

This Application is for all vessels excluding Tankers and Grain Vessels.
 This **Application** and **Vessel Pilot Card** must be lodged at least **four** days prior to arrival.
 The Application must be emailed to shipping@midwestports.com.au

Section 1. Vessel Details, Berth Information and DUKC Hydrostatic Data

Vessel Name	Vessel Name	Vessel Email Address	Email Address
IMO Number	Number	MMSI Number	Number
Last Port	Last Port	Next Port after Geraldton	Next Port
ETA Date	date	Time	Time
LOA	LOA	LBP	LBP
GRT	GRT	DWT	DWT
Bridge to FWD	Bridge to FWD	Bridge to AFT	Bridge to AFT
Summer Draft	Summer Draft	Beam	Beam
Consecutive Air Starts	Air Starts	Main Engine Power	Number HP/KW
Bow Thruster	Number HP/KW	Berth Preference	Berth Pref
Stern Thruster	Number HP/KW		
ENC AU5GET01 and AU429114 or Paper Chart AUS 81. Latest editions with updated corrections		<input type="checkbox"/> Yes <input type="checkbox"/> No	If No, when will edition arrive on board
Harbour Master to be notified if Port Passage Plan cannot be loaded onto ECDIS (refer to Pilot Instructions email).			
Deficiencies	<input type="checkbox"/> Yes <input type="checkbox"/> No	If Yes, submit copy of AMSA Forms 18/19 with this Application	
Pilot Boarding Arrangements as per IMO requirements and in good order			<input type="checkbox"/> Yes <input type="checkbox"/> No

Section 2. Information for Mooring, Gangway and Towage

No use of spliced, wire or excessively heavy mooring lines permitted	Vessels less than 189m LOA require 4 + 2 lines FWD and AFT			
Berth 7 Vessels: 6 x Head Lines / 6 x Stern Lines (No Spring Lines)	Vessels greater than 189m LOA require 5 + 2 lines FWD and AFT			
Two Spring Lines are required both forward and aft. Please advise Position and Number below	Main Deck	Main Deck	Forecastle	Forecastle
To position the gangway on the wharf, please indicate the position of the gangway foot from the front of the accommodation.	Metres		Number M	<input type="checkbox"/> FWD <input type="checkbox"/> AFT
SWL in Tonnes for Tug/STUs	Aft – Centre Line	Quarter – Aft of Bridge	Shoulder – Main Deck	Forward – Centre Line
Leads (<i>select and SWL</i>)	Panama/roller	Panama/roller	Panama/roller	Panama/roller
Bits (SWL)	Number	Number	Number	Number

Section 3. Cargo Operations

Indicate each hold to be worked at Geraldton	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Type of Cargo 1	Cargo 1	Quantity		Number			
Type of Cargo 2	Cargo 2	Quantity		Number			
Type of Cargo 3	Cargo 3	Quantity		Number			
The Master confirms that the Vessel is in all respects ready to load at the nominated rate for that berth						<input type="checkbox"/> Yes	<input type="checkbox"/> No

A Loading/Discharge Plan must be submitted with this Berth Application.

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

Date date | Time Time

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. https://www.midwestports.com.au/permit_system.aspx

Prior to berthing, the Shipper will need to confirm that the cargo can be worked continuously and provide details of cargo load/discharge rates.

Section 4. Vessel Drafts and DUKC

Vessels Less Than 190m
 Forward Draft: Must be $\geq 2.5\%$ LOA. However, for all vessels a forward draft of between 2.25% and 2.5% may be considered in daylight and winds less than 23kts.
 Aft Draft: Propeller Immersion must be 110%. However, propeller immersion of between 110% and 100% may be considered in daylight and winds less than 23kts.

Vessels Between 190m and 219.9m
 Forward Draft: Must be a minimum 6.0m
 Aft Draft: Must be a minimum of 8.0m. Propeller Immersion must be 110%. However, propeller immersion of between 110% and 100% may be considered in daylight and winds less than 23kts.

Vessels 220m or Greater
 Forward Draft: Must be a minimum 7.0m
 Aft Draft: Must be a minimum of 9.0m. Propeller Immersion must be 110%. However, propeller immersion of between 110% and 100% may be considered in daylight and winds less than 23kts.

****Trim** for all vessels is not to exceed 0.0m by the head, and 1.3% of LOA by the stern.
***** Forward draft for all vessels** between 2.0% and less than 2.25% of LOA, may be considered at Harbour Master and Pilot discretion.

It is important that all parties involved are aware prior to berthing that achieving the **departure 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

	Arrival	Vessel's >11.7m	Departure
FWD Draft*	Number	Number	Number
MID Draft*	Number	Number	Number
AFT Draft*	Number	Number	Number
Parallel Body Length	Number	Number	Number
Displacement	Number	Number	Number
GMf (m) (Transverse Metacentric Height corrected, actual figure. For free surface effects)	Number	Number	Number
KG (m) (Vertical centre of gravity)	Number	Number	Number

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

Section 5. Sign-off

This application is made by the designated Principal Agent conditional to the requirements of the Mid West Ports Authority, Port Berthing Priority Code, ShoreTension Priority Code and subject always to the directions of the Harbour Master.

Principal Agent's Name	Name
Signature of Principal Agent's Authorised Representative	Signature
Agent's Name	Name
Date Submitted	date

By signing this I acknowledge that I have read and agree to the terms and conditions ([Terms and Conditions of the Berth Application](#))

- Note:**
1. Loader Air Draft at LAT (Lowest Astronomical Tide) – Berth # 3 = 14.5m # 4 = 14.0m #5 = 16.0m #6 (Rotainer Crane) = 16.0m {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 vessel 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.