

To be completed by all vessels and submitted no later than 4 days prior to arrival

**SECTION 1. GENERAL DETAILS**

|   |                      |                                 |                      |                      |                      |
|---|----------------------|---------------------------------|----------------------|----------------------|----------------------|
| 1.1. Vessel Name:   | <input type="text"/> | 1.2. IMO:                       | <input type="text"/> |                      |                      |
| 1.3. MMSI:  | <input type="text"/> | 1.4. Tel/Mobile:                | <input type="text"/> |                      |                      |
| 1.5. Vessel Email:  | <input type="text"/> |                                 |                      |                      |                      |
| 1.6. Previous Port:   | <input type="text"/> | 1.7. Next Port:                 | <input type="text"/> |                      |                      |
| 1.8. ETA Date:  | <input type="text"/> | 1.9. ETA Time:                  | <input type="text"/> |                      |                      |
| 1.10. LOA:  | <input type="text"/> | 1.11. Beam:                     | <input type="text"/> | 1.12. DWT:           | <input type="text"/> |
| 1.13. GRT:  | <input type="text"/> | 1.14. Summer Draft:             | <input type="text"/> | 1.15. Moulded Depth: | <input type="text"/> |
| 1.16. Stern to Bridge:  | <input type="text"/> | 1.17. Bow to Bridge:            | <input type="text"/> |                      |                      |
| 1.18. Intended Berth:   | <input type="text"/> | 1.19. Preferred Side Alongside: | <input type="text"/> |                      |                      |
| 1.20. If Geared – Number and Orientation of ships cranes:             | <input type="text"/> | <input type="text"/>            | <input type="text"/> |                      |                      |
| 1.21. Does the vessel have any existing condition of Class / Defects: | <input type="text"/> |                                 |                      |                      |                      |

IF YES please provide class/defect details:

**SECTION 2. COMPANY / TECHNICAL MANAGEMENT**

|                                 |                      |
|---------------------------------|----------------------|
| 2.1 Company Name (as per DOC):  | <input type="text"/> |
| 2.2 Name of DPA / Tech Manager: | <input type="text"/> |
| 2.3 Contact Email:              | <input type="text"/> |
| 2.4 Contact Phone:              | <input type="text"/> |

**SECTION 3. MAIN ENGINE / AUX ENGINE / EMERGENCY GENERATOR**

|  |                      |                                   |                      |                |                      |
|--|----------------------|-----------------------------------|----------------------|----------------|----------------------|
| 3.1 Main Engine Power (HP/KW):   | <input type="text"/> | 3.2 % Astern of full ahead power: | <input type="text"/> |                |                      |
| 3.3 Thrusters available:   | <input type="text"/> | BOW (KW/HP):                      | <input type="text"/> | STERN (KW/HP): | <input type="text"/> |
| 3.4 Consecutive Air Starts (number):                                       | <input type="text"/> |                                   |                      |                |                      |
| <u>3.5 Power Limiters:</u>   |                      |                                   |                      |                |                      |
| 3.5a Are Power Limiters (SHaPoLi or EPL) installed:                        | <input type="text"/> |                                   |                      |                |                      |
| 3.5b If limiter installed: Can it be overridden:                           | <input type="text"/> |                                   |                      |                |                      |
| 3.5c If Limiter Installed: State Vessels Maximum design power (unlimited): | <input type="text"/> |                                   |                      |                |                      |
| 3.5d If Limiter Installed: State Vessels Limited power:                    | <input type="text"/> |                                   |                      |                |                      |

3.5e Can limiters be overridden during Pilotage (Ports preference if possible)   
If limiters are not overridden, environmental thresholds for pilotage will be applied):

3.6f Time required to override limiter:

3.7 What is the IMO 2020 compliance method being used by Vessel when at Geraldton Port:

3.8 If using EGCS – what type of scrubbers:

3.9 Is the Main Engine fully functional with no known defects.  
(If NO – state nature of defect):

3.10 Are all Auxiliary engines (generators) and emergency generator fully functional with no known defects: (If NO state nature of effect):

**SECTION 4. STEERING**

4.1 Is the Steering gear including Emergency steering system fully functional with no known defects?  
(If NO state nature of defect):

**SECTION 5. NAVIGATION**

5.1 Are all Bridge and Navigation equipment in good working order?  
If NO provide details:

5.2 Does Vessel have ENC AU5GET01 and AU429114 (latest edition with corrections):

5.2a If NO – does Vessel have Paper Chart AUS 81(latest edition with corrections):

5.2b If NO to both above – when will Charts be delivered to Vessel:

**SECTION 6. MOORING AND TOWAGE**

6.1 Does the vessel have synthetic (non-wire) mooring lines?  
(Lines must be in good condition with no joints, splices, shackles, knots or bends)

6.2 Location of Spring lines (2 lines must be available for springs at each end)

6.2a Forward springs (Forecastle or main-deck):

6.2b After Springs (Poop or main-deck):

6.3 Location of foot of Gangway from Bridge front (meters Forward or Aft):

6.4 SWL of LEADS for Towage (SWL in tonnes)

|                      |                       |                      |                       |
|----------------------|-----------------------|----------------------|-----------------------|
| Aft-Centre Line      | Quarter Aft of Bridge | Shoulder – Main Deck | Forward – Centre Line |
| <input type="text"/> | <input type="text"/>  | <input type="text"/> | <input type="text"/>  |

6.5 SWL of BITTS for Towage (SWL in tonnes)

Aft-Centre Line

Quarter Aft of Bridge

Shoulder – Main Deck

Forward – Centre Line

SWL:

SWL:

SWL:

SWL:

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## SECTION 7. CARGO / NON-CARGO OPERATIONS

### 7.1 General Bulk or Grain

7.1a Type of Cargo 1  Cargo Quantity  Load/Discharge

7.1b Type of Cargo 2  Cargo Quantity  Load/Discharge

7.1c Type of Cargo 3  Cargo Quantity  Load/Discharge

### 7.2 Tanker (Bulk Liquids)

7.2a Product Name 1  Cargo Quantity  H2S ppm

7.2b Product Name 2  Cargo Quantity  H2S ppm

7.2c Product Name 3  Cargo Quantity  H2S ppm

7.2d Other Types of Products onboard NOT being discharged:

7.2d Product Name 1  Cargo Quantity  H2S ppm

7.2d Product Name 2  Cargo Quantity  H2S ppm

7.3 Tanker Manifold - Distance from Stern to Manifold (m):

### 7.4 Non-Cargo Vessel

7.4a Type of Vessel:  If other, please specify:

7.4b If a Cruise Vessel Number of Passengers:  Number of crew:

7.4c If not a cruise vessel specify reason for visit:

### 7.5 Stevedores

7.5a Stevedore booked to work vessels cargo:

If other, please advise:

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## SECTION 8. VESSEL ARRIVAL AND DEPARTURE CONDTION

### 8.1 ARRIVAL

FWD DRAFT(m)  MID DRAFT (m)  AFT DRAFT(m)  DISPLACMENT (T)

### 8.2 DEPARTURE

FWD DRAFT(m)  MID DRAFT(m)  AFT DRAFT(m)  DISPLACMENT (T)

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## SECTION 9. RELATED DOCUMENTS

### 9.1 Documents Reviewed and actioned Prior to Entry into the Port of Geraldton

|  |                      |
|--|----------------------|
| Pilot Ladder Checklist:                      | <input type="text"/> |
| Vessel's Pilot Card:                         | <input type="text"/> |
| Vessel's General Arrangement Plan:           | <input type="text"/> |
| DUKC Form (if drafts are 10.00m or greater): | <input type="text"/> |
| Loading Plan:                                | <input type="text"/> |
| Local Marine Notices:                        | <input type="text"/> |
| Harbour Master Instructions:                 | <input type="text"/> |

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## SECTION 10. PORT TECHNICAL INFORMATION

### 10.1 Vessel Drafts and Trim Requirements

#### **10.1a - Vessels Less than 190m LOA:**

Fwd Draft: Must be  $\geq 2.5\%$  LOA. However, for all vessels a Fwd Draft of between 2.25% and 2.5% may be considered in daylight and with winds less than 23kts.

Aft Draft: Propellor Immersion must be 110%. Propellor immersion of between 100% and 110% may be considered in daylight and with winds less than 23 kts.

#### **10.1b - Vessels Between 190m and 219.9m LOA:**

Fwd Draft: Must be a minimum of 6.0m

Aft Draft: Must be a minimum of 8.0m Propellor Immersion must be 110%. Propellor immersion of between 100% and 110% may be considered in daylight and with winds less than 23 kts.

#### **10.1c - Vessels 220m LOA or Greater:**

Fwd Draft: Must be a minimum of 7.0m

Aft Draft: Must be a minimum of 9.0m Propellor Immersion must be 110%. Propellor immersion of between 100% and 110% may be considered in daylight and with winds less than 23 kts.

#### **10.1d - Trim**

Trim for all vessels is not to exceed 0.0m by the head and 1.3% of LOA by the stern.

#### **10.1e - Forward Draft**

Forward Draft for all vessels between 2.0% and 2.25% of LOA may be considered at Harbourmaster and Pilot discretion.

### **10.2 Mooring / Gangway / Towage**

No use of spliced, wire or excessively heavy mooring lines permitted.

All Berths (Except Berth 7): Vessels 189.99m LOA or less require 4 + 2 lines Forward and Aft

Berth 7: All Vessels require 6 x Headlines and 6 x Stern lines (No Springs)

### 10.3 Cargo Operations

A Loading / Discharge Plan must be submitted prior to Berthing.

Loading/Discharge plan must include relevant Air-draft information (from water line to hatch cover in m)

### 10.4 Critical Machinery

Masters and Engineers are to ensure that prior to pilotage, all critical equipment are checked and in operating condition.

Main Engine must not be tested when vessel is alongside the berth until pilot is onboard the vessel.

Full manoeuvring power must be available at all times when manoeuvring under pilotage or in Port Waters.

Ships fitted with Shaft Power or Engine Power Limiters must be able to override limitations when instructed by the pilot or may be deemed unsuitable for the Port of Geraldton

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## SECTION 11. TERMS AND CONDITIONS

Terms and Conditions of the Berth Application can be downloaded on the below link:

[https://www.midwestports.com.au/Profiles/midwestports/Assets/ClientData/Controlled\\_Documents/10.%20forms/Terms\\_and\\_Conditions\\_of\\_the\\_Berth\\_Application.pdf](https://www.midwestports.com.au/Profiles/midwestports/Assets/ClientData/Controlled_Documents/10.%20forms/Terms_and_Conditions_of_the_Berth_Application.pdf)

[https://www.midwestports.com.au/Profiles/midwestports/Assets/ClientData/Controlled\\_Documents/10.%20forms/Terms\\_and\\_Conditions\\_of\\_the\\_Tanker\\_Berth\\_Application.pdf](https://www.midwestports.com.au/Profiles/midwestports/Assets/ClientData/Controlled_Documents/10.%20forms/Terms_and_Conditions_of_the_Tanker_Berth_Application.pdf)

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## SECTION 12. DECLARATION

I declare that the above facts are true and accurate.

11.1 Full name of Master:

11.2 Signature of Master:

11.3 Date and time of Declaration:

11.3 Lead Agent Company:

11.4 Signature of Agency agreeing to the terms and conditions:

11.5 Date and time application submission:

Notes:

1. This is an electronic form - Section 11.2, Masters name is sufficient, and signature is not mandatory.
2. This form is not required to be printed