

This application is for all vessels excluding Tankers and Grain Vessels
 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) 14-Dec-2018 Edition with latest corrections	YES / NO	If No, when will edition arrive on board?	
Deficiencies:	YES / NO	If yes, submit copy of AMSA forms 18/19 with this application	
Pilot Boarding Arrangements as per IMO requirements & in good order	YES / NO		
Sulphur in fuel oil to 0.50% m/m (mass by mass)	YES / NO		

Section 2: Information for Mooring, Gangway and Towing

No use of spliced OR wire mooring lines permitted	Vessels less than 189m LOA require 4 + 2 lines FWD and AFT			
	Vessels greater than 189m LOA require 5 + 2 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	Forward - Centre line
Leads	Panama/roller	Panama/roller	Panama/roller	Panama/roller
Bits				

Section 3: Cargo Operations

Indicate each hold to be worked at Geraldton	1	2	3	4	5	6	7
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.

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.

For Deep vessels > 11.7m Stability Data is required at 11.7m even keel to assist in early DUKC planning and scheduling				
Ships Name: _____	Arrival	Intended Departure	Vessel's > 11.7m	Actual Departure (Submitted no later than 2 hours prior to departure)
FWD Draft*				
MID Draft*				
AFT Draft*				
Parallel Body Length				
Displacement				
GMf (m) <small>(Transv. Metacentric height corrected, actual figure. For free surface effects)</small>				
GMs (m) <small>(Transverse metacentric height – GMs = KM – KG)</small>				
KG (m) <small>(Vertical centre of gravity)</small>				
KM (m) <small>Keel to Metacentre</small>				

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

Section 5: Port Services

Fresh Water Required	<input type="checkbox"/>	Quarantine Waste Required	<input type="checkbox"/>	Stores to be delivered	<input type="checkbox"/>
Bunkers Required	<input type="checkbox"/>	Repairs Required	<input type="checkbox"/>	Shore Cranes Required	<input type="checkbox"/>
Shore Tension Units	<input type="checkbox"/>	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 (PIL-PRO-011/FRM-05B 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