

PIL-PRO-011/FRM06a Tanker Application for Berth

This application is for Tanker Vessels only

This **application** and **pilot card** must be lodged **four** days prior to arrival.

The application must be emailed to HarbourMasters@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	
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 Towage

No use of spliced OR wire mooring lines permitted		Tankers require 7 lines FWD and AFT	
Distance of Manifold from Bridge front		Manifold/s to be used	
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			
Forward - Centre line			
Panama/roller			

Section 3: Cargo Operations

Indicate each hold to be worked at Geraldton	1	2	3	4	5	6	7
Cargo's On Board							
Product Name 1	Quantity			H2Sppm			
Product Name 2	Quantity			H2Sppm			
Product Name 3	Quantity			H2Sppm			
Product Name 4	Quantity			H2Sppm			
Cargo's To Be Discharged							
Product Name 1	Quantity			H2Sppm			
Product Name 2	Quantity			H2Sppm			
Product Name 3	Quantity			H2Sppm			

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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	Vessel's > 11.7m	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	<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

Pre-start check with all parties (Wharf Supervisor, Agent, Watchmen, Fuel Line Fitter, Terminal Rep, Vessel Rep), has been organized to commence prior to vessels discharge

Principal Agent's Name

Signature of Principal Agent's Authorised Representative

Agent's Name Date / /

By signing this I acknowledge that I have read and agree to the terms and conditions (PIL-PRO-011/FRM-06b 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