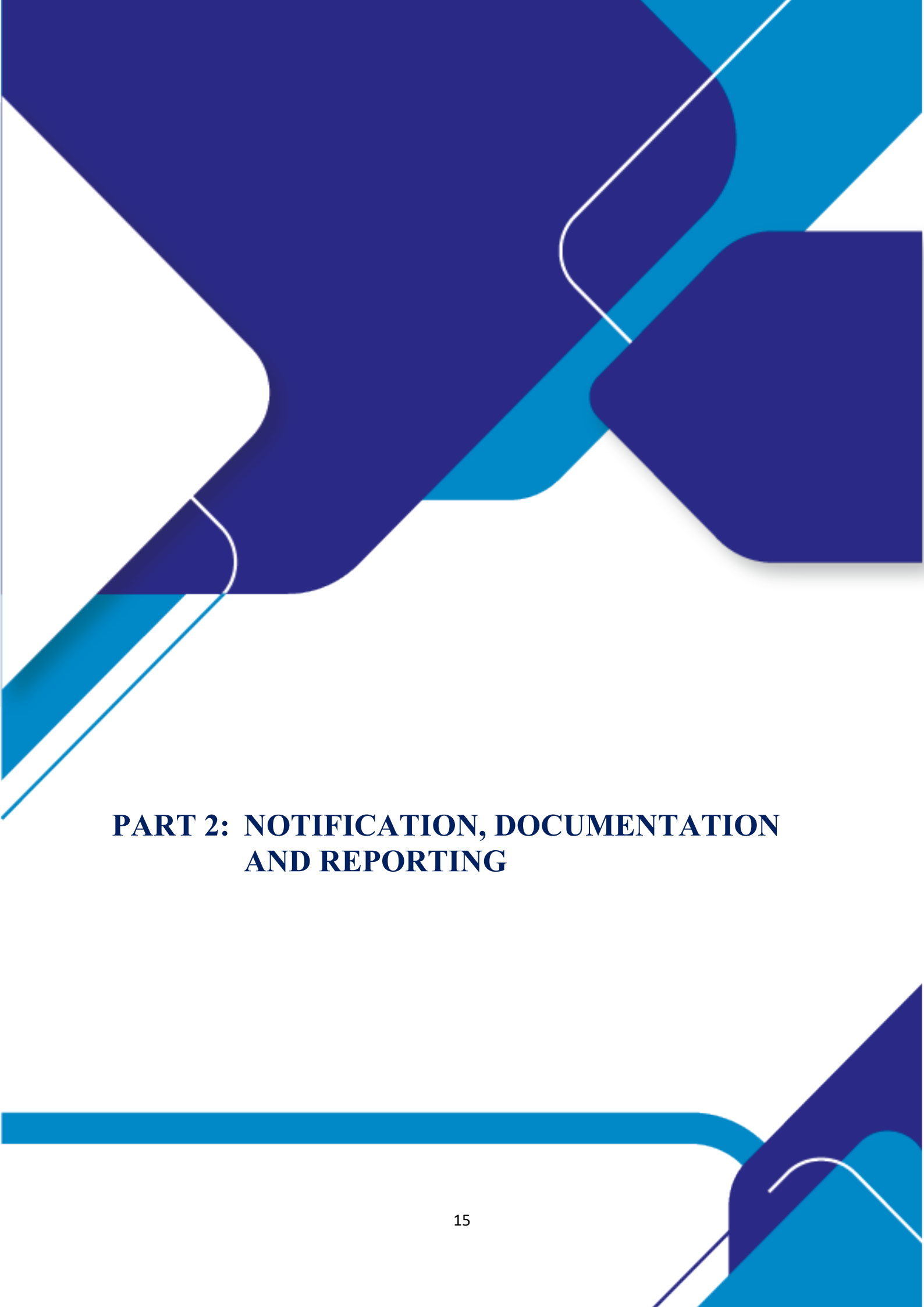
In compliance with COLREGs Rule 9 Narrow channels, a vessel of less than 20 meters in length, a sailing vessel, a fishing vessel or a vessel engaged in fishing shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway. All aforementioned vessels shall not cross Dibba Port approach fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway.

In addition, vessels of less than 20 meters in length, sailing vessels, fishing vessels or vessels engaged in fishing shall not, at all times, enter, navigate through, cross or engage in fishing in Dibba Port channel and internal waters of the harbour.

1.3.18 Razor Wires

Ships arriving to Dibba Port with razor wires rigged in way of main deck railings, stairways from main deck up to bridge deck for the protection from pirates must ensure that those razor wires do not obstruct or interfere with safe access to the following;

- Pilot Boarding Areas.
- Mooring areas for safe Mooring Operation.
- Tug Boat Operation Area.
- All Exit Routes from Accommodation, including Navigation Bridge to Survival Craft, Emergency Headquarters and Emergency Generator Room.
- Safe Operation during loading/discharging.
- Use of all lifesaving appliances and fire-fighting equipment.



PART 2: NOTIFICATION, DOCUMENTATION AND REPORTING

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2.1. General

In addition to directing and controlling shipping, Dibba Port Control also coordinates the delivery of allied services (pilots, tugs and mooring gang), all of which are provided by the Port authority. The master or shipping agent must contact Port Control in advance to confirm berth allocation and to organize all necessary allied services.

The shipping agent should arrange the berth through advance communication with the operations department. The vessel will not be allowed to proceed to pilot boarding ground or drop anchor at “W” anchorage unless berth arrangement is made and confirmed by the operations team. Vessels will be berthed on first come first serve basis as per shipping list issued by the Port’s operations department.

2.2. Arrival and Departure Notification

2.2.1 Arrival

Vessels are required to submit Notice of Arrival within 72 hours (but not less than 48 hours) prior to arrival at pilot boarding ground (or port limits). Where the departure time from last port is less than 48 hours before arrival, then notice of Arrival to be submitted as soon as the vessel departs the last port, but not less than 12 hours’ notice must be provided. Failure to submit the 48 hours’ notice may result in the vessel to be delayed outside port limits.

The shipping agent must submit the following documents as part of the respective Notice of Arrival:

Table 1(a)

Activity	When	Report to	Method
Notice of Arrival to pilot boarding ground (or port limits)	At least 48 hours prior to arrival	Dibba Port Control	Email
	At least 24 hours prior to arrival - ETA update	Dibba Port Control	Email
Final confirmation of ETA (including updated max draught and details of any vessel deficiencies)	4 hours before arrival at pilot boarding ground	Dibba Port Control	VHF Chanel 11
	2 hours before arrival	Dibba Port Control	VHF Chanel 11
Pilot boarding instructions	1 hour prior to arrival at pilot boarding ground	Dibba Port Control	VHF Chanel 11/08
Prepare vessel for pilot boarding and entry into Dibba Port	Prior to pilot boarding		- Anchors cleared and ready for use. - Main engine(s) on standby, operational and ready for use. - Steering systems tested and operational. All members of the bridge team shall be familiar with its operation and the procedures for changing over from one power source to another and from one system or position to another. - Navigational equipment tested and operational. All engine(s) and navigation tachometers and indicators should be operational. - If pilot is embarking from the sea side and the vessel's freeboard is more than 9 m with no side door available, a combination ladder (accommodation ladder + pilot ladder) must be provided for pilot embarkation

▪ **At least 48 hours prior to arrival:**

- 1- Pre arrival notification (permission to enter) form. Example of the form can be found in appendix A.
- 2- Last Port clearance.
- 3- FAL Forms (from 5 for crew list, from 6 for passenger list) as applicable.
- 4- ETA and ETD details.
- 5- Machinery and equipment defects that may hamper the vessel's ability to maneuver.
- 6- Existing Conditions of Class (CoC)

▪ **24 hours' Notice of Arrival at Pilot Boarding Ground including:**

- 1- Updated ETA.
- 2- Pilot request notification. Example of the form can be found in appendix B.
- 3- Vessel documents and certificates.
- 4- Any changes to the previous information submitted.

2.2.2 Departure

Table 1(b)

Activity	When	Report to	Method
Vessel's estimated completion of cargo operation and ETD	at least 4 hours before departure	Dibba Port Control	VHF Channel 11
ETD and orders for allied services	Confirmed at least 2 hours before departure	Dibba Port Control	VHF Channel 11 Agent to process all departure documents and clearances
Final confirmation of ETD	1 hour prior to departure	Dibba Port Control	VHF Channel 11
Prepare vessel for pilot boarding and departure	Prior to pilot boarding		- Anchors cleared and ready for use. - Main engine(s) on standby, operational and ready for use. - Steering systems tested and operational. All members of the bridge team shall be familiar with its operation and the procedures for changing over from one power source to another and from one system or position to another. - Navigational equipment tested and operational. All engine(s) and navigation tachometers and indicators are operational.

2.3. Documentation

2.3.1 General

In order to ensure compliance with all applicable rules and regulations, Dibba Port requires all vessels calling the port to maintain valid and correct set of certificates and documentations onboard. A vessel can be subject to inspection by the Port State Control at any time. As the port operates around the clock, these inspections can take place during the day as well as at night. To ensure efficient and smooth operations, the vessel master should ensure that all certificates and documents required by IMO, relevant international body and port regulations are ready for production at all times.

2.3.2 Required Documentation and Certificates to Be Reported as Part of The Arrival Notification

- Pre arrival notification (permission to enter) form.
- Last Port clearance.
- FAL Forms (from 5 for crew list, from 6 for passenger list).
- Certificate of registry.
- Certificate of Ship's Registry
- International Tonnage Certificate
- International Load Line Certificate
- Cargo Ship Safety Construction Certificate
- Cargo Ship Safety Equipment Certificate.
- Cargo Ship Safety Radio Certificate.
- Safety Management Certificate
- International Ship Security Certificate
- International Oil Pollution Prevention (I.O.P.P) Certificate.
- International Air Pollution Prevention Certificate
- International Sewage Pollution Prevention Certificate
- International Ballast Water Management Certificate
- Certificate of Class
- Ship Sanitation Control Exemption Certificate
- Certificate of Insurance or Other Financial Security in Respect of Civil Liability for Oil Pollution Damage (CLC), 1992 (if applicable).
- Certificate of Insurance or Other Financial Security in Respect of Civil Liability for Bunker Oil Pollution Damage (CLBC), 2001
- Certificate of Insurance or Other Financial Security in Respect of Liability for The Removal of Wrecks (WRLC), 2007
- Certificate of Insurance or Other Financial security in Respect of Seafarer Repatriation Costs and Liabilities as Required Under Regulation 2.5.2, Standard A2.5.2 of The Maritime Labour Convention 2006, as amended
- Certificate of Insurance or Other Financial security in Respect of Shipowners' Liability as Required Under Regulation 4.2 Standard A4.2 Paragraph 1 (B) Of the Maritime Labour Convention 2006 as amended

2.4. Reporting

2.4.1 General

Masters of vessels in Dibba Port are obliged to report certain occurrences, events, near misses, casualties and incidents to the Harbour Master through Port Control or other means appropriate to the situation. A failure to meet this obligation is considered non-compliance and will be treated accordingly.

Table 2

Event	Report to	Method	Procedure
Missing, unlit, or damaged aids to navigation	Port Control	VHF Channel 11	Immediately
Anchor dragging	Port Control	VHF Channel 11	Immediately
Close quarters	Port Control	VHF Channel 11	Immediately
	Harbour Master	Email: PC.DP@fujairahport.ae Email: hm@fujairahport.ae	Detailed information in writing as soon as possible
Fire, grounding, collision, pollution, man overboard & other marine incidents	Port Control	VHF Channel 11	Immediately
	Harbour Master	Email: PC.DP@fujairahport.ae Email: hm@fujairahport.ae	Detailed information in writing as soon as possible
Navigation hazard, and derelicts	Port Control	VHF Channel 11	Immediately
	Harbour Master	Email: PC.DP@fujairahport.ae Email: hm@fujairahport.ae	Detailed information in writing as soon as possible
Event	Report to	Method	Procedure
Losing anchor or chain	Port Control	VHF Channel 11	Immediately
	Harbour Master	Email: PC.DP@fujairahport.ae Email: hm@fujairahport.ae	Detailed information in writing as soon as possible
Deserters	Port Control	Telephone	Immediately
	Harbour Master	Email: PC.DP@fujairahport.ae Email: hm@fujairahport.ae	Detailed information in writing as soon as possible. Crew are considered to have deserted their vessel when they leave the vessel without the Master's permission or when the Master grants permission for shore leave, but the crew member does not return to the vessel. This does not include crew who have signed off.



PART 3: PORT DESCRIPTION AND NAVIGATION

PART 3: PORT DESCRIPTION AND NAVIGATION

3.1. Port Location

Dibba Port lies to the north of Fujairah city on the east coast of the UAE and overlooks the Gulf of Oman. The Port Authority manages over 220 nm² of water, and its navigation jurisdiction extends east to 12nm from shorelines and from south of Jazirat Badiyah at Fujairah/Sharjah border through and due north along the coast to Dibba's northern border with Sharjah and UAE's border with Oman.

Port details as follows;

Port Facility Name	DIBBA
IMO Port facility number	AEFJR-0001
UN LOCODE	AEFJR
Port Facility Description	Commercial Port
Latitude	25° 36.62'N
Longitude	065° 18.13'E

3.2. Port Limits

The regulations of Dibba Port apply to all waters within the port limits. The Port limits are as detailed below:

	Latitude	Longitude
Beginning point	25°25.22' N	056°21.94' E
Thence east to	25°25.22' N	056°35.20' E
Thence north to	25°41.50' N	056°35.20' E
Thence west to	25°41.50' N	056°28.50' E
Thence west by south to	25°41.00' N	056°23.60' E
Thence west-south-west to	25°40.15' N	056°21.30' E
Thence south-west by west to	25°39.70' N	056°20.50' E
Thence south-west by west to	25°37.13' N	056°17.19' E

3.3. Time Zone

Standard Time Zone for Dibba: GMT/UTC +4 hours

Daylight saving time: DST not in use

3.4. Load Lines

Dibba Port lies within the International Load Line Tropical Zone.

3.5. Water Density

Average sea water density in Dibba Inner Harbour is 1.025 t/m³, generally at all tides.

3.6. Maximum Size Vessels

Dibba Port can accommodate vessels with a maximum LOA of 265m and a maximum beam of 45m. A vessel in excess of the aforementioned parameters must obtain special permission from the Harbour Master.

3.7. Working Hours

The Port and Terminal operate 24/7.

All service providers are available 24/7.

The Port Control is operational 24/7.

The Administration main office is open 0730 to 1530 Monday to Thursday & 0730 to 1200 on Fridays.

3.8. Charts and Nautical Publications

Mariners must consult the following charts and nautical publications, which covers the waters and approaches of Dibba Port:

- BA 3520 Khawr Kalba and Dawhat Diba to Gahha Shoal
- BA 3479 Dibba Port
- ENC: GB303171 Southern Approaches to the Strait of Hormuz
- ENC: GB503479 Port of Dibba
- Admiralty Tide Tables Vol 3, NP203
- Admiralty Sailing Directions, Persian Gulf Pilot, NP63
- Admiralty List of Light and Fog Signals Vol D, NP77
- Admiralty List Radio Signals Volume 6, NP286(8)
- International Code of Signals (IMO)

3.9. Shipping Announcement for the port area.

3.9.1. Maritime Safety Information (MSI)

Dibba Port will issue Maritime Safety Information (MSI) to inform mariners about weather warnings and navigation hazards and share other important information. Navigation warnings will be transmitted on VHF Channel 11 and will be followed by written warnings if necessary. Broadcasts of MSI messages will be preceded by a SECURITE announcement.

3.9.2. Notice to Mariners

Local Notice to Mariners is promulgated by the Port authority to vessels and port users intending to navigate in or through Dibba Port waters and provide information pertaining to regulations and procedures governing vessels entry to and transit of Dibba waters.

3.10. Pilot Station

The pilot boarding ground is 1 nautical mile NNE of fairway buoy in position:

Latitude : 25° 39.00'N

Longitude : 056° 21.20'E

Compulsory pilotage applies to all vessels calling the port, except those that have pilotage exemption.

3.11. Anchorage Area

Anchorage “W” is designated for vessels awaiting berth. Vessels shall obtain permission to proceed to the anchorage area and await berthing. Anchoring is prohibited outside the limits of the anchorage area. Anchorage “W” enclosed by a line joining the following coordinates:

	Latitude	Longitude
Beginning point	25°37.0' N	056°25.0' E
Thence east to	25°37.0' N	056°27.0' E
Thence south to	25°35.0' N	056°27.0' E
Thence west to	25°35.0' N	056°25.0' E
Thence south to the beginning point.		

3.12. Meteorology

3.12.1. Climate

Summers are long, hot and dry, lasting from April to October, as a result of dominated subtropical high-pressure cells, with June generally being the hottest month of the year, whilst winters are relatively short and mild, with January being the coolest month.

3.12.2. Air Temperature

The average air temperatures during the cooler months (November to March) are in the low to mid-twenties and possibly lower. The average air temperatures during the warmer months (April to October) are low to mid thirties.

June has the highest average temperature of 36° C, with January the lowest average temperature of 20° C. In summer, temperature may exceed 40°C. Whilst, the minimum temperature may reach less than 12°C during winter.

3.12.3. Rainfall

Monthly and annual rainfall is highly variable with the majority of rain falling during the cooler months (November to March). Mean annual rainfall for Dibba (records of 27 years) is 126 mm with highest mean rain falling in March 29.5 mm and lowest mean rainfall in August 0.7 mm.

3.12.4. Relative Humidity

The relative humidity on the coast reaches its maximum values during the June to August period and its minimum values during April and May. The general pattern of relative humidity throughout the year is related to the temperature cycle. The annual curve for relative humidity shows two maxima: in August, where it has an average of 71% and in July where the average is 68%. The relative humidity curve shows also two minima: in April, where it has an average of 49% and in May, where the average is 47%.

3.12.5. Winds

The wind rose plot is shown in Figure 1 for the offshore hindcast dataset. The predominant wind direction is from the WNW and NW directions followed by the ESE-SE directions. The wind speed is mostly below 7.5m/s.

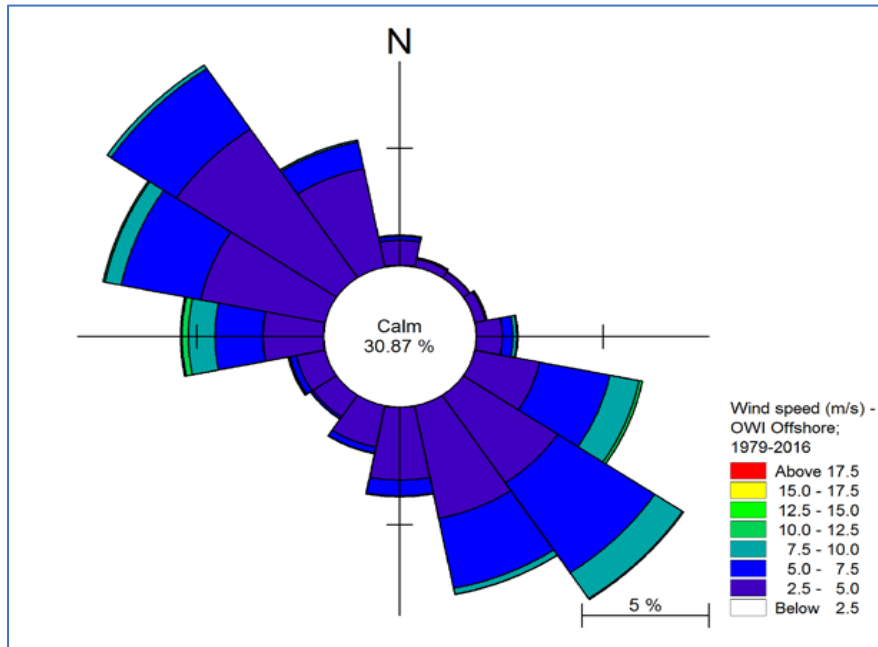


Figure 1. Wind Rose near the Project Site

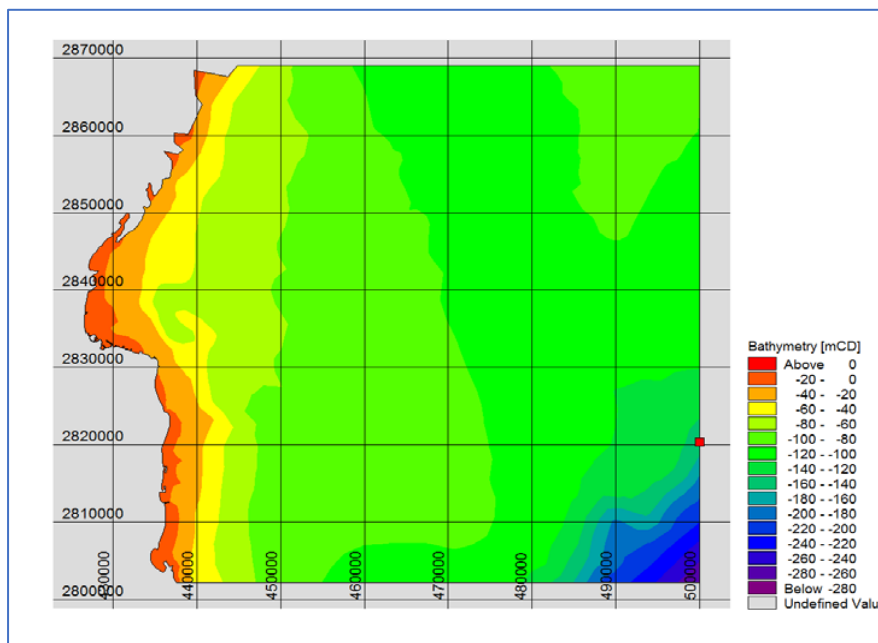


Figure 2. Location of OWI data point

3.12.6. Solar Radiation

The potential of solar radiation in Dibba is significant, with an average annual solar hour of 3568 h (i.e., 9.7 h/day), which corresponds to an average annual solar radiation of approximately 2046 kWh/m² (i.e., 5.6 kWh/m² per day).

Dibba receives the highest solar radiation during May 7.3 KWh/m² and the lowest in December 3.8 KWh/m², with a general increase from December towards June and a decrease from June to November. The average annual hours of sunshine in the area of study is 10 hours per day (hr/d), with a maximum of 12 hr/d in May and a minimum of 9 hr/d in December.

3.13. Oceanography

3.13.1. Waves

Offshore wave hindcast covering the period January 1, 1979 to December 31, 2016 (38 years) in hourly intervals at an offshore location (57.0°E, 25.5°N, 158.4m water depth) as shown in figure 2, demonstrates the wave hindcast information (WS = wind speed, Hm₀ = significant wave height, Tp = peak wave period). The dominance of waves from the ESE-SE directions is seen, however waves from the WNW and NW directions are much less frequent compared to those in the wind rose (WNW-NW), likely due to the presence of the land mass to the west. A majority of the waves are less than 0.9m in wave height and less than 10s in wave period as shown in figure 3-1 and 3-2.

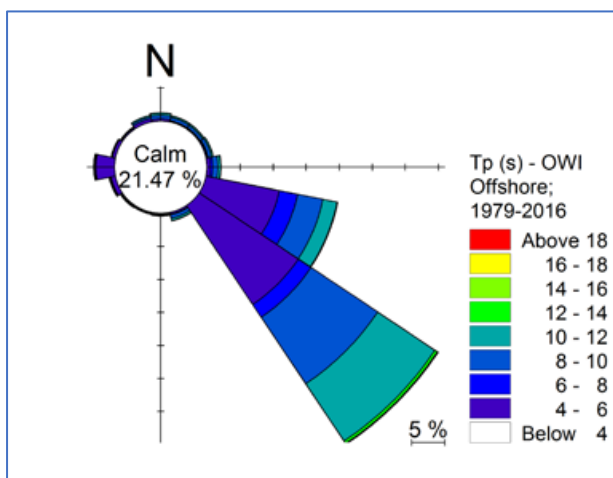


Figure 3-1. Wave Rose (m)

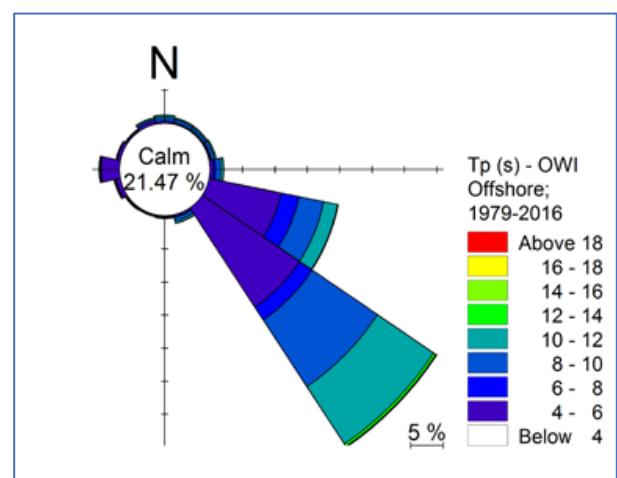


Figure 3-2. Wave Period (sec)

3.13.2. Currents

The peak currents near the periphery of the port is shown in Figure 4 below. In general, the currents in front of the berth area are under 0.03m/s, while more than 0.1 m/s within the approach channel.

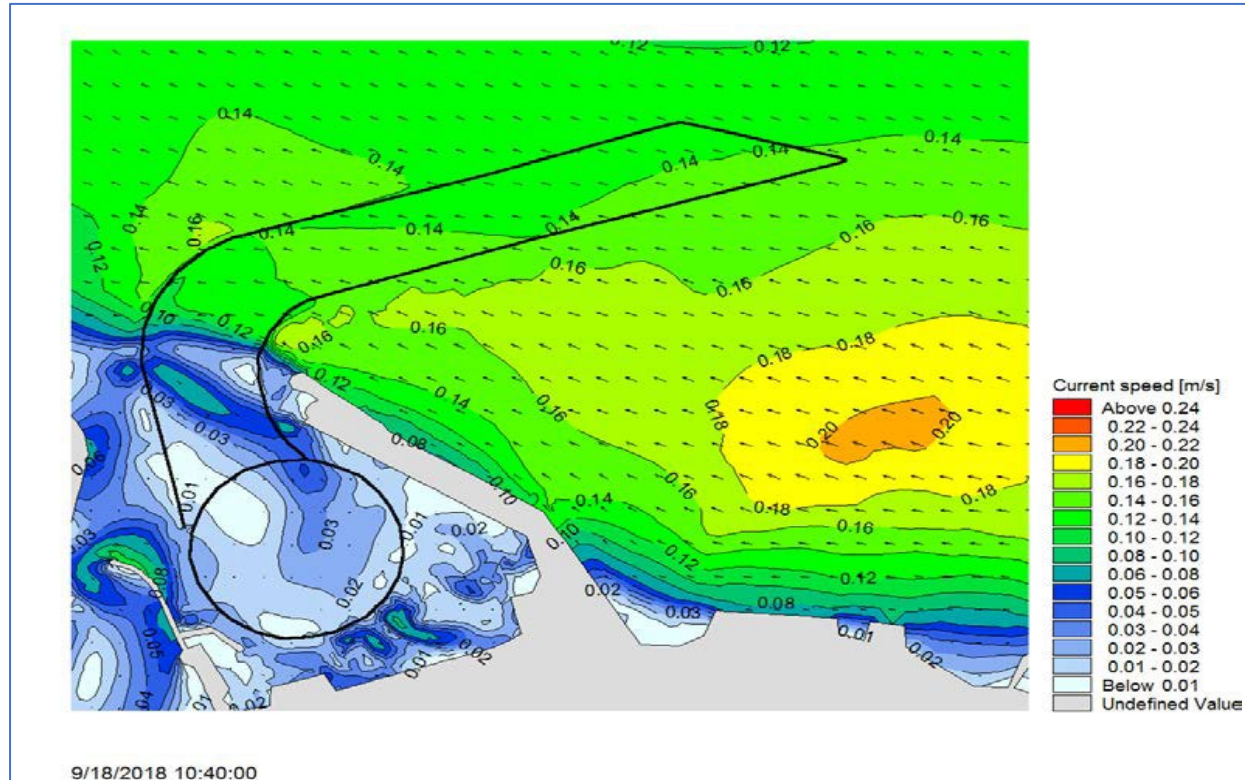


Figure 4. Currents

3.13.3. Tides

The tidal regime of Dibba Port is semi-diurnal with a slight diurnal inequality (difference in height between the two highs or two lows).

Tidal Datum	Level in meters
Highest Astronomical Tide (HAT)	3.35
Mean Higher High Water (MHHW)	2.80
Mean Lower High Water (MLHW)	2.54
Mean Sea Level (MSL)	1.92
Mean High Low Water (MHLW)	1.58
Mean Lower Low Water (MLLW)	0.87
Lowest Astronomical Tide (LAT)	0.10

3.14. Port Navigation

3.14.1. Seaward approaches

Vessels approaching Dibba Port must do so via the shipping fairway. The waters along the seaward approach are naturally deep and provide safe access to the maximum design vessels.

3.14.2 Approach Channel and Port Entry

The approach channel is dredged to 18.6m and is 230m wide. Its perimeter is marked by starboard-hand and port-hand lateral buoys which exhibit a flashing green and red lights at night respectively. These buoys are set at the toe-line of the dredged channel and may vary in distance from the toe-line.

Vessels entering Dibba Port channel will require an Under-Keel Clearance (UKC) of 2.5m. The Harbour Master may approve a reduction in this requirement in exceptional circumstances.

The turning basin in the inner harbour is 530m and measures twice the length of the largest design vessel. It is dredged to 17.8m and marked by buoys at its south-western arc.

Vessels berthing at Dibba Port must have a minimum of 2.1m UKC in the swing basin. Vessels alongside the berths should maintain a minimum of 1.0m UKC unless dispensation has been sought and approved by the Harbour Master.

Character of seabed at swing basin and berth pocket is conglomerate, while silty sand at the approach channel.

3.14.3 Right of Way

COLREG (Convention on the International Regulations for Preventing Collisions at Sea, 1972) navigation rules apply in the port.

Piloted vessels have the right of way over other vessels in port approaches.

3.14.4 Berth Information, Berthing and unberthing

Table 3 explains berth dimensions and associated ship limits and restrictions. **Vessels which exceed the limits in Table must obtain the approval of the Harbour Master to berth.**

Table 3

Berth Parameter	Berth No. 1	Berth No.2	Tug Berth
Berth length	325m	325m	115m
Chainage	115-440m	440-765m	000-115m
Berth Alignment			
Height above CD	4.75m	4.75m	4.75m
maintained depth alongside	-17.0m	-17.0m	-5.8m @ chainage zero (0) and increasing towards chainage 17.5m @ -17.0m
Maximum permissible ship length (overall)	265m	265m	N/A
Maximum permissible ship berthing draught ⁽¹⁾	15m	15m	N/A
Maximum ship sailing draught ⁽¹⁾	15.5m	15.5m	N/A
Ship UKC alongside	1m	1m	1m
Maximum permissible ship displacement	145,000 tons	145,000 tons	N/A
Number of bollards	15	14	09
Distance between bollards	21.6m	21.6m	21.6m
Bollard capacity	150 tons	150 tons	150 tons
Bollard make	Richard Marine	Richard Marine	Richard Marine
Number of fenders	15	15	33
Spacing between fenders	21m	21m	3.5m
Fender Manufacturer	Shibata	Shibata	Shibata
Fender model	SPC 1150 G2.4	SPC 1150 G2.4	SX600 V Fender
Fender front panel dimension (mm)	4303x2200x300	4303x2200x300	480X3650
Distance of front panel from quay face (mm)	1700	1700	600

⁽¹⁾ If a vessel plans to berth / unberth with a draught greater than the prescribed, prior approval from Harbour Master is required and tidal restriction will apply.

3.14.5 Ships at berths

3.14.5.1 General

The following conditions and requirements apply to vessels arriving at Dibba Port:

- The master of a berthed ship must ensure that ships under their command are properly and effectively secured to the berth and that the ship's moorings are tended and adjusted as necessary at frequent intervals to prevent ship movement in all weather conditions and allow for the rise and fall of the tide and for the loading and unloading of cargo.
- In addition, the gangway or accommodation ladder should be positioned correctly and adequately tended for the duration of the ship's stay in the port.
- Vessels will be berthed head out only.
- Minimum clearance between vessels shall not be less than 30m.

3.14.5.2 Draft and Trim

Arriving and departing vessels shall have their propeller(s) submerged and have a reasonable stern trim not exceeding the below parameters:

Vessel Size	Minimum Drafts	Maximum Stern Trim	Minimum Propeller Immersion
≤ 10,000 DWT	Fore ≥ 2.5m	2.5m	100%
> 10,000 DWT to ≤ 50,000 DWT	Fore ≥ 3.0m	3.0m	100%
> 50,000 DWT to ≤ 80,000 DWT	Fore ≥ 4.0m	1.5% of LOA	100%
> 80,000 DWT	Fore > 5.0m	0.7% of LOA	100%

Vessels shall not be trimmed by the head.

3.14.5.3 Shifting Vessels

No vessel, which is subject to pilotage regulation, is allowed to reposition itself within the port without having a pilot and tugs. Shifting request to be submitted to Dibba Port Control to move to another berth.

3.14.5.4 Shifting Along a Berth

Vessels requesting to shift along a berth using its mooring lines (warping) without a pilot and tugs, shall seek the approval from the Port Authority and clearance from Port Control is required. The maximum distance a vessel can be warped alongside a berth without a pilot and tugs is 10 metres. A vessel shifting request must be submitted to the Harbour Master and the following conditions shall be met:

- Approval is received from the terminal operator (the operations department).
- The master is on the bridge and in charge.
- Main engines are on standby and ready for immediate use.
- Mooring Gang are available during the shift to handle mooring lines and for safe and effective response.
- There are at least two headlines, two stern lines and one spring on each end under tension at all times.
- Port Control should be notified at the commencement and completion of shifting operation.

3.14.5.5 Gangways and Safety Nets

Masters of vessels berthed at Dibba Port must provide a good and adequate gangway for the use of personnel going to and from the vessel. Gangway safety net shall be placed beneath the gangway to prevent persons from falling in the water. A light should be placed, as applicable, on the vessel near the gangway between the hours of sunset and sunrise in such a manner that the gangway may be clearly seen from the wharf and from the vessel. Ships are to remain securely made fast to the dock at all times the gangways are rigged.

3.14.5.6 Rat Guards

Every hawser or line used to secure a ship shall be equipped with a suitable device to prevent the passage of rodents between the vessel and the berth, and such other precautions as the Port Authority deems necessary shall be taken for this purpose. ship's crew should monitor their effectiveness during routine deck rounds.

3.14.6 Weather Restrictions

Limiting wind speeds and visibility for berthing and unberthing maneuvers are as follows:

Movement Category	Max Wind Speed Operating Limit
Berthing Vessels	Steady wind >20 kt or gusts >25 kt ⁽¹⁾
Unberthing Vessels	Steady wind < 30 kt or gusts < 35 kt

⁽¹⁾ Steady wind refers to the 10-minute average sustained wind speed.

Should visibility reduce to less than one (1) nautical mile, vessel movements will be suspended.

3.14.7 Pilotage

All vessels must comply with the pilotage provisions set out in Port of Fujairah Ordinance 1982. The master of a vessel shall not enter, leave (or attempt to do so) or navigate within Dibba Port approaches or internal waters of the channel and harbour, without the services of a pilot. Pilotage is compulsory for all vessels navigating in pilotage waters of Dibba Port. The aforementioned does not apply to a vessel the master of which holds a valid pilotage exemption. A vessel must not navigate past the fairway buoy and the pilot boarding ground until the pilot has boarded and assumed conduct of the vessel.

Prior to pilot boarding, ship's crew must test and ensure readiness and working order of all machinery and equipment onboard. This includes the following:

- Main engine(s) on standby, operational and ready for use ahead and astern

- Steering systems tested and operational including two (2) motors. All members of the bridge team shall be familiar with its operation and the procedures for changing over from one power source to another and from one system or position to another.
- Navigational equipment including radars, echo sounder and ECDIS in good working order. All engine(s) and navigation tachometers and indicators should be operational. At night, these indicators are to be adequately illuminated and bridge front windows to be cleaned and clear to view through.
- Anchors cleared and ready for use, on the brake and out of gear.

Ships requiring the services of a pilot must submit the “Pilot Request Notification” as per the form in appendix b.

3.14.7.1 Pilot Boarding Arrangement

3.14.7.1.1 Safe Embarkation and Disembarkation of the Pilot

The master of a ship embarking a pilot shall arrange a suitable lee from waves and swell and maintain a speed of around 6 knots or as otherwise advised by the pilot.

Pilot boarding arrangement must comply with SOLAS Chapter V, regulation 23 and;

- IMO Resolution A.1045(27) (as amended by A.1108(29))
- MSC.1/Circ. 1428
- MSC.1/Circ.1495/Rev.1

If no side door is available and the vessel’s freeboard is more than 9 m, a combination ladder (accommodation ladder + pilot ladder) must be provided for pilot embarkation.

Pilot ladder should be arranged port side and by night a bright light is to shine downwards and forwards to clearly illuminate the ladder and the ship’s side;

An officer should be in attendance at the ladder, with life-saving appliances ready for immediate use, a heaving line and a portable radio for communication to the bridge. Retrieving lines should not be used, but if it is absolutely necessary to use a retrieving line, then it should be made fast to the extreme aft end of the lowest spreader step (5 steps from the bottom of the ladder). Masters must ensure that all gear are kept in first good working condition, inspected regularly and the ladder is securely made fast. Serious accidents have occurred through inattention to these matters. Should the gear and way it is rigged not be satisfactory, pilotage services will be withheld.

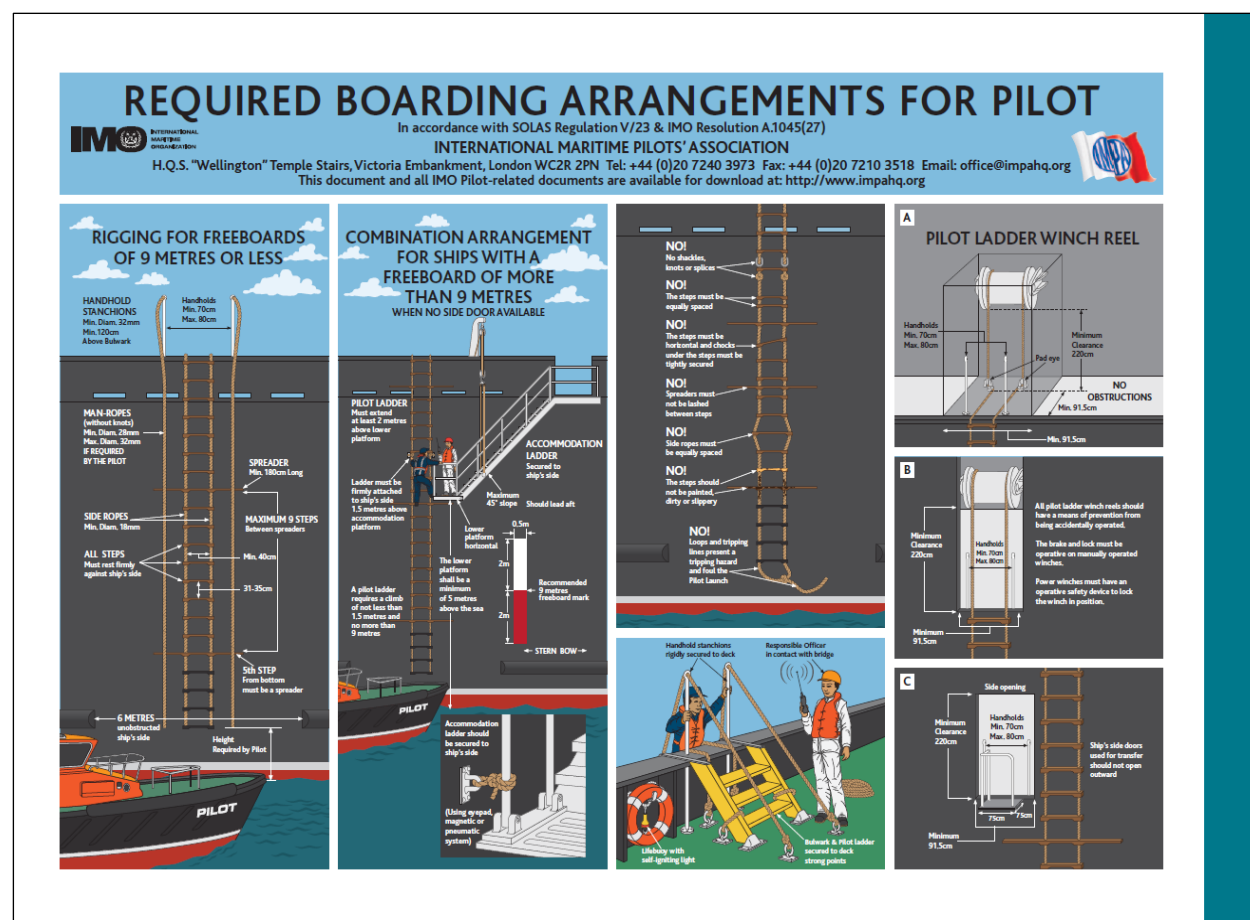


Figure 5. Boarding Arrangements

3.14.7.1.2 Requirements for the Safe Use, Care and Maintenance of Pilot Ladders, Man Ropes, and Associated Equipment

Certification and Marking: A pilot ladder shall be certified by the manufacturer as complying with SOLAS V/23 or ISO 799-1:2019. Vessel shall retain onboard an original certificate from the manufacturer. Pilot ladder shall have identification plate clearly indicating date of manufacture and SOLAS V/23 or ISO 799-1:2019 compliant as applicable. Below is an example of identification plate.



Figure 6. Pilot Ladder Identification Plate

Maximum permissible age of pilot ladders is 30 months from the date of manufacture, unless the ladder has been subjected to the ladder and step attachment strength test as per ISO 799-1:2019. Maximum permissible age of the man ropes is 12 months from the date of manufacture. Steps, spreaders, or chocks should not be used to carry the weight of the ladder as they are not designed for this and do not have sufficient strength. Moreover, they may damage the ladder and exert stress on the parts of the ladder which are not designed as end weight bearing component of the ladder. It is common industry practice to use a rope stopper usually in the form of a rolling hitch knot between the pilot ladder sides ropes and the approved strong point on the main deck. This will transfer the weight of the ladder arrangement directly onto the designated strong point and will not damage the ladder.

Additionally, vessel operators and masters shall provide ship-specific guidance to the vessel's crew on storage, care, inspection and maintenance of the pilot ladders, man ropes, and all the other associated equipment including combination ladders. All Pilot ladders, man ropes and associated equipment are to be used exclusively for marine transfers. Original certificates issued by the certifying authority for all the pilot ladders, man ropes, securing and lifting arrangements to be retained onboard.

Use of mechanical hoists is prohibited by SOLAS regulation V/23.

3.14.8 Towage

All towage services within Dibba waters are exclusively provided by the Port Authority. The number of ship assist tugs used in towage operations is dependent on the size of the vessel, the prevailing weather conditions and Harbour Master directions.

3.14.9 Heaving lines

Ship masters must ensure users that weighted heaving lines by items such as shackles, bolts, nuts, twist locks or any other heavy material or objects are not permitted in Dibba Port. The use of weighted 'Monkey's Fist' or ends exposes tugs crew and mooring gangs to serious personal injury. The 'Monkey's Fist' made up of rope only can be used without any added weight. Heaving lines should be adequate for use and ship crew throwing heaving lines should ensure that the area is clear and away from personnel at the receiving end.



Figure 7. Examples of good and bad seamanship practices of heaving lines.

3.15. Dibba Port Control

In accordance with IMO Resolution A.1158(32) Guidelines for Vessel Traffic Services, Dibba Port Control contributes to the safety of life at sea, enhancing the safety and efficiency of navigation whilst supporting the protection of the marine environment within the port limits through:

- Providing timely and relevant information on factors that may influence ship movements and assist onboard decision-making.
- Monitoring and managing ship traffic to ensure safe and efficient planning of ship movements.

The Port Control maintains a continuous listening watch on VHF channels 16 and 11. Channel 11 is the Port working channel. Ships within Dibba Port Limits shall maintain an active listening watch on VHF channel 11 even while alongside.

It is mandatory for all commercial vessels regardless of LOA operating within the Port Control coverage area to participate in the service and report to Port control.

3.15.1. Port Control coverage area

The coverage area includes all of the port waters extending to the extremities of the port limits including the anchorage area.

Dibba Port Control Centre

Call sign	“Dibba Port Control”
VHF	Channel 11
Phone	+971 9 2045580
Email	pc.dp@fujairahport.ae



PART 4: CARGO OPERATION

PART 4: CARGO OPERATION

4.1 Dibba Bulk Handling Terminal

Cargo Operations within Dibba Port are managed and controlled by the operations department of the Port. Dibba Bulk Handling Terminal is operated and maintained by JSW.

Cargo Terminal has its own procedures that must be followed. Any casualty or deviation from standard operating procedures should be reported immediately to the Port authority.

The Port authority must, at its own discretion, have the right to halt or cease cargo operations and remove any ship from the Port.

Ships shall not be loaded beyond its load line mark corresponding to the port load line zone.

The following documents to be submitted to the operation planning prior any cargo operation;

- 1- Stowage plan
- 2- Loading sequence plan

HOURS OF OPERATION: 24/7 Breaks 1300 – 1400 on Friday

Dibba Bulk Handling Terminal

Operations planning

Phone	+971(9) 2045510
Mobile	+971(50) 1827808
Email	ops.dp@fujairahport.ae



PART 5: VESSEL OPERATION

PART 5: VESSEL OPERATION

5.1 General

Certain ship operations require advance notification, and in some cases additional requirements and approvals, before the work can proceed. Permission to work must be sought well in advance through the agent.

The following operations require prior permission from the Port authority:

- Anchoring
- Bunkering
- Engine immobilization
- Hot work
- Life boat lowering
- Diving operations
- Hull cleaning
- Use of propellers or turning main engines alongside berths
- De- ballasting untreated water in accordance with regulation D-1 of the ballast Water management Convention.

5.2 Engine Immobilization

For information on the engine immobilization request, please refer to Port of Fujairah Notice to Mariners No. 148 V6 as amended by Notice to Mariners No. 322.

5.3 Hot Work

For information on hot work permit, please refer to Port of Fujairah Notice to Mariners No. 148 V6 as amended by Notice to Mariners No. 347.

5.4 Life Boat Lowering or Maneuvering Test

5.4.1 At the Anchorage

- Life boat drills shall be conducted during daylight hours only.
- Maneuvering test should be conducted to the close proximity of the vessel and the life boat must not steam a distance greater than length of the painter.
- Life boats shall not be used to transfer personnel or carry out ship related repair and maintenance.
- Duration of the drill must not exceed one hour.

5.4.2 Inside Harbour

- Life boat lowering to the water is allowed
- Life boat shall not be released from its hoisting hook.
- Life boat must be hoisted away immediately after the tests are carried out.

Life boat lowering request to be submitted by the ship's agent 24 hours prior conducting the activity.

Ship master is required to communicate to Port control, through VHF, his intention to commence lowering the life boat.

5.5 Diving Operations

For information on diving permit, please refer to Port of Fujairah Diving Code, Notice to Mariners No. 148 V6 as amended by Notice to Mariners No. 322.

5.6 Hull Cleaning

Hull and propeller cleaning inside the harbour is prohibited.

For information on hull cleaning at the anchorage, please refer to Port of Fujairah diving code, Notice to Mariners No. 148 V6 as amended by Notice to Mariners No. 322 & 329.

5.7 Turning main engines or Use of propellers alongside berths

No vessel shall turn main engines or work propellers whilst alongside a berth without the prior approval of the Harbour Master. The use of engine or propeller might be allowed with the presence of a pilot.

5.8 De- ballasting untreated water in accordance with regulation D-1 of the ballast Water management Convention

For information on diving permit, please refer to Port of Fujairah Diving Code, Notice to Mariners No. 148 V6 as amended by Notice to Mariners No. 333.



PART 6: PORT SAFETY AND SECURITY

PART 6: PORT SAFETY AND SECURITY

6.1 Port Safety

6.1.1 General

Dibba Port is committed to provide world-class services that meet and thrive to Quality, safety, environmental standards and customers' requirements and to conduct its operations in a manner which protects human health, safety, environment and property. This comes in line with port's continuous efforts to identify and eliminate or manage risks associated with its activities.

The port's goal is to conduct its business in a manner that protects the safety of employees, all persons involved in its operations, clients and the public as well as to prevent all accidents, injuries and occupational illnesses through the active participation of every employee and contractor.

The port aims to respond to emergencies or accidents resulting from its operations quickly, effectively and with care, in cooperation with relevant government agencies.

Dibba Port urges all port users to comply with all applicable legislations and regulations and apply responsible standards where laws and regulation do not exist. Additionally, port users shall cooperate with the Port Authority in managing and responding to emergencies or accidents.

6.1.2 Emergency Contacts

Individuals participating in or seeing any activity within the port that leads to an event involving material loss or damage, or an explosion, fire, accident, grounding, stranding, or pollution incident, are required to report the incident to the Port control at the following contact details;

Call sign	"Dibba Port Control"
VHF	Channel 11
Phone	+971 9 2045580
Email	pc.dp@fujairahport.ae
	hm@fujairahport.ae

Details to be reported include:

- Name of Ship or object concerned
- Position or location
- Nature of incident

6.2 Port Security

Dibba Port is a security regulated port, which operates under Security Level 1, however, this could be upgraded when required. In the event that the Security Level is increased, this will be advised through Notice to Mariners. Procedures will be enforced as per the relevant Security Level prescribed in the Port Security Plan.

Additionally, the port is ISPS compliant and audited by the Federal Authority for Identity, Citizenship, Customs, and Port Security, and certified by the Ministry of Energy and Infrastructure.

6.2.1 Levels of Security Alerts

To comply with the International Ship and Port Facility Security (ISPS) Code, the following three Maritime Security Levels (MARSEC) have been adopted by the maritime industry:

- Security Level 1: Normal. The level for which standard security measures shall be maintained at all times.
- Security Level 2: Heightened. The level for which appropriate additional security measures shall be maintained for a period of time as a result of heightened risk of a security incident.
- Security Level 3: Exceptional. The level for which further additional security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

6.2.2 Port Security Officer

For more information on security matters, contact Port Security Officer on:

Port Security Officer

Port Authority Building

Office: +971 (9) 2045575 (Office hours only)

Mobile: +971 (50) 6490964

Postal Address: P.O. Box 11777, Dibba, Fujairah

United Arab Emirates

Email: r.alhassani@fujairahport.ae

6.2.3 Vessels with Security Level 2 or Level 3.

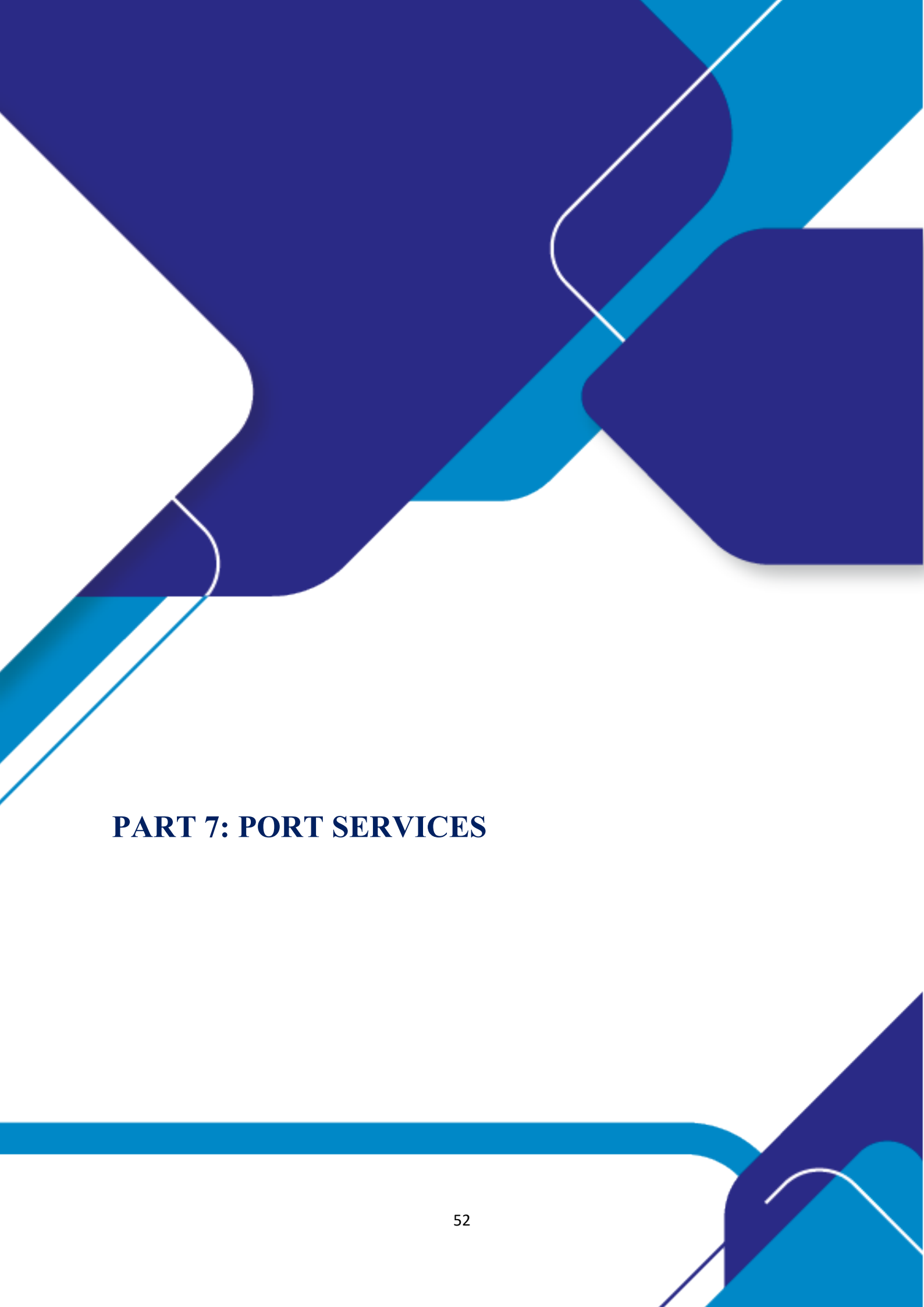
Port Security Officer will board vessels with security Level 2 or 3 to furnish the DoS with SSO. Further security measures will be implemented as per the Port Security Plan. Acceptance or denial of vessels with such heightened Security Levels is subject to the Port authority's description.

6.2.4 Reporting of Security Breaches or Suspicious Behavior

Ships Masters and all port users in Dibba Port shall report all breaches of security, criminal activity or suspicious behavior. Immediate reports of security breaches, criminal activity or suspicious behavior should be made to Port Control, Security officer and Police (Tel: 999) as appropriate.

6.2.5 Declaration of Security

Unless the ship is operating at a different Security Level than the port, ships arriving at Dibba Port are not required to request a Declaration of Security (DOS). Ship Security Officer seeking a Declaration of Security, needs to contact the Port Security Officer.



PART 7: PORT SERVICES

PART 7: PORT SERVICES

A broad range of marine services are provided at Dibba Port. Marine services can be arranged via ship's agent and include but are not limited to the following; Alternatively, those services can be availed at Fujairah Anchorage Area.

- Bunkering
- Lube Oil supply
- Fresh water
- Stores and provisions
- Waste Disposal
- Repairs
- Ship Sanitation Certification
- Surveys
- Medical Facility
- Diving & underwater inspection
- Technical services

APPENDIX A

FUJAIRAH PORT AUTHORITY
DIBBA PORT



هيئة ميناء الفجيرة
ميناء دبا

PRE-ARRIVAL NOTIFICATION PERMISSION TO ENTER

1 Vessel Information									
Vessel Name						Imo No.			
Call Sign			Vessel Type			Specify others			
Flag				Port of Registry					
GT			NT			DWT			
LOA(m)			Beam (m)			Class			
Year of Built			Vessel Mob / Satellite No.						
2 Ownership									
Vessel Owner									
Vessel Charterer									
Vessel Management									
Vessel Registered Owner									
P&I Club									
Seafarers Insurance Provider									
3 Voyage Details									
Master's Name						Nationality			
ETA				ETD					
Local Agent				Owner's Matters Agent					
Last Port				Next Port					
Draft Fwd.				Draft Aft.					
Arrival Condition	☒	Ballast	☐	Loaded Full	☐	Loaded Partly			
Description						Qty			
Cargo onboard									
Hazardous & Dangerous Cargo	☒	No	☐	Yes	IMO Hazard Classes				
Nature of Call	☐	Cargo Operation	Specify:						
	☐	Bunkering	☐	Crew Change	☐	Stores / Provision			
	☐	Survey	☐	Repairs	☐	S.T.S			
	☐	Projects	☐	Underwater Inspection	☐	Waiting Orders			
	☐	Hull Cleaning	☐	Waste Disposal [Specify]					
	☐	Others (specify)							
Method at IMO 2020 Compliance	☒	Compliant Fuel	☐	Closed Loop Exhaust Gas Scrubber					
Vessel intends to call the port facility [Select from the list, specify if others]									
Port Facility				Specify if Others					

Contd..2/-

4 Information required by SOLAS Chapter XI-2 & ISPS Code					
Security Level	Level 1	ISSC is valid	☐ Yes	☒ No	
ISSC number		Date of Issue		Date of Expiry	
Issued by (name of Administration or RSO)					
Does the ship have an approved SSP onboard?		☐ Yes	☐ No		
Last 10 Ports of Call and Security Level at Port Facilities in chronological order (most recent call first)					
Port	Country	Arrival Date	Departure Date	Security Level	Comments
Have any special security measures been taken by the ship during ship/port interface at the last 10 port facilities?				☐ Yes	☐ No
If Yes, please detail measures:					
Security guards on board				☐ Yes	☐ No
Arm & Ammunition On board				☐ Yes	☐ No
A copy of the ship's crew list (IMO FAL Form 5) is attached?				☐ Yes	☐ No
A copy of the ship's passenger list (IMO FAL Form 6) is attached? (if applicable)				☐ Yes	☐ No
Does the vessel have any deficiencies?				☐ Yes	☐ No
If the answer is Yes, please specify:					
5 Declaration					
I, the Master of the vessel hereby confirm that the information provided in this form is complete, true and correct to the best of my knowledge. I further confirm that all statutory ship's certificates are valid and available onboard.					
<u>Master's Signature</u>				Vessel's Stamp	

APPENDIX B

FUJAIRAH PORT AUTHORITY
DIBBA PORT



هيئة ميناء الفجيرة
ميناء دبا

PILOT REQUEST NOTIFICATION

IT IS THE MASTER'S RESPONSIBILITY TO ENSURE THAT THE BELOW IS A TRUE AND ACCURATE DECLARATION OF VESSEL INFORMATION AND EQUIPMENT STATUS							
1.	GENERAL						
1.1	Vessel name				1.2	IMO Number	
1.3	LOA (m)				1.4	Beam (m)	
1.5	GT				1.6	Berthing Displacement	
1.7	Berthing Drafts	Forward	Aft	Midship	1.8	Local Agent	
1.9	Terminal						
2.	Vessel Equipment						
2.1	Is the machinery and equipment below in good working condition?						
		Yes	No			Yes	No
2.1.2	Main Engine	☐	☐	2.1.3	Engine bridge control / Telegraph	☐	☐
2.1.4	Auxiliary engines (generators)	☐	☐	2.1.5	Gyro and Magnetic Compass	☐	☐
2.1.6	Anchors and windlass	☐	☐	2.1.7	ECDIS	☐	☐
2.1.8	Bow / Stern thrusters	☐	☐	2.1.9	Radars	☐	☐
2.1.10	Whistle	☐	☐	2.2.11	Mooring ropes and winches	☐	☐
2.1.12	All Rudder indicators	☐	☐	2.1.13	VDR (Voyage Data Recorder)	☐	☐
2.1.14	All RPM indicators	☐	☐	2.1.15	Steering gear system including emergency system	☐	☐
2.1.16	All ROT indicators	☐	☐	2.1.17	Pilot boarding arrangement comply with SOLAS Chapter V, regulation 23 and IMO Resolution A.1045(27) (as amended by A.1108(29))	☐	☐
2.1.18	Minimum 12 consecutive starts (for reversable engines) in accordance with SOLAS requirements	☐	☐	2.1.19	At night, all bridge (including bridge wings) equipment tachometers & indicators are adequately illuminated?	☐	☐

Contd..2/-

**FUJAIRAH PORT AUTHORITY
DIBBA PORT**



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3.	Protrusions or Overhand from Ships Side (eg. Rubbing Strake, Door Sills, Davits etc.				
	Yes	☐	No	☐	
				During Berthing	During unberthing
3.1	Height from water level (m)				
3.2	Length (m)				
3.3	Depth (m)				
4.	Oil stains on ship's Hull				
	Oil Stains on Ship's Hull	Yes	☐	No	☐
5.	I hereby declare that the information provided above is to the best of my knowledge true and correct				
Name of Ship Master				Signature	
				Date	

