

F3.1c Grain Vessels Application For Berth

This application is for Grain Vessels only
This **application** and **pilot card** must be lodged at least **four** days prior to arrival.
The application must be emailed to harbourmaster@midwestports.com.au

Section 1: Vessel Details, Berthing Information & DUKC Hydrostatic Data							
Ships Name:				Ships Email Address:			
IMO Number:				MMSI Number:			
Last Port:				Next Port after Geraldton			
ETA DATE:		Time:		Time required alongside		HRS	
LOA:				LBP:			
GRT:				DWT:			
Bridge to FWD:				Bridge to AFT:			
Summer Draft:				Beam:			
Consecutive Air Starts:				Main Engine Power		HP/KW	
Bow Thruster		HP/KW		Berth Preference:		Side To:	
Stern Thruster		HP/KW					
Chart AUS 81 or AusENC5081P1 on board (paper or type approved ECDIS) 04-Nov-2016 Edition with latest corrections			YES / NO		If No, when will edition arrive on board?		
Deficiencies:		YES / NO		If yes , details			
Section 2: Information for Mooring, Gangway and Towage							
A minimum of five (5) un-spliced lines at each end				Vessels less than 189m LOA require 6 lines FWD and AFT			
				Vessels greater than 189m LOA require 7 lines FWD and AFT			
Two Spring Lines are required both forward and aft. Please advise position & number			Main Deck		Forecastle		Poop (Aft)
To position the gangway on the wharf, please indicate the position of the gang way foot from the front of the accommodation				Meters		Fwd / Aft	
SWL in tonnes for tug		Aft - centre line		Quarter- aft of bridge		Shoulder-main deck	
Leads		Panama/roller		Panama/roller		Panama/roller	
Bits							
Section 3: Cargo Operations							
Indicate each hold to be worked at Geraldton			1	2	3	4	5
Type of Cargo 1			Quantity				
Type of Cargo 2			Quantity				
Type of Cargo 3			Quantity				

I confirm that the CARGO for this vessel is ready to the extent that loading or unloading can commence immediately upon arrival at berth and continue until completion at a loading rate commensurate with the design capacity of the facility?

Yes / No

If No, when will you be able to confirm to MWPA that the cargo will be available?

Date ___/___/___ Time _____

A loading plan must be submitted with this berth application

The loading plan must include relevant air draft from water line to hatch cover for arrival, departure and each pour/sequence of loading and actual de-ballasting pumping rate and time required to complete de-ballasting program.

WARNING: Vessels discharging general cargo or lifting hatch covers or tween decks onto the wharf may need to obtain a Crane Lift Permit as wharves have structural limitations that cannot be exceeded. Refer to https://www.midwestports.com.au/permit_system.aspx for the requirements.

F3.1c Grain Vessels Application For Berth

Section 4: Vessel Drafts & DUKC

**FWD Draft to be not less than 2.5% LOA & AFT Draft to be not less than 110% full propeller immersion
Vessel's greater than 190m LOA in Wind >23k Draft to be not less than FWD 7m and AFT 9m**

It is important that all parties involved are aware prior to berthing that achieving the draft indicated on this Berth Application is not guaranteed.

Grain vessels must ensure that they can achieve (and provide DUKC figures) a 'Grain Stable' condition at multiple stages beyond 10mtrs, through to the anticipated departure draft. This is to ensure that the vessel is safe to depart should the vessel not achieve the maximum intended draft.

Ships Name:	Grain Stable Conditions required for all drafts listed below					
	Arrival	under 10m	under 11m	under 11.5m	under 12m	Departure
FWD Draft*						
MID Draft*						
AFT Draft*						
Parallel Body Length						
Displacement						
GMf (m) (Transv. Metacentric height corrected, actual figure. For free surface effects)						
GMs (m) (Transverse metacentric height – GMs = KM – KG)						
KG (m) (Vertical centre of gravity)						
KM (m) Keel to Metacentre						

*Indicates anticipated data that may be adjusted closer to the time of actual movement.

Section 5: Port Services

Fresh Water Required Quarantine Waste Required Stores to be delivered

Bunkers Required Repairs Required Shore Cranes Required

Shore Tension Units Number of Shore Tension Units Requested: 2 or 4 (circle required)

This application is made by the designated principal agent conditional to the requirements of the Mid West Ports Authority, Port Berthing Priority Code, Shore Tension Priority Code and subject always to the directions of the Harbour Master

Principal Agent's Name

Signature of Principal Agent's Authorised Representative

Agent's Name Date Submitted

By signing this I acknowledge that I have read and agree to the terms and conditions (F3.1a Terms and Conditions of the Berth Application)

Note:

1. Loader Air Draft at LAT (Lowest Astronomical Tide) - Berth # 3 = 14.5m # 4 = 15m #5 = 17m #6 = 17m ie. Subtract tide
2. Dangerous goods must be shown separately, and notice given on the prescribed AMSA forms
3. Advice of change of ETA is acceptable in any written format
4. Vessels are subject to PSC scrutiny in respect of compliance with ship vetting protocols.
5. AMSA will be advised of any deficiencies
6. Any vessel with a draft exceeding 10m may be subject to swell imposed draft limitations DUKC
7. Stores not to be left on wharf