

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) 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 | | | | 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 | | 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.

Grain vessels must ensure that they can achieve (and provide DUKC figures) a 'Grain Stable' condition at multiple stages of loading from the time of commencement 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 | 1st stable load point | 2nd stable load point | 3rd stable load point | 4th stable load point | 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 (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