

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

Application for registration of the Ship under construction

		a. Distinctive number or letters
b. Type	c. Requested name, if relevant	d. Estimated gross tonnage
e. Name, full address, telephone no. and e-mail of the shipyard.		f. Construction no.
		g. Year of construction
		h. IMO no.
i. Name, full address, telephone no. of the construction owner.		
j. The ship is built on account		<input type="checkbox"/> Shipyard <input type="checkbox"/> Construction owner
k. Who is registered as the owner?		<input type="checkbox"/> Shipyard <input type="checkbox"/> Construction owner
l. Information about the construction of the ship, its identification, as well as the value of the materials stored.		
l. Verification about the ship (to be made by the Danish Maritime Authority, a classification society or an authorised tonnage measurer). It is hereby confirmed that the information given in field k is correct, that the construction of the ship has proceeded so much that it is identifiable and it is estimated that the gross tonnage will be at least 5.		
Stamp and signature:		

GUIDELINES

Please forward this form
and original documents to:

The Danish Maritime Authority
Register of Shipping
Caspar Brands Plads 9
DK-4220 Korsør

This form must be used when applying for registration of a ship in the Shipbuilding Register, which is being constructed in this country.

If the person registered as the Shipowner is not registered in the Register of Shipping, an application for registration for the shipping company must be submitted.

If the hull of the ship has been built at one shipyard and the ship has been completed at another shipyard, a builder's certificate for the hull must be submitted from the first shipyard.

The signature of the shipyard must be documented. If the hull is being built abroad, the signature must be confirmed by the Notary Public in the country concerned. If the shipyard is Danish, a transcript from the Danish Business Authority or similar documentation must be enclosed.

If the hull is imported from abroad, either a certificate of deletion or a non-registration certificate must be enclosed from the Register of Shipping of the country concerned.