

Applicant's name, full address, telephone no. and e-mail:

Application for registration of Ship in a Foreign Bareboat Register

a. Distinctive number or letters/Call sign	b. Name	c. Port of registry
d. Name, full address, telephone no. and e-mail of Charterer::		e. Nationality
Foreign Bareboat Register:		
f. The ship will be registered in the (country)?	g. Distinctive number or letters/Call sign and name	h. Period of Bareboat registration (Start/commencement date and end date)
<p>The conditions in:</p> <p>a) Section 11c, sub-section 4 and section 11d, sub-section 2 of the Act on the Danish International Register of Shipping, and</p> <p>b) section 24, sub-section 4 and section 25, sub-section 2 of the [Danish] Merchant Shipping Act</p> <p>are met.</p>		
Place	Date	
The Shipowner's signature		

The Power of Attorney or Procura must be submitted if signed in accordance with the Power of Attorney or Procura.

All illegible signatures must be repeated in block letters, by a stamp or in typescript.

Reserved for the Register of Shipping

GUIDELINES

Please forward this form
and original documents to:

The Danish Maritime Authority
Register of Shipping
Fjordvænget 30
DK-4220 Korsør

This form must be used when applying for registration of a ship bareboat chartered to a foreign register and flying **the Danish flag**.

The form must be accompanied by the original bareboat contract or extract of this as well as documentation that the owner and bareboat charterer are authorised to sign the contract.

These documents must be certified by the Notary Public. The requirement for legalisation is only for notaries from non-EU-/EØS(EEA) countries. An original certificate must also be submitted from the foreign register that the ship is registered.

In addition, a declaration must be submitted from all registered creditors and owners of the rights that the ship can fly a foreign flag and is subject to foreign law.

Documentation is also required that the flag change is necessary, if the ship is bareboat chartered out to a foreign company where the shipowner has a direct or indirect capital investment of 20% or more, and the shipowner also has influence on the company's operations.