

# Terminal Information Booklet



This information booklet contains information relating to the Port of Hay Point, Dalrymple Bay Coal Terminal and Dalrymple Bay Coal Terminal Pty Ltd (DBCT P/L).

The information and procedures in this booklet are subject to amendment following prior notification to relevant stakeholders.

The information is believed to be correct at the time of printing. However, DBCT P/L does not warrant that any information in this booklet is correct and accepts no responsibility for the validity, accuracy or sufficiency of any information.

Recommendations regarding mooring and loading procedures are a guide only and are in no way intended to be comprehensive or to indicate that all other usual procedures and precautions should not be observed.

DBCT P/L will not be liable to any person as a result of, or in connection with, any information, requirements, conditions or suggestions in this booklet.

## **EMERGENCY INFORMATION**

**IN THE EVENT OF AN EMERGENCY:**

**IMMEDIATELY inform Hay Point VTS - VHF CHANNEL 16**

**STATE:**

- **VESSEL NAME**
- **POSITION OF VESSEL**
- **NATURE OF EMERGENCY**
- **TYPE OF ASSISTANCE REQUIRED**

**If berthed at Dalrymple Bay Coal Terminal – INFORM THE SHIPLOADER OPERATOR** by UHF radio provided, stating above information and advise if Hay Point VTS has been contacted.

### **TERMINAL INFORMATION**

- Access to and from vessel is with the **TERMINAL GANGWAYS** only
- **Vessel personnel MUST NOT INTERACT with Wharf Fenders in ANY situation. ACCESSING FENDERS IS STRICTLY PROHIBITED.**
- **(DO NOT climb onto, jump over, sit on, walk on or step across fenders)**
- **Crew cannot operate or interfere with access facilities.**
  
- **Crew DO NOT have permission to walk along wharf – you may only go ashore if transport is arranged or for reading drafts. If reading drafts, do not walk through barricaded or roped off area. You must ensure the following protective equipment is worn:**
  - **Helmet / hard hat**
  - **Safety glasses**
  - **Safety footwear**
  - **Long clothing with Hi-Visibility reflectors or Hi Vis vest**
  - **Gloves suitable for holding hand rails - three points of contact required on all ladders.**
  
- **You MUST maintain contact with the Ship-loader Operator at all times whilst alongside by UHF radio provided.**
  
- **MAIN ENGINE TESTING MUST NOT BE CARRIED OUT WHILE ALONGSIDE WITHOUT PRIOR TERMINAL APPROVAL.** Upon completion of loading, Captain is requested to seek permission from the terminal to test the main engine prior to the pilot boarding for sailing. Contact 0419 024 188 or via terminal UHF radio.

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<b>Term</b>	<b>Definition</b>
<b>AMSA</b>	Australia Maritime Safety Authority
<b>AQIS</b>	Australian Quarantine and Inspection Service
<b>AWE</b>	Department of Agriculture, Water & Environment (Provide Quarantine Clearance Certificate)
<b>Berth</b>	A berth at the Terminal
<b>BOM</b>	Australian Bureau of Meteorology
<b>Australian Border Force</b>	Australian Customs and Border Protection Service
<b>DBCT P/L</b>	Dalrymple Bay Coal Terminal Pty Ltd ACN 010 268 167 – Terminal Operator
<b>DBIM</b>	Dalrymple Bay Infrastructure Management Pty Limited ACN 097 698 916 – Terminal Lessee
<b>DBCT P/L Representative or Terminal Representative</b>	A representative of DBCT P/L nominated as such
<b>Harbour Master</b>	The harbour master for the Port appointed pursuant to the Transport Operations (Maritime Safety) Act 1994 (Queensland)
<b>HMPE</b>	High-Modulus Polyethylene mooring rope/hawser
<b>HMSF</b>	High-Modulus Synthetic Fibre mooring rope/hawser
<b>Initial Advice</b>	The first notification by the Master of a Vessel advising ETA not less than 10 days prior to planned arrival
<b>Maritime Safety Queensland</b>	The section of the Queensland Government Department of Transport and Main Roads operating under the name Maritime Safety Queensland
<b>Master</b>	The master or chief officer of a relevant Vessel
<b>Pilot</b>	A pilot for the Port provided by Maritime Safety Queensland pursuant to the Transport Operations (Maritime Safety) Act 1994 (Queensland)
<b>Port</b>	Port of Hay Point, Queensland
<b>Port Control</b>	The Port Control Centre for the Port operated by Maritime Safety Queensland
<b>Rightship</b>	A ship vetting specialist offering a ship vetting information system that is a comprehensive, online risk management system to the commercial shipping industry. Used by DBCT P/L in assessing Vessel suitability as an integral part of the DBCT P/L Ship Vetting process
<b>Shiploader</b>	A machine used for loading <a href="#">bulk solid materials</a> like iron ore, coal, fertilizers, grains into Vessels for transportation by sea
<b>Shiploader Operator</b>	The person at a relevant time operating the Shiploader intended to load a Vessel
<b>Ship's Agent or Agent</b>	A relevant vessel's agent operating at the Terminal
<b>Terminal</b>	Dalrymple Bay Coal Terminal (including berths adjacent to the wharf) and located in the Port
<b>Terminal Regulations</b>	the Terminal Regulations which apply in respect of the Terminal at a relevant time
<b>User</b>	A coal producer or their representative holding rights to have coal delivered to, handled at and shipped from the Terminal
<b>VTS</b>	Vessel Traffic Services, a marine traffic monitoring authority established by harbour or port authorities used by Port Control



Welcome to Dalrymple Bay Coal Terminal (the **Terminal**) at the port of Hay Point located 38 kilometres south of the Central Queensland city of Mackay.

The Terminal is operated by Dalrymple Bay Coal Terminal Pty Ltd ACN 010 268 167 (**DBCT P/L**) and owned by Dalrymple Bay Infrastructure Management Pty Limited ACN 097 698 916.

Terminal ship loading facilities are capable of safely loading ships up to 220,000 deadweight tonnes within the Port of Hay Point's tidal range of 7.14 metres.

This booklet will provide Masters and Terminal Users with sufficient information to assist DBCT P/L in its endeavours by ensuring that Vessels are safely, efficiently and effectively berthed, loaded and despatched from the Terminal.

Your co-operation with Terminal requirements will be appreciated and is required if you interact with the Terminal in any way.

DBCT P/L's aim is to be a leader in coal chain logistics, terminal management and planning (operating within the Maritime Transport and Offshore Facilities Security Act 2003). We seek to have:

- Safety as a foundation value
- Terminal dependability through reliability and operating excellence
- Responsiveness to the needs of stakeholders
- Strategic coal chain focus
- A culture of innovation and continuous improvement; and
- Sustainable operating practises to reduce impacts to the receiving environment.

### **Critical Success Factors – Business Goals**

- **Safety** – DBCT have safe outcomes through proactive risk management and deliberate actions of our people.
- **Environment** – DBCT will proactively engage our people and stakeholders to achieve sustainable environmental outcomes.
- **Throughput** – DBCT will have the right systems, processes, tools and structures to maximise Terminal throughput.
- **Customer / Stakeholder** – DBCT will actively engage our customer and key stakeholders to deliver on agreed service requirements and support supply chain performance towards 85Mtpa.
- **People** – DBCT will have a safe, flexible and productive workforce with opportunities for targeted growth and development where contributions are recognised and successes as a team are celebrated.
- **Financial** – DBCT will optimise the effectiveness of our spend to provide lowest cost Terminal Operations within our risk profile

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## **1. General Information**

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DBCT P/L is a key player in the world's global coal export market and is critical to the economic prosperity of Queensland and Australia. With an uncompromising dedication to ensuring the safety of its people and the surrounding community, coupled with an unparalleled persistence to achieve operational excellence, DBCT P/L has been reliably exporting coal to at least 30 countries for more than 25 years.

Over the last 10 years, DBCT P/L has undergone various expansions to meet the unprecedented demand by global markets for the Bowen Basin's premium quality coal. The Terminal is now one of the world's largest coal export facilities with the capacity to ship 85 Mtpa.

The Port of Hay Point is situated in latitude 21° 15.0' South and longitude 149° 18.2' East. Australian Chart AUS 249, Australian Pilot Volume III.

The Port facilities are sheltered from major swell by the Great Barrier Reef, however prolonged South Easterly winds of 20 knots or more can occasionally make conditions difficult for berthing or remaining alongside.

The Port is situated in the cyclone belt and an incidence of about two cyclones per year can be expected on the Queensland coast, normally between November and April.

Either DBCT P/L or the Harbour Master may request Vessels to vacate their berth in adverse conditions. Masters also have the option to request vacating a berth in adverse conditions. Refer to the Emergency Procedures section for further details.

Additional information about DBCT is available on the DBCT Website

[Shipping | Hay Point Coal — Dalrymple Bay Coal Terminal \(dbct.com.au\)](http://dbct.com.au)

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## 2. Services

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### 2.1 Pilotage and Berthing Information Hay Point

A Harbour Master, Pilots and Port Controllers maintain a 24-hour service to regulate and control the movement of vessels in the Port.

A comprehensive list of Port Procedures and Information for Shipping – Hay Point developed by the Harbour Master is available at the Maritime Safety Queensland website:

[Port Procedures and Information for Shipping – Hay Point \(Maritime Safety Queensland\) \(msq.qld.gov.au\)](http://msq.qld.gov.au)

There are two Pilot boarding grounds and Pilotage is compulsory for all vessels within the Port. Port Control (call sign "Hay Point VTS") will advise by VHF the preferred Pilot boarding location. Masters should follow the instructions given by the Pilot or Port Control.

Pilot transfer will normally be by helicopter which has no winch facility. Vessels which are unable to accept a helicopter landing should inform their Shipping Agent at the earliest opportunity. A pilot launch service may be provided from Mackay Harbour however availability of this service cannot be guaranteed.

Pilotage is also compulsory within the Great Barrier Reef inner route North of Cairns as well as Hydrographers Passage adjacent to the Port. Pilots are also available for other reef passages. Arrangements are made by Shipping Agents.

The Port is a Standard Port in the Australian National Tide tables. The flood tide sets 150° and the ebb 330° parallel to the berth, with tidal streams reaching a maximum of 2 knots during spring tides.

Under Keel Clearance (UKC). The least depth in the approaches to the loading berths is 12.70 metres LAT. Advice regarding the minimum UKC and the maximum permissible sailing draft is issued by the Harbourmaster 23 and 11 hours prior to the expected sailing time. Vessels at berth must maintain a minimum of 1.5 meters UKC. Masters should obtain current information from their Shipping Agents.

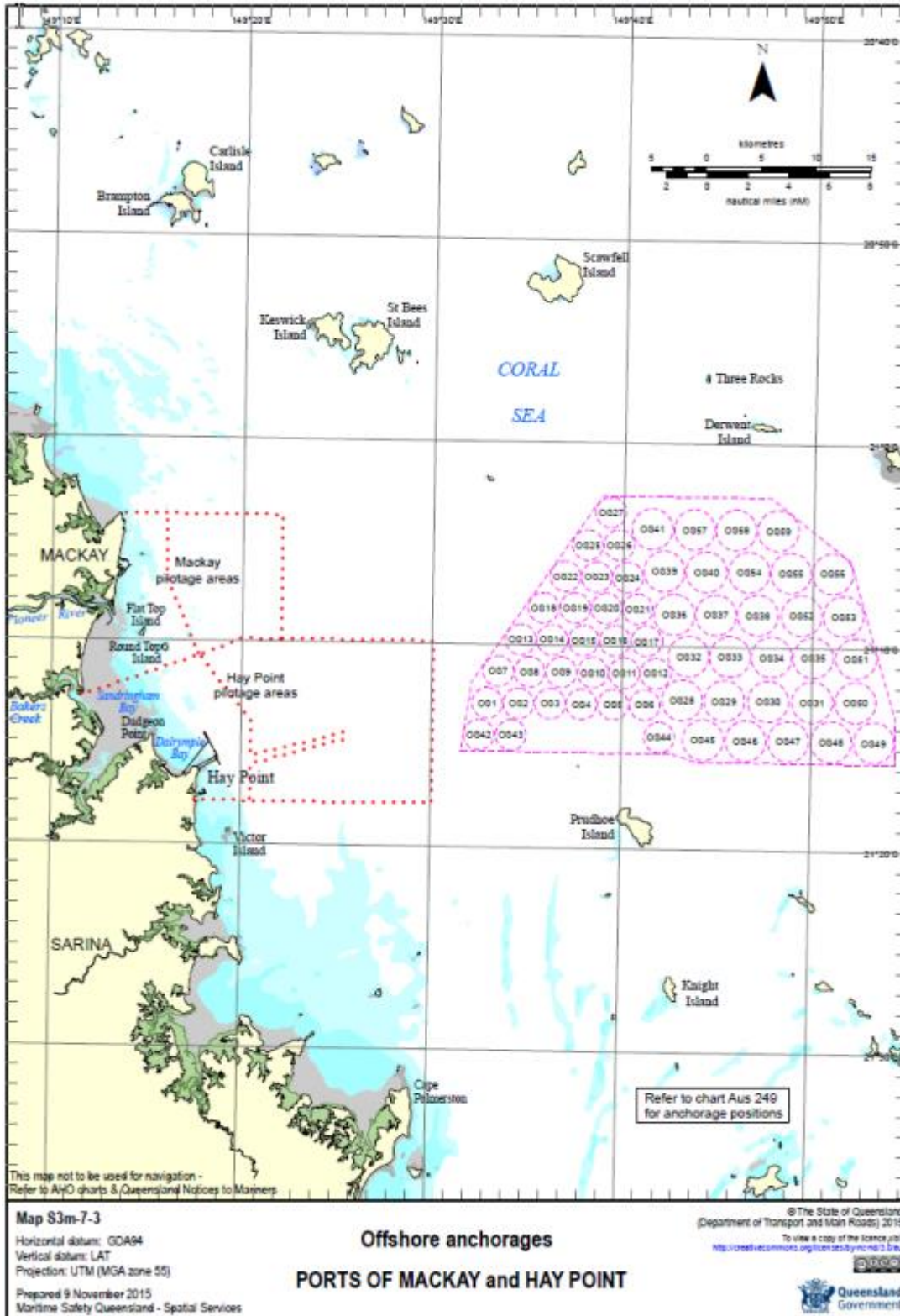
Berthing vessels are required to have the propeller fully immersed and the trim should not exceed 2.5 metres by the stern.

Towage is provided by two omnidirectional tugs each of 65 tonnes bollard pull to assist Vessels berthing and unberthing at the Terminal. There is also a 15.6 metre line launch available to assist with line handling. All towage services are undertaken in accordance with the "UK standard conditions for towage and other services (1974) as varied". Vessels berthing or unberthing at the Terminal shall be taken to have accepted these conditions of engagement.









**Off shore anchorages**

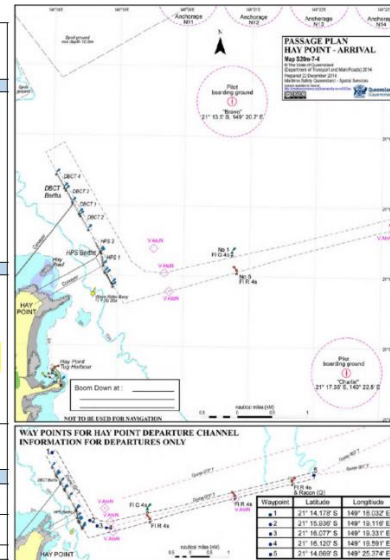



## 2.2 Passage Plans

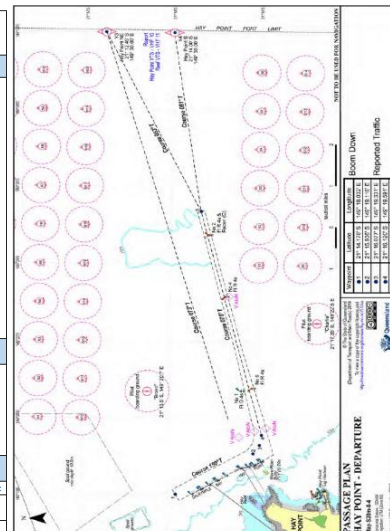
Prior to berthing and sailing, the Pilot will agree on a Passage Plan with the Master.

Passage plans are available on Maritime Safety Queensland website  
[Shipping \(Maritime Safety Queensland\) \(msq.qld.gov.au\)](http://Shipping (Maritime Safety Queensland) (msq.qld.gov.au))

ARRIVAL PASSAGE PLAN - HAY POINT / DALRYMPLE BAY				
<b>PILOT:</b> <b>EXAMPLE</b> <b>DATE:</b> <b>VESSEL:</b> <b>BERTH:</b> from		<b>TUGS</b> Pos MF LG BP 651 (Baadha, Bugu, Kaaka, Kolo, Karoo, PB Fitzroy) BP 671 (PB Gibson, Mt Florence), BP 501 (Botary, Hunter) SWL of Bits: SWL of Fairleads:	<b>TUG ARRANGEMENT AND MOORING PLAN</b> Hi Si Brg 	<b>HEAD LINES STERNLINES</b> Quips ID:  2 meters Two Lines JOINED TOGETHER Lines lowered 2m above water <b>SPRINGS / BREASTS</b>  2 round turns and a bowline
<b>DRAFTS</b> Pred Effective UKC @ FWD: Datum AFT: Tide MAX: Residuals TRIM: Water = Eff UKC Max Draft UKC =	<b>Heaving line required by ships crew to retrieve tugs messenger</b> 			
<b>TIDE</b> Time Hgt Rate <b>H/L Water</b> Time Height	<b>MOORING SAFETY LIGHTS</b> RED - keep lines slack GREEN - pick up slack as required <b>PILOT CALLS</b> Ch 18 - All Ships Call Ch 08 / 12 - Tugs and Terminal Ch 10 - VTS POS, 1st Line @ all fast			
<b>CHECKS</b> Pilot card / particulars received? Y/N Bridge Equipment tested ok? Y/N Main Engine tested ahead and astern? Y/N Main Engine in Full Manoeuvring? Y/N Main Engine in Bridge Control? Y/N Ballast - Berthing displacement = Y/N Right Handed Fixed Pitch Propeller? Y/N Two steering motors operational? Y/N Anchors on emergency standby? Brakes and Bars? Y/N Contingency and abort plans discussed? Y/N Pilotage charge requested at	<b>NOTES</b>			



DEPARTURE PASSAGE PLAN - HAY POINT / DALRYMPLE BAY				
<b>PILOT:</b> <b>EXAMPLE</b> <b>DATE:</b> <b>VESSEL:</b> <b>BERTH:</b> to		<b>TUGS</b> Pos MF LG BP 651 (Baadha, Bugu, Kaaka, Kolo, Karoo, PB Fitzroy) BP 671 (PB Gibson, Mt Florence), BP 601 (Botary, Hunter) SWL of ship Bits SWL of ship Fairleads:	<b>CHANNEL DEPARTURE CHECKS</b> <b>Primary Navigation - Portable Passage Unit</b> PPU setup and Position valid Y/N Deep Draft Lights / Shapes Y/N 3 Red Lights Black Cylinder <b>Secondary Navigation - Radar / ECDIS</b> GPS Datum Set to (WGS84) Y/N Deep Radar Support AIS Y/N AIS Overlay On Y/N Radar Utilising GPS Feed Y/N Radar Not Aton Position Confirmed Y/N <b>Ships Ecdis</b> ECDIS Fitted with Certified ECDIS Y/N <b>VTS Backup</b> Ships AIS Unit in Seagoing Mode Y/N AIS position Verified with VTS Y/N Aton VFR: 21 15 0081 S - 149 19 5389 E	<b>HELICOPTER</b> For all Helicopter Operations at this port please arrange the following: <input type="checkbox"/> Hello Hatch Number <input type="checkbox"/> Wash down Hello hatch before departure if time allows <input type="checkbox"/> Access rigged - fwd or aft end <input type="checkbox"/> Remove loose objects <input type="checkbox"/> Secure cranes <input type="checkbox"/> Hoist pennant or windsock <input type="checkbox"/> Two fire hoses coupled together with foam nozzle and foam ready <input type="checkbox"/> Rigged upwind of hatch fwd or aft <input type="checkbox"/> Crew member in fireman's suit <input type="checkbox"/> Dry powder extinguisher <input type="checkbox"/> All deck lights on @ night <input type="checkbox"/> All crew to stay clear of HLS
<b>DRAFTS</b> Predicted Surveyed FWD: Datum AFT: Tide MAX: Residuals TRIM: Water = Max Draft UKC =	<b>UNDER KEEL CLEARANCE</b> UKC Tidal Window Opens Closes			
<b>TIDE</b> Time Hgt Rate <b>H/L Water</b> Time Height	<b>TUG ARRANGEMENT AND MOORING LETGO SEQUENCE</b> 			
<b>CHECKS</b> Pilot card / particulars received? Y/N Bridge Equipment tested ok? Y/N Main Engine tested ahead & astern? Y/N Main Engine in Full Manoeuvring? Y/N Main Engine in Bridge Control? Y/N Departure displacement? Y/N Right Handed Fixed Pitch Propeller? Y/N Two steering motors operational? Y/N Anchors on emergency standby? Y/N Contingency plans discussed? Y/N Pilotage charge requested at	<b>NOTES</b>			



## 2.3 Port Control

Call sign: Hay Point VTS  
 Frequencies: VHF Channels 16, 14, 12, 8, 6, 67 and 74  
 Continuous watch: Channel 16  
 Working frequencies: Channels 14, 12 and 8

Masters must give arrival notice on Channel 10 to Hay Point Harbour two hours prior to arrival at the Port limits and should maintain a listening watch on Channel 16 at all times when in the waters of the Great Barrier Reef and whilst at anchor.



## 2.4 Quarantine

The Department of Agriculture, Water and the Environment provide quarantine approval in accordance with the Regulations under the Biosecurity Act which states:

**“Ships Masters are required to send a request for Quarantine clearance message to their Agent not more than 96 hours or less than 12 hours prior to arrival”**

Website: [www.awe.gov.au](http://www.awe.gov.au)  
Telephone: +61 7 4955 9607 or 1300 004 605  
Email: [mackay.seaports@agriculture.gov.au](mailto:mackay.seaports@agriculture.gov.au)

Vessels arriving from overseas ports are required to have adequately exchanged on-board ballast, in order for approval to discharge ballast be granted. The Quarantine Approval to Berth issued by AQIS will give direction on conditions relating to ballast discharge.

DBCT P/L must be advised of Master's Receipt of the Quarantine Approval to Berth prior to the Vessel being scheduled to berth at the Terminal. Only Vessels with a Quarantine Approval will be scheduled to berth at the Terminal.

## 2.5 Australian Border Force

The Port of Hay Point is a first point of entry and vessels using the Port are required to report their impending arrival and crew details to Customs 96 hours prior to arrival via Customs Forms 13 & 3B. Border Force Officers may board and search Vessels at berth or at anchorage. Heavy fines may be imposed for importation of prohibited goods such as weapons and illegal drugs. Crew shore-leave may be granted upon receipt of an Immigration Clearance issued by Customs.

Customs approval for loading or unloading of goods, crew changes and certificate of clearance is arranged through the Ship's Agent. However, if required Customs can be contacted on the following:

Telephone: + 61 7 4965 7100

## 2.6 Fresh Water

Fresh water is not available for Vessels at the Terminal.

## 2.7 Bunkers

Bunkers are not available in the Port, however small quantities of lubricating oil in drums not larger than 200 litres may be loaded by provedores with the prior permission of DBCT P/L.

## 2.8 Stores and Provisions

Stores and provisions may be procured by arrangement through the Ship's Agent. The loading of stores onto the Vessel is the responsibility of the provedore. The Vessel's crew can only assist with the loading of stores once the stores are on board the Vessel. Terminal personnel are not available to assist with the loading of stores.

Load limitations and safety exclusion zones for crane operations and berth design can result in stores not being loaded close to Vessel storage areas.

Please also note that the provedore should be nominated by the Master in the “Initial Advice from Vessels”.

## **2.9 Repairs**

Minor repair work may be arranged through the Ship's Agent with the prior permission of DBCT P/L.

**Note: Vessels are not to be immobilised nor any propeller turned whilst vessel secured alongside the Terminal.**

## **2.10 Australian Maritime Safety Authority (AMSA) Surveyors**

AMSA surveyors may carry out Port State Control inspections. Surveyors can be contacted by email at: [MKYOperations@amsa.gov.au](mailto:MKYOperations@amsa.gov.au)

## **2.11 Telephone**

DBCT P/L does not provide telephone facilities for ship's crew personal use or provide these facilities on the wharf. Ship's Agents may provide these facilities for crew use on board the Vessel. A mobile telephone is placed onboard at berthing for the Captain or Chief Officer to contact the Terminal Shipping Officer, Ship's Agent and other local authorities at no expense to the vessel. This mobile phone is not to be used for personal calls or internet access.

## **2.12 Waste Disposal**

North Queensland Bulk Ports operate a waste disposal service for vessels arriving at the Terminal. Masters must advise their Agents prior to arrival in the Port with the number of bins required to remove waste from the Vessel.



### **2.13 Pollution**

No oil, garbage, or other pollutant is to be discharged or jettisoned from a vessel at or near the Terminal, and adequate precautions are to be taken against the escape of oil, garbage, or other pollutants.

Vessels must avoid discharging deck residues into the ocean. Scuppers and Drains should remain closed. Vessels crew may wash down helicopter hatch cover and surrounding deck area only once cargo operations have finished.

The Harbour Master and DBCT P/L are to be immediately informed by the Master should any pollutant escape from a Vessel. DBCT P/L is a responsible company who values the surrounding environment and understands its responsibility in protecting the environment from harm from impacts such as waste from ships and the Terminal.

## **3. Terminal Regulations**

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The following Terminal Regulations apply to each Vessel at the Terminal:

### **3.1 Vessels Safety and Loading**

#### **Code of Practice for the Safe Loading and Unloading of Bulk Carriers**

In accordance with the Australian Maritime Safety Authority (AMSA) requirements, each Master must comply with all or part of the Code of Practice for the Safe Loading and Unloading of Bulk Carriers in respect of loading of Vessels at the Terminal.

DBCT P/L may refuse to allow a Vessel to berth, or may request a Vessel to immediately unberth if that Vessel:

- Is unsafe
- Is unable to promptly commence loading; and/or
- Has ceased loading for any reason.

All practicable precautions must be taken to ensure the complete safety of the Vessel, and all persons on board as well as of the Terminal and Terminal personnel.

Without limiting this regulation:

- There must at all times, be sufficient crew on board to safely handle lines and conduct cargo operations
- No person may light a fire or smoke in a Vessel's hold or any external area of a Vessel on the Terminal or any other area where this has been prohibited by DBCT P/L
- A copy of the Vessel's firefighting and safety appliance plan together with a crew list must be kept in a prominent position external to the accommodation; and
- Explosive or flammable substances may not be loaded or unloaded from the Vessel except with the written permission of DBCT P/L.



### **3.2 Documentation**

The following are some of the documents that will be provided to you, please sign and return documents promptly when requested.:

#### **At Vessel Nomination**

Vetting Questionnaire

#### **Prior to Vessel Arrival**

Terminal Information Booklet / Terminal Pre Arrival Advice Procedure – provided by Agent

Terminal Pre-Arrival Questionnaire – provided by Agent

Electronic Hatch Plan – provided by DBCT or Agent

#### **Approx 72 hrs prior to Loading**

Preamble documentation

DBCT Safety Information

Covid 19 letter

#### **Pre Berthing**

NOR

Cargo Declaration & Moisture Statements

#### **Berthing**

Berthing documentation – Vessel and Terminal load plans, Authority to Load, FM0139 Ship Shore Safety Checklist, FM0057 Ship Shore Communication and Loading Information

#### **Sailing**

Sailing documentation – Draft Survey Report, Mates Receipt, Statement of Fact (SOF), Working Log, Manifest of Cargo and Stow Plan.

### **3.3 Release of DBCT P/L**

In return for DBCT P/L allowing a Vessel to use the Terminal, each Owner, Master and Ship's Agent of the Vessel releases DBCT P/L from any claim they would otherwise have for any injury, death, damage, or loss arising out of anything DBCT P/L or any of its officers, employees, agents or contractors does or fails to do in relation to a Vessel or relating to a Vessel berthing, unberthing or occupying a berth at the Terminal.

### **3.4 Indemnity**

The Owner, Master and Agent of a Vessel are jointly and severally liable for, and indemnify DBCT P/L against all losses suffered by DBCT P/L arising out of any of the following relating to any of them:

- The breach of any Terminal Regulation
- DBCT P/L taking steps to ensure compliance with any Terminal Regulation
- Any injury, death, damage, or loss caused by the Vessel or a person associated with the Vessel relating directly or indirectly to the Vessel berthing, unberthing or being, or intending to be, at the Terminal, (except to the extent that the breach, injury, death, damage, or loss is caused by the negligence of DBCT P/L or any officer, employee, agent or contractor of DBCT P/L).

It is recognised and agreed that DBCT P/L has responsibilities for repair and maintenance of the Terminal, and this may result in it incurring a loss in respect of damage to the Terminal. In any proceedings by DBCT P/L relating to damage or loss in respect of the Terminal, DBCT P/L will be taken to have incurred the relevant damage or loss itself and/or be taking

action for and on behalf of DBIM and any other entity incurring loss from such damage or loss.

### **3.5 Dead Freight Claims**

Having regard to contemporary loading practices, equipment design capability, tidal impacts and load rates of up to 2.5 tonnes per second, Parcel variances not exceeding 500 tonnes (as determined by final draft survey) will be disregarded in respect of any claim or potential claim against the lease-DBCT Management or the Operator DBCT P/L for dead freight.

### **3.6 Non- Compliance**

In the event that a Vessel does not comply with the DBCT P/L provisions:

- The vessel/owner/operator may receive advice of the non-conformance (and loading may be declined, depending on the degree of non-compliance).
- The Vessel may no longer be accepted for loading until it can demonstrate fully compliant performance at other coal ports.

### **3.7 DBCT P/L Vetting Questionnaire**

Acceptance of Vessels for berthing and loading at the Terminal follows a three-part vetting process:

- Vessels will need to meet Rightship's quality standards.
- Vessels must comply with the provisions of the DBCT P/L Vetting Questionnaire
- Vessel acceptance is also conditional upon previous satisfactory loading performance at the Terminal in case of subsequent nominations.

DBCT P/L's Vetting Questionnaire can be found on the DBCT website or can be emailed to the Shipper.

[Ship Vetting Questionnaire — Dalrymple Bay Coal Terminal \(dbct.com.au\)](http://dbct.com.au)

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Controlled

**FM0104 Ship Vetting  
Questionnaire Form**

VETTING QUESTIONNAIRE FOR MV (IMO )

1. Is the vessel a designated single deck / self-trimming / closed hatch bulk carrier? <b>Note:</b> Log carrier, OBO, converted and extended vessels or pontoon hatch cover type vessels prohibited. <b>General Arrangement:</b> A clear copy with mooring arrangements visible <b>MUST</b> be provided with this form.	Yes	No
2. Are ALL mooring lines HMPE/synthetic/polypropylene AND floating type only? <b>Note:</b> Wire, metal shackles, chains and/or metal links are NOT acceptable. HMPE type lines, where recommended by manufacturer, to be fitted with synthetic tails in line with OEM requirements.	Yes	No
3. Confirm ropes in survey and inspected every 3 months and will be presented in good condition and be free from wear/abrasion damage.	Yes	No
4. Confirm compliance with DBCT Mooring Lines Matrix (below).	Yes	No

DBCT Mooring Lines Matrix				
Vessel Deadweight Tonnage 000's	Minimum no. of ropes on winch tension drum - NOT ropes on warping drum end or bits / bollards	Winch Heave Capacity minimum (tonnes)	Winch Brake Set Point (tonnes): all values are minimum (Note: Maximum not to exceed 70% of rope MBL)	Minimum Breaking Load or Strength of ropes (tonnes)
40-65	8	12 (118 kN)	25 (245 kN)	42 (412 kN)
65-95	10	14 (137 kN)	32 (314 kN)	53 (520 kN)
95-125	12	15 (147 kN)	37 (363 kN)	62 (608 kN)
125-155	14	16 (157 kN)	40 (392 kN)	67 (657 kN)
155-185	14	16 (157 kN)	40 (392 kN)	67 (657 kN)
185-220	16	16 (157 kN)	40 (392 kN)	67 (657 kN)

**Winch brakes should be set to allow winch to render under high load in accordance with table above. Additional mooring lines NOT fitted to winch drum must only be secured on mooring bits/bollards. On-ship gear production should be used as per line manufacturer recommendations.**

5. Confirm heaving lines to tugs and messenger lines to shore crew will NOT be heavy or weighted with hard / metal objects. <b>Note:</b> Only rope (monkey fist), heaving line bags or soft rubber sections attached to ends are accepted. Line hooks, metal, rock, wood, etc. are prohibited.	Yes	No
6. Confirm minimum required rating for tugs (bollard and fairlead Safe Working Load) 65 metric tonnes or 637 kN (sustained pull).	Yes	No
7. Can the vessel accept a LAND ON helicopter for pilot transfers – WINCH ONLY is NOT acceptable at this port? If "Yes" – the vessel must comply with the provisions of AMSA Marine Order 57.	Yes	No
8. Confirm vessel can comply with all MARPOL, SOLAS, Queensland Transport Operations (Marine Pollution) Act 1995 and Hay Point Port Procedures requirements. <b>Note:</b> As of the 01 <sup>st</sup> of January 2020 MARPOL Annex VI 0.50% mm fuel oil sulphur limit requirements come into effect for Port of Hay Point Waters. For compliance information contact <a href="mailto:mackay@amsa.gov.au">mackay@amsa.gov.au</a>	Yes	No
9. Confirm vessel WILL berth with propeller 100% Immersed and stern trim NOT exceeding 2.5m.	Yes	No

- OEM - Original Equipment Manufacturer

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Routing:  Shippers / Users  
 Ship's Master / Operators  
 Shippers / Users  
 DBCT Shipping Officers

Filing:  Email & Form attached to electronic ship's file  
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**FM0104 Ship Vetting  
Questionnaire Form**

10. Confirm compliance with the International Convention for the Control and Management of Ships Ballast Water and Sediments (BWM Convention).	Yes	No
11. Confirm that vessel will be able to fully load within the Maximum Loading Time as per DBCT Deballasting Matrix (below)? (In consideration of questions 9 and 10).	Yes	No

DBCT Deballasting Matrix					
Vessel Deadweight Tonnage 000's	Expected Loading Time assuming full cargo loaded (Hrs)	Average Ballast on Board (Mid Range) MT	Average Pump Rate MT/Hour	Acceptable Deballasting Time including stripping (maximum Hrs)	Maximum Loading Time (Hrs)
40 - 60	14	12,500	900	14	16
60 - 80	16	21,000	1450	16	18
80 - 100	18	30,000	1900	18	20
100 - 125	22	43,000	2400	22	24
125 - 150	25	plus 50,000	plus 2600	25	26
150 plus	28	plus 50,000	plus 2600	28	32

12. For multi parcel / grade shipments: Confirm vessel can fully load each parcel/grade before commencing the next.	Yes	No
13. Confirm maximum hatch covers are 2 per hatch plus 2 trimming covers.	Yes	No
14. Are sufficient covers available to maintain integrity of mooring line tension at all times?	Yes	No
15. Confirm minimum clear deck space from the ship side to the hatch coaming is at least 5m. (Hold 1 hatch, mid ship gangway and crane grab locations can be ignored).	Yes	No

16. Dimensions of each hatch opening (coaming).	Length (m)	Breadth (m)
	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
9		

Confirmation signed by the Vessel's Owner, Master, Operator or Technical Manager ONLY

(Sign) ..... (Title) ..... / ..... / ..... (Date)

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### 3.8 Vessel Specifications

A Vessel will only be accepted to load coal at the Terminal if DBCT P/L is satisfied that all of the following criteria apply in respect of the Vessel:

- Classification as bulk carrier only with exceptions applying to log carriers and open hatch carriers that may have been classified as bulk carriers
- Less than 20 years old (or 20 or more years old with satisfactory past performance and the ability to meet all other relevant vessel standards criteria being demonstrated to the satisfaction of DBCT P/L)
- Single deck
- Self-trimming i.e. excludes open hatch carriers as suitable
- Without pontoon type hatch covers
- Minimum weight 40,000 dwt, maximum weight 220,000 dwt
- Maximum length 320 metres
- Maximum breadth 52 metres
- Maximum berthing displacement 110,000 tonnes
- Minimum clearance between deck obstructions of 15 metres
- Uses only polypropylene mooring lines
- Complies with the Rightship (DBCT P/L) Vetting and Operator Vetting Questionnaire specifications (as evidenced by complete and accurate answering of the Terminal questionnaire in respect of the foregoing)
- Previous loading performance at the Terminal satisfactory to DBCT P/L
- Able to safely enter, load without shifting or warping, always remain afloat, receive a cargo in bulk with minimal Deballasting delays and depart from the Terminal following completion of loading

- In survey and meeting all requirements of the AMSA
- Otherwise able to comply with all other berthing and unloading requirements in the Terminal Regulations; and
- Meets (or favourably exceeds) all criteria in the following deballasting matrix:

### **3.9 Preloading Information**

In order to load coal onto a Vessel at the Terminal there are a series of actions which must take place to ensure that coal can be moved from the mine in time to meet the proposed berthing of the Vessel.

Outlined below are the responsibilities of each stakeholder group in ensuring all preloading requirements are met. Note that in order to proceed through the pre-load sequence, each successive step must be completed.

The Terminal Regulations, Schedule 2 Preloading Requirements should be referenced for the detail pertaining to each timeline step. This can be found on DBIM Website, link below

[TerminalRegulations.pdf \(dbinfrastructure.com.au\)](http://dbinfrastructure.com.au/TerminalRegulations.pdf)

### **3.10 Ships Master Responsibility**

1. 10 days prior to vessel arrival, notify DBCT of the following:
  - Date / Time / Place of departed last Discharge Port
  - ETA
  - Ship loading stow plan
  - Deballasting requirements
  - Arrival and departure drafts (stage 2 UKC)
2. To update ETA at 7, 5, 3, 2 and 1 days prior to ETA
3. To confirm ship loading sequence plan 72 hours prior to berthing.

**Note:** Failure to provide the above information at the requested timeframes may result in your vessel being deprioritised within the vessel queue. The Terminal Operator may impose a rule applied ETA / ATA for vessels that fail to meet the Pre-loading Information requirements.

### **3.11 Access Holder Responsibilities**

1. To advise of intended application for Terminal services with the provision of shipping and parcel information at 28+ days to 14 days.
2. To finalise nominated parcel and vessel details 14 days prior to vessel ETA.
3. To 72 hours prior to berthing:
  - Authorise berthing and loading of vessel
  - Issue Authority to Load (ATL)
  - Re-confirm maximum and minimum tonnages
  - Issue instructions for all commercial documentation
4. To confirm product availability and readiness to load all trains in the 48-hour schedule 24 hours prior to commencement of 48 hour schedule.

### **3.12 Terminal Operator Responsibilities**

1. To approve (or reject) parcel at 28+ days to 14days
2. To vet vessels according to Terminal Operators Ship Vetting Procedure and approve (or reject) nominated vessels 14 days prior to vessel ETA.

3. To create and publish an indicative rolling 14-day berthing plan based on information received and advise of indicative railing requirements 14 days prior to vessel ETA.
4. To notify (10 days prior to vessel ETA):
  - Review and approve vessel information
  - Establish communications with Master (Agent if appointed)
  - Update vessel status
  - Confirm vessel ATA, including receipt of a Notice of Readiness
5. To provide a rolling berthing plan, advise Rail Freight Providers of railing requirements and publish the Parcel assembly plan 7 days prior to intended berthing.
6. To ensure a rolling 96-hour berthing and rail requirements schedule has been provided to relevant stakeholders 96 hours prior to intended berthing.
7. To notify (72 hours prior to berthing):
  - Issue pro forma Bill(s) of Loading
  - Confirm acceptance of ship loading sequence plan
  - Confirm and publish berthing schedule
  - Lockdown of Access Holder (s) parcels in transaction system
  - Removal of scheduled railings for vessels which have not been issues at ATL
8. To ensure a rolling 48 hour berthing and rail requirements schedule has been provided to relevant stakeholders 24 hours prior to commencement of 48 hour schedule.

### 3.13 Terminal Pre-Arrival Questionnaire

Prior to arrival your Agent provide Terminal Pre-Arrival Questionnaire, please complete.

**DALRYMPLE BAY COAL TERMINAL** **FM0187 Terminal Pre-Arrival Questionnaire Form** Page 1 of 4 Rev 14.0 : 13/06/2021 Owner: Mgr LOG Controlled

To: MASTER MV..... Terminal Voyage: V-.....

Please return the following information to your appointed agent and the terminal via email [shipping@dbct.com.au](mailto:shipping@dbct.com.au) at least 10 days prior to arrival at the Port.

It is a requirement that all vessels entering the Port of Hay Point be compliant with all applicable International Maritime Organisation (IMO) Environmental Regulations and be able to demonstrate that the vessel does not pose a threat to the environment.

Please ensure that all the Terminal prefilled information (printed in blue font) is verified as valid and correct. If any prefilled information is changed - write by hand or edit with red font.

Please refer page (4) for Cargo Nomination Advice. Please review the Vessel Loading Sequence Preparatory Guideline (GD0020) before answering section 1. 'Loading Plan' below.

The Initial ETA to Hay Point anchorage is to be advised upon receipt of this questionnaire. Daily updates are required starting 10 days before arrival.

A. Initial ETA (time & date): .....

B. Master's name: .....

C. Voyage number for departure from DBCT, Hay Point: .....

**1. Loading Plan**

**INSTRUCTION:** Please advise required cargo, stripped by you, loading order and the quantity to be loaded each hour proposed (M/T) & UIC code on at.

1.1 Please advise the berthing displacement: .....

**INSTRUCTION:** Berthing displacement **CANNOT** exceed 110,000MT.

1.2 Please advise the sailing displacement: .....

1.3 Please advise the MINIMUM time required for debalasting including stripping (in hours): .....

**INSTRUCTION:** Where necessary, only include the minimum stripping time which is required to pump out while alongside the berth at DBCT.

1.4 Basis average loading rate of 7000-6100mtph (5600mtph for geared vessels), please advise if you require the terminal to stop loading for debalasting and/or stripping prior to the completion of loading (Yes/No): .....

**INSTRUCTION:** Calculate available time for debalasting to the Trimming Draft Check only (not full cargo request).

1.5 Stoppage time (if applicable) required for debalasting and/or stripping (in hours): .....

**INSTRUCTION:** If temporarily stopping the loading operation, indicate on the loading sequence plan after which loading step and for how many hours you require the terminal to stop loading for debalasting. Kindly note that regardless of the total time taken for debalasting, the stoppage time to loading for debalasting requirements will be recorded on the Working Log (time sheet) as 'Debalasting at vessel's request'. Please accurately declare the minimum required time only. Retaining ballast on finish is an option. As best practice, this assists the Terminal in developing the most optimal and best expedited schedule of shipping movements at the Port of Hay Point. Your active cooperation is appreciated.

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**DALRYMPLE BAY COAL TERMINAL** **FM0187 Terminal Pre-Arrival Questionnaire Form** Page 2 of 4 Rev 14.0 : 13/06/2021 Owner: Mgr LOG Controlled

1.6 Distance from the water line to the top of the hatch coaming of the first hold to be loaded (in metres): .....

1.7 Berthing Drafts			1.8 Departure Drafts (including definition)		
FWD	AFT	MID	FWD	AFT	MID

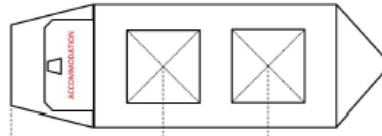
**INSTRUCTION:** Harbour Master requires that the berthing AND departure trim by stern does not exceed 2.5m and propeller to be fully (100%) immersed for berthing and sailing.

Vessel may load to tropical draft (either only cargo or cargo with retained ballast) subject to tide availability within Great Barrier Reef. Summer draft restrictions apply immediately outside the Reef from 1st December to 31st March (South Pacific Seasonal Tropical Area Zone).

**2. Vessel Specifications**

2.1 Hatch dimensions (in metres)		2.2 Distance between hatch centres in metres (review illustration below for guidance)	
Hatch	Length	Width	
1			Hatch 1 centre to hatch 2 centre:
2			Hatch 2 centre to hatch 3 centre:
3			Hatch 3 centre to hatch 4 centre:
4			Hatch 4 centre to hatch 5 centre:
5			Hatch 5 centre to hatch 6 centre:
6			Hatch 6 centre to hatch 7 centre:
7			Hatch 7 centre to hatch 8 centre:
8			Hatch 8 centre to hatch 9 centre:
9			

2.3 Please advise the Aft Extreme to the last (aftmost) hatch centre distance (in metres, NOT frame distance): .....



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Please remove the on-deck safety life line and support stanchions to allow clear space for the shore and shiploader gangway to be landed safely on the vessel.



Vessels must avoid discharging deck residues into the ocean. Scuppers and Drains should remain closed. Vessel crew may wash down helicopter hatch cover and surrounding deck area only.



Accessing fenders is strictly prohibited at all times. **EXTREME FATALITY RISK!**  
Ship crew must not climb onto, jump over, sit on, walk on or step across fenders.



To prevent accidental anchor release safety incidents, please ensure that the anchors are fully housed and secured in position with the guillotine bar, chain/bow stopper or locking pin in place, windlass/gypsy wheel brakes checked and correctly applied, and the windlass out of gear.



#### 4.1 Mooring and Unmooring

To ensure the safety of Vessels whilst alongside the Terminal the following requirements in relation to mooring, unmooring and mooring lines must be observed:

- Only slip hooks or other securing devices provided at the Terminal for the purpose shall be used for mooring to the wharf or dolphins.
- All lines are to be kept tight and secure at all times.
- Ship's crew are to constantly monitor **ALL** mooring lines. Real time text messages are issued to the mobile telephone on board alerting the potential over tensioning on mooring ropes. Terminal personnel will endeavour to assist by advising observed over or under tension as well.
- Vessels are not to move/re-position on the Terminal unless permission is granted by DBCT P/L. Prior to moving appropriate arrangements are to be made with the Shiploader Operator and DBCT P/L Representative
- Replacement of any broken lines must be handled by DBCT P/L personnel. Arrangements are to be made by contacting the Shiploader Operator via the UHF radio provided. Any instances of broken lines will be reported to AMSA
- The Vessel is to be moored using at least four head and stern ropes and two springs at each end together with breast lines where required. Refer to the "Passage Plan Hay

Point – Arrival” available at the Maritime Safety Queensland website [Port Procedures and Information for Shipping – Hay Point \(Maritime Safety Queensland\) \(msq.qld.gov.au\)](http://msq.qld.gov.au) for additional information relating to mooring arrangements;

- Any reasonable direction given by the Pilot in regard to mooring arrangements must be observed.
- No Vessel is to be rafted to any other Vessel.
- DBCT P/L recommends the removal of deck safety lines whilst alongside at DBCT.

All mooring lines are to be provided by the Vessel and are to meet the following criteria:

- Be in good condition;
- Have a 3 metre tail of light rope spliced into the eye to facilitate transfer from the line boat to the dolphin.

Vessels presenting with less than the minimum mooring capability may be refused a position in the berthing queue until additional or acceptable mooring lines are available.

#### 4.1.1 Prior to Berthing

- Propeller fully immersed
- Trim not exceeding 2.5 meters by the stern
- Trim by the head is not acceptable

#### 4.1.2 Berthing

Headlines and stern lines are sent ashore by lines launch. Usually all headlines are run prior to the lines launch attending the stern lines, however the Pilot will advise his or her requirements.

Breast lines will be run either by lines launch or shore messenger. Spring lines will be run using a shore messenger.

When a Vessel's heaving line is used, a shore messenger will be attached which is then drawn on board where the mooring line is to be attached using a bowline knot. Heaving lines are not to be secured directly to mooring lines.

Ship's Masters should be aware that the Harbour Master's conditions for the provision of Pilotage for Vessels berthing, require that Vessels have their propeller/s fully immersed and have a stern trim not greater than 2.5 metres.

#### 4.1.3 Post Berthing

##### Requirements post berthing and prior to loading (<25 knot wind strength):

- Propeller not less than 75% immersed
- Forward draft not less than 1% of LOA
- The Vessel must be maintained in a sea-going condition at all times
- The air draft must not exceed 28.5 metres less height of tide at the proposed time of commencement of loading. If the air draft exceeds this, the Shiploader cannot be positioned and this may result in delays to the commencement of loading.

##### Requirements post berthing and prior to loading (>25 knot wind strength) –

- Propeller fully Immersed
- Trim not to exceed 2.5meters
- Trim by head not acceptable
- The Vessel must be maintained in a sea-going condition at all times

- The air draft must not exceed 28.5 metres less height of tide at the proposed time of commencement of loading. If the air draft exceeds this, the Shiploader cannot be positioned and this may result in delays to the commencement of loading.
- Vessels must not be in a "light" ballast condition during adverse weather.

#### 4.1.4 Sailing

The Vessel's lines will be released on request of the Pilot via the Shipping Officer with shore lines' crew standing by. The unmooring operation is facilitated by remote hook release panels allocated to each berth






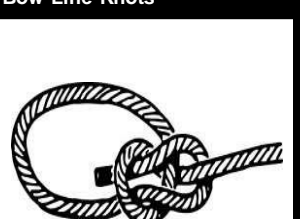
Moorings are to be partially slackened to ensure proper operation of the release mechanism. In the event of a line failing to remotely release, the Vessel will be requested to slacken the line so that it can be manually released by the standby lineman.

#### 4.1.5 Vessels Requesting to Depart Berth

Masters and Ship's Agents are advised that should a Master or Ship's Agent request that a Vessel be removed from the Berth prior to completion of loading or prior to the scheduled sailing time, then this request must be submitted to DBCT P/L in writing by either the Master or the Ship's Agent. This written request must be received by DBCT P/L prior to the Vessel departing the Berth.

#### 4.2 Mooring Information for Vessel Crew

Please discuss and issue to your vessel mooring crew before berthing:

<p><b>Green Light On - Pick up slack</b></p>  <p>GREEN LIGHT ON</p> <p>Head Lines / Sternlines</p>	<p><b>Red Light On - Keep lines Slack</b></p>  <p>RED LIGHT ON</p> <p>Springs / Breasts</p>	<p><b>Give Slack / Lower Lines</b></p>  <p>Bow Line Knots</p>
 <p>2 mtrs</p> <p>Two Lines – joined together Lines lowered 2m above water Keep slack when running lines</p>	 <p>2 round turns &amp; a bowline</p> <p>No tails on Spring and/or Breast Lines</p> <p>Throw ships messenger line ashore Once tied, retrieve shore gant line Tie gant line to mooring lines eyes Shore winch to retrieve lines</p>	 <p>Only bow line knots to be used for securing the shore gant line to the ship's hawser eye.</p>



Anchors must be housed and secured prior to commencing the berthing operation and cannot be moved unless permission is given by the harbour pilot.

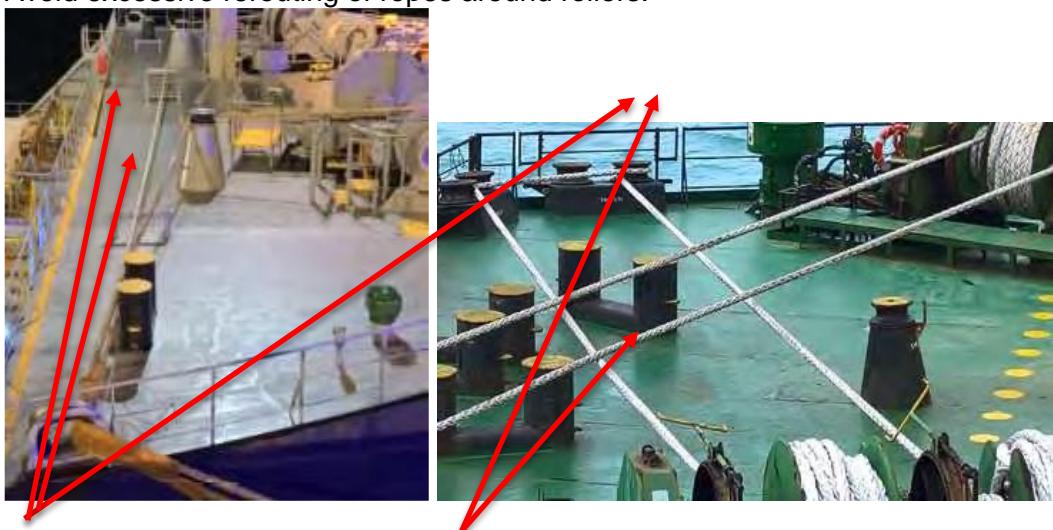
#### 4.3 Messenger and Mooring Line Handling Preparation

1. All Vessels berthing at the Terminal are to present with polypropylene, HMPE, synthetic or similar floating type only mooring lines. Wire ropes are not acceptable.
2. All mooring lines fore and aft must be on winches so that moorings can be safely tensioned to meet the varying conditions of tidal ranges exceeding 6 metres and sea swell and wave conditions occasionally exceeding 2 metres.
3. Steel Tons Berg or Mandal Shackles / other metal shackles, wires, chains and/or metal links are NOT acceptable for joining mooring rope tails as this would negate the safety benefits associated with HMPE lines and return the Snap Back risk. Suitable Synthetic (HMSF) tails should be joined / spliced as per the manufacturer's instructions. However, any metal shackles or shackles of hard synthetic materials are not acceptable for joining.



In the absence of an acceptable certified joining method (meaning without shackles), consider the above knots for joining tails to main hawsers with the manufacturer's approval.

4. Please avoid unnecessary and excessive change of angles on the mooring lines. Lines should be run as straight as possible following the designated preferred shipside fairleads or chocks. Running lines straight preserves integrity and strength. Avoid angles greater than 45 degrees with the onboard deck arrangement.
5. Avoid excessive rerouting of ropes around rollers.



Avoid excessive lines rerouting

Avoid lines rubbing or contacting each other

6. Lines must not rub against each other, especially if the direction of travel (line movement) will be opposite or crossing. This can happen between two different lines or even the same line and must be avoided. Heave and stretch actions on lines rubbing against each may lead to chafing and compromise their wear resistance.
7. Mooring lines need to be run out on deck and checked to ensure that they are free from any buries on the winch reels prior to commencing the berthing operation.
8. Ensure rat guards on mooring lines are securely fastened to the vessel.
9. Slack mooring lines may allow the Vessel to move off the berth causing damage both to fenders or the Vessel. DBCT P/L requires lines to be kept under tension at all times.
10. Mooring lines must not have attached any sharp/pointed items or metal bands, tags, cable ties, wire ties, wraps, straps or hooks that may act as a cutting/piercing risk and cause potential hand injuries.



11. Vessel heaving lines to tugs and messenger lines to shore crew are not permitted to be heavy or weighted with hard/metal objects. Only rope (monkey fist) or soft rubber sections attached to ends are accepted. Line Hooks must never be used. Use the soft weighted sand bag messenger tail where provided by the pilot.



Lines need to be run out on deck and checked to ensure they are free of buries on the winch reels prior to commencing the berthing operation.

Crew to stand by lines while alongside at all times.

For sailing, once the lines are slacked for release, the ship's crew must reposition themselves in a safe area free from any potential snapback risk zones of the remaining lines that are still tensioned. This sequence must always be followed for any lines that are slackened for release.



Slacken lines>Reposition crew safely>Lines released>Retrieve released lines.

#### **4.4 Access to Wharves and Jetties**

In compliance with International Maritime Security requirements DBCT P/L needs to maintain security and control access of vehicles and personnel on-site.

Access to and from the vessel is via the **TERMINAL GANGWAYS** only – **DO NOT JUMP OVER FENDERS**. Crew cannot operate or interfere with access facilities.

**Crew DO NOT have permission to walk along the wharf** – crew may only go ashore if transport is arranged or for reading drafts. If reading drafts, crew must ensure the following protective equipment is worn:

- Helmet / Hard Hat
- Safety Glasses
- Safety footwear
- Long clothing with Hi-Visibility reflectors or Hi Vis vest
- Gloves suitable for holding hand rails- three points of contact required on all ladders

All vehicles and personnel entering the Terminal must be specifically authorised by DBCT P/L to enter.

All personnel on site must display a photographic identification.

Non-inducted personnel will be issued with a visitor's pass and must be accompanied at all times by an inducted DBCT P/L person. All visitors' passes must be returned to security prior to exiting the Terminal.

Crew and passengers from Vessels are only to move to or from the wharf in taxis, the Stella Maris bus or with Ship's Agents.

#### **4.5 Access to Vessels**

Access times to Vessels will be at the discretion of DBCT P/L and restricted access may be imposed. Only the Terminal's Shiploader and berth access ladders may be used for boarding or disembarking Vessels.

Shoreside accesses are only to be operated by authorised personnel. Ship's crew are not to operate or interfere with access facilities other than to correct or avert the possibility of damage or a potential hazard.

#### **4.6 Load Plans**

In compiling a stowage/sequence plan Masters must comply with the "Code of Practice for Safe Loading and Unloading of Bulk Carriers" (Res. A.862(20)), which was adopted by the IMO in November 1997.

**LOADING PLAN FOR DBCT FROM MV**

The blue colour-filled cells below are to be entered or updated by the vessel where required

Yellow colour-filled cells are entries that the Shipping Officer needs to update/review in PortVu. These yellow entries are updated data from the vessel

Lower red cells for safe

Shipper	Plan#	Cargo Description	Product	Storage Factor (kwh/mt)	Nominated Tonnes	Hatch Pours Tonnes	Min Tonnes	Max Tonnes	Layout Start	Layout End

Vessel Name:

Voyage ID:

Terminal:

Date:

Plan Version:

Vessel with Deck Gear:

Gross Loading Rate (mtp/h):

At the completion of which hatch pour sequence is the hold entry required? Please enter the pour number and/or:

At the completion of which hold pour sequence is the hold entry required? Please advise which hold number requires the hold entry

Ballast to pump out:  m<sup>3</sup>

Discharging pumps combined rate:  m<sup>3</sup>/h

Alt Draft required for 100% propeller immersion:  m

Deck Water Density:  T/CC

TPE for Survival Driftage:  m

Maximum Air Draft:  m

Max Available Air Draft @ 54%:  m

Ballast displacement:  T

Ballast displacement:  T

Support and/or Receiver:

Capacity (T/Capacity) (M):

Volumetric Capacity (%):

COB Brand:

Revised lift:

Min hold strength design weight:

% hold strength design weight:

Min compressed height (if applicable):

% compressed height (if applicable):

Hatch Loading Sequence

Ship Hatch Pours Total Tonnes:

Nominated Tonnes:

Variance:

Pour No	Type	Cargo			Ballast Operations	Discharge Time (hrs)	Comments/Variations	Calculated Values				Observed Values				
		Hatch No	Tonnes	Phase ID				Load Time (min)	Draught	Max	Min	Temp	Draught	Max	Min	
1							Balting									
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																
17																
18																
19																
20																
21																
22																
23																
24																
Total Tonnes		0			Load Time	0.0										
					Minimum Discharge Time including Stripping	0.0										
					Final / Sail Time											

NO DEVIATION FROM ABOVE PLANS WITHOUT PRIOR APPROVAL OF DBCT MATE  
Approximate Loading rate = Hatch Pour OR + Discharge  
Approximate Discharge: Pours per Hour (Pours per Hour) = Pours per Hour OR + Discharge OR + MTP  
All entries must be completed as far as possible  
Last two pours are assumed as 75% with Draught Check before then  
(\*) Ballast tonnage, Ballast & other factors (SIF) are to be expressed as % of maximum permitted import values for intermediate stages, and of maximum permitted shore values for the stage  
Barricade in the loading plan must remain within the approved limits for the upper shore stages, including supports and drainage off hold, where applicable. Loading operations may need to be ceased to allow for seabed consolidation in order to keep actual values within limits

A Loading Plan should be prepared in an IMO BLU CODE format as is shown above.

### 4.6.1 Stowage

The following stowage factor information is designed to assist the Master in compiling a loading plan. Stowage factors are to be taken as a general guide only and you may be notified after submitting your load plans if the stowage factors are expected to differ.

Mine	SF (cu ft/mt)	Mine	SF (cu ft/mt)
Blair Athol	41.0	Lake Lindsay	40.0
Broadlea	40.0	Lake Vermont	40.0
Capricorn	37.0	Middlemount	39.0
Caval Ridge	40.0	Millennium	39.0
Carborough Downs	40.0	Moorvale	37.2
Century	39.0	Moranbah North	39.0
Clermont	40.0	North Goonyella	39.0
Coppabella	37.2	Norwich Park	40.0
Daunia	40.0	Oaky Creek	39.0
Foxleigh	36.5	Oaky North	39.0
German Creek	37.0	Peak Downs	40.0
Goonyella	40.0	Riverside	40.0
Hail Creek	39.0	Saraji	40.0
Isaac Plains	40.0	South Walker	40.0

### 4.6.2 Hatch Pours

Vessels must present load sequence plans with a maximum of two passes (pours) per hatch plus two final trimming pours.

- Maximum 12 pours for vessels with five (5) hatches or less.
- Maximum 16 pours for vessels with seven (7) hatches.
- Maximum 20 pours for vessels with nine (9) hatches.

Vessels nominated to load consignments of more than one parcel must complete each parcel before starting the next. At DBCT P/L's discretion, Vessels may take advantage of an increase in under keel clearance only on those parcels remaining to be loaded.

#### 4.6.3 Deballasting

Vessels crew must adhere to AQIS ballast water management requirements as outlined in Services – Quarantine

Deballasting should be carried out without causing delays to loading. Where this is not possible it should be indicated at what point the Vessel will stop loading in the Initial Advice to DBCT P/L, prior to arrival. This will assist DBCT P/L in planning the optimum use of the loading facilities.

Maximising cargo throughput is a crucial factor to the efficiency of the Terminal, and excessive delays caused from stops in loading due to deballasting is not conducive to Terminal efficiency. The Deballasting matrix is used as a guideline for deballasting requirements. If a vessel cannot comply with the below guidelines, future nominations to load at the Terminal may be declined.

<b>DBCT P/L DEBALLASTING MATRIX</b>					
<b>Deadweight 000's tonnes</b>	<b>Average Load Time - No Deballast Stop (Mid-Range)</b>	<b>Average Ballast on Board (Mid- Range) MT</b>	<b>Average Pump Rate MT/Hour</b>	<b>Acceptable Deballast time including stripping (maximum)</b>	<b>Expected Maximum Loading Time</b>
<b>40 - 60</b>	13	12,500	900	14	16
<b>60 - 80</b>	16	21,000	1,450	16	18
<b>80 - 100</b>	20	30,000	1,800	18	20
<b>100 - 150</b>	28	43,000	2,400	22	24 to 30
<b>150 plus</b>	34	plus 50,000	plus 2,600	28	30 +

DBCT P/L requests that wherever possible the Vessel's duty officer should give a minimum of **one hour's notice for unscheduled loading stoppages** and provide an estimate of the duration of the stoppage. When loading has ceased for deballasting or a Vessel breakdown, DBCT P/L requests that the Vessel's duty officer gives a minimum of **one hour's notice of intention to resume loading** to allow conveyors to be prepared and filled to allow resumption of loading at the requested time.

DBCT P/L may, at its discretion, schedule pre-load deballasting to assist with maximising Terminal operations and Vessel loading performance.

#### 4.7 Masters' Responsibilities

In complying with the requirements of this section, Masters should note that the stowage of coal and the safe loading of the Vessel, as well as the assessment of the tonnages being loaded, is the Master's responsibility and any reasonable instructions given by him or her will be complied with, within the Terminals' facilities and DBCT P/L's capabilities.

The Terminal's conveyor belts are equipped with weightometers, which DBCT P/L endeavours to keep accurate however, the figures given by these weight scales are to be

used as a guide only. Reference to these figures will not relieve the Master of the responsibility of maintaining draft checks and supervising the loading of their Vessel accordingly.

#### **4.8 Loading Advisory Services**

A Draft Surveyor is appointed by DBCT P/L to assist the Chief Officer in trimming the Vessel during the final stages of loading. Please note that this service offers advice only and the correct stowage and sailing condition remains the sole responsibility of the Master.

A loading plan in BLU code format acceptable to both the Vessel and DBCT P/L will be established prior to arrival and reconfirmed before berthing. DBCT P/L will issue the format to be completed and a properly completed response from the Vessel to the initial communication will enable a suitable loading plan to be agreed.

The Draft Surveyor will conduct an interim check in the final stages of loading. The interim draft check is to determine the integrity of the shore scale weigher and to determine trimming tonnages. It is carried out with about 4,000 tonnes or 4% whichever is less, of remaining cargo to be loaded.

It remains the sole responsibility of the Master to ensure that sufficient space remains in the trimming hatches to accept the tonnage called for.

The total quantity of coal called for in the final pour must be loaded onto the Vessel.

The minimum pour which can be called for is 250 tonnes.

At completion of loading the entire conveying system and surge bin must be empty. The system can hold up to 3,800 tonnes depending on the positions of the Shiploader and reclaimers. The Shiploader Operator can advise the tonnage remaining in the system still to be loaded.

The final draft survey will be carried out as soon as loading is completed. The Master, or a responsible person nominated by the Master is to accompany the draft surveyor and assist in determining the quantity of coal loaded by draft survey.

Subject to tide, Vessels are to be made ready to vacate the Berth within one hour of completion of loading.

#### **4.9 Loading Procedures**

DBCT P/L expects to commence loading as soon as possible after permission is given by the Terminal Representative, Draft Surveyor and Master. The first loading hatch should be opened immediately after the Vessel is secure to allow for pre-load hatch inspection.

Immediately after the Vessel is secure a Terminal Representative will meet with the Master/Chief Officer to:

- Establish liaison
- Confirm Ship Loading Sequence Plan
- Confirm first loading hold is clear of personnel and ready for loading
- Complete Notice of Readiness
- Complete Ship-Shore Safety Checklist
- Confirm Cargo Declarations
- Explain loading procedures
- Explain communication methods
- Explain Terminal protocols

- Explain emergency procedures
- Present current weather forecast

#### **4.10 Emergency Stop**

If requested to stop loading during normal operations the Shiploader Operator will do so, however to enable the Shiploader to travel from South to North at Berth 1 and 2 and North to South at Berth 3 and 4 the wharf conveyors must be emptied. This will mean that between 150 and 400 tonnes of coal may remain to be loaded.

#### **4.11 Ship/Shore Communications**

A two-way radio, battery charger and spare battery will be provided to the Vessel crew upon berthing for the purpose of communication with the Shiploader Operator. In general, Vessels loading on:

- Berth 1 use Channel 1;
- Berth 2 use Channel 2;
- Berth 3 use Channel 3; and
- Berth 4 use Channel 4.

A Terminal Representative will advise of any deviation to the above. No Terminal personnel will be on board to assist with loading. Therefore, it is recommended that a responsible English-speaking ship's officer/duty officer is on deck and in contact with the Shiploader Operator at all times to supervise and direct the loading to a spout trimmed condition. This is particularly important where a hatch is being loaded to an estimated 90-100% capacity. Contact can also be maintained with the earlier mentioned mobile phone onboard.

The Vessel must only have those hatches open for the product type currently being loaded and on completion of each pour, the Shiploader Operator must receive confirmation from the ship's officer/duty officer of the next hatch to be loaded and the tonnage of the pour, before loading continues. Upon shifting to the next hatch the ship's officer/duty officer must confirm again that the Shiploader is positioned in the correct hatch.

If no confirmation is received from the ship's officer, loading will cease until communication is re-established in order to ensure that the correct loading sequence is followed at all times.

Should the Master wish to deviate from the agreed shiploading sequence plan then the Shiploader Operator must be advised and the Chief Officer and a Terminal Representative will document the agreed changes using an official "deviation advice".

#### **Trim Lights**

Red, green and white trim lights, clearly visible to the Shiploader Operator are recommended fittings on all Vessels loading coal at the Terminal. The Shiploader Operator has been instructed to observe the trim lights and will endeavour to keep the Vessel upright during loading. No mechanical or manual trimming will be undertaken.

## 5. Damage to Terminal or Vessel Infrastructure

Listed below are some past causes of damage to Terminal infrastructure and to Vessels. DBCT P/L recommends that these areas be monitored at all times.

### 5.1 Open Hatch Covers

Tidal and loading variations together with rolling movements of Vessels may cause hatch covers to contact fenders. DBCT P/L recommends that if possible, hatch covers be secured slightly inboard if the fully opened position has the hatch cover aligned with the side of the Vessel.

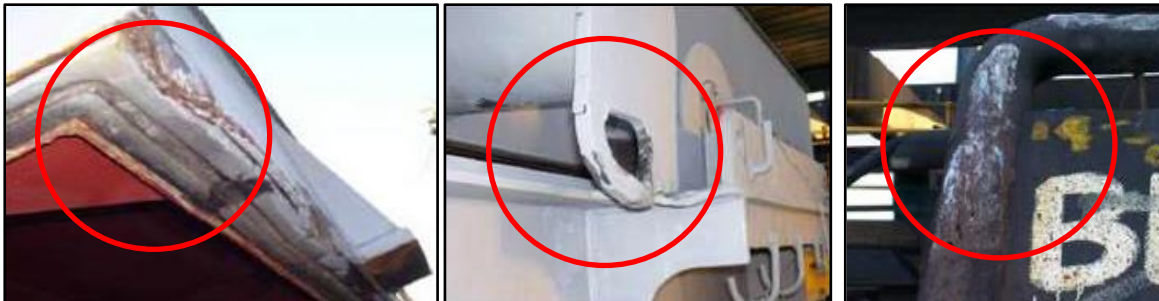
The hatch stoppers on the hatch rails must be used (on inside position where equipped with two stop arrangements). Hatches to be open only up to the hatch coaming/loading position.

DBCT P/L also recommends that not more than two loading hatches be opened at any one time – the current loading hatch and the next hatch to be loaded.

Open hatch covers CANNOT protrude beyond the ship side, including rack ends and cleat locations.

The complete length of the hatch must be secured within the outboard extreme of the vessel to prevent getting caught on shore fenders and derailed from hatch runners.

Below are examples of damage sustained to hatch covers and fenders as a result of hatch cover protruding over vessels side.



Crew must equip and use stopper on the innermost position







Must equip and use stopper on the innermost position!

## 5.2 Opening Hatch Covers

When a hatch cover is being opened it may come into contact with the Terminal gangway if the Terminal gangway has been placed on the Vessel's deck. Vessel's crew should be aware of the Terminal gangway when opening hatch covers.

Do not open hatch cover when access is being landed.



Shiploader access ladder lowered onto vessel.



### 5.3 Vessel Gangways

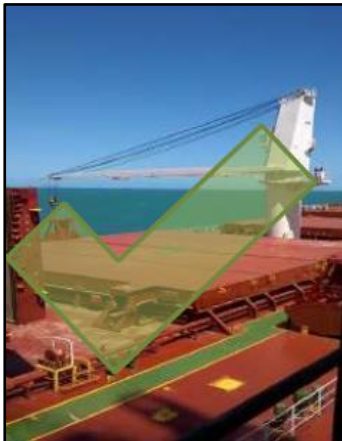
The Pilot and DBCT P/L Representative may endeavour to position Vessels on berthing so that Vessel gangways are not situated over fenders. However, this may not always be the case. Tidal and loading variations together with rolling movements of Vessels may cause gangways to contact fenders.

Vessel gangway positioned over fender



### 5.4 Cranes

All cargo handling Cranes on geared vessels must be fully lowered immediately after berthing.



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## 6. Emergency Procedures

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Emergency Evacuation Procedures are based on procedures required or recommended by Maritime Safety Queensland on the management of emergency events.

### 6.1 Marine Accident / Casualties (Ships Alongside Berth)

“All emergencies on board a Vessel are to be managed by the Master and crew of that Vessel and DBCT P/L will provide such assistance as it can, if requested”

Harbour Master is responsible for:

- The safety and navigation of Vessels within the Port
- Determining the removal of Vessels from the berth, with assistance from tugs (the Pilot to actually effect removal of a Vessel from the berth)
- Should any question concerning the safety of the wharf installations arise, advise the Emergency Evacuation Coordinator immediately and take steps necessary to ensure the safety of the wharf installations.

(Paraphrased from The Emergency Response Plan NQBP Port of Haypoint Operations Manual 2016).

### 6.2 Emergency Contact Procedures

Emergencies are also to be reported immediately to **VTS on VHF Channel 16**, stating the following:

- Vessel Name
- Position of Vessel
- Nature of Emergency
- Type of Assistance Required

Vessel crews continuously monitor **VHF Channel 10 & 16** whilst berthed at the Terminal.

Should assistance be required, immediately contact the Shiploader Operator or Terminal Representative using the UHF Radio provided on berthing. The radio channel will be determined by the Berth the vessel is on.

If unable to make contact using the provided UHF Radio, please call:

Shipping Officer Mobile Phone:	+ 61 419 024 188
Operations Coordinator - Shift Mobile Phone:	+ 61 7 49 438497
Shipping Officer Land Line – Office Hours Only:	+ 61 7 49 435525

### 6.3 Man Overboard Alarm

Man Overboard Alarm can be activated by Terminal personnel from various points along the gangways situated on the wharf. A continuous high pitched siren will sound for five minutes. In the event of a Man Overboard Alarm sounding, a Terminal Representative will contact each Vessel crew at a berth, advise the meaning of the alarm, and ask the Chief Officer or Master to account for all crew and report back immediately.

### 6.4 Adverse Weather Conditions

Information that will be considered in the process incorporates:

**Current Bureau of Meteorology (BOM) and Weatherzone weather forecasting advices:**

On receipt of a BOM East Coastal Weather Warning relating to the Port, a Terminal Representative will communicate with each Vessel crew which is berthed at the time and provide the forecast to the Master or Chief Officer. The representative will discuss safety measures that can be undertaken (e.g. running additional lines or tensioning of current lines).

**Berth Warning System (BWS) - 3 advices issued:****CAUTION**

A Terminal Representative will liaise with the Master to determine if more safety measures are required (e.g. additional lines, tensioning of current lines etc.) and ensure the Master is aware of emergency contact procedures.

**WARNING**

A Terminal Representative will liaise with the Master to discuss the potential to vacate the berth.

**ALERT**

All Vessels at a berth will be immediately removed to anchorage after an alert. It is a Master's responsibility in times of potentially adverse weather conditions to ensure his or her Vessel is kept in a ballasted condition if loading has not commenced, is maintained in a sea going condition at all times and is ready to sail on short notice.

IF AT ANY STAGE THE MASTER FEELS HIS OR HER VESSEL OR CREW IS AT RISK, OR THE VESSEL HAS POTENTIAL TO DAMAGE TERMINAL INFRASTRUCTURE – THE MASTER MUST IMMEDIATELY CONTACT DBCT P/L'S SHIPPING OFFICER TO DISCUSS EXTRA SAFETY PRECAUTIONS AND POSSIBLE REMOVAL FROM THE BERTH.

**7. Technical**

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**7.1 Coal Handling Process****Inloading**

Trains transport coal from the mines to the Terminal. The coal is discharged from rail wagons 'on the move' through automatic bottom-dump gates. The coal flows from the rail wagons into hoppers located in receival stations, prior to transfer to the stockyard via conveyor. A 'standard train' (approximately 10,000 tonnes) contains up to 86 tonnes per wagon arriving at the Terminal and is usually discharged in approximately two hours.





## Stockyard

The Terminal stockyard has a twofold purpose, optimising coal supply chain efficiency and ensuring reliability of the Terminal's performance. Coal is stacked into stockpiles consistent with a User Quality Plan and on Ship Loading Plan agreed by DBCT P/L with a relevant User.

The stockyard design permits automatic operation of both stackers and reclaimers. Reliability and flexibility of both inloading and outloading operations is achieved via an ability to stack coal from any inloading system and reclaim coal to any outloading system. In addition, individual stockpiles can be accessed by more than one yard machine.



## Outloading System, Jetty, Wharf and Shiploaders

Each outloading system has its own dedicated surge bin that acts as a buffer between stockyard reclaiming operation and the Shiploaders. This ensures optimum shiplading rates are maintained.

The Terminal stockpile and yard machine configuration permits the use of two reclaiming machines to feed each outloading system although through-loading (where coal bypasses the stockyard), and ship de-ballasting performance, may result in the use of only one reclaiming machine.





A sample plant, designed to ISO 13901, is located adjacent to each surge bin to permit independent coal sampling during shiploading operations.

From the surge bins, the coal is conveyed 3.8 kilometres offshore to transfer towers that feed the Shiploaders via the wharf conveyors. Rail- mounted, long travelling, luffing Shiploaders transfer coal from the wharf conveyors into the holds of ships.

The wharf is a steel pile construction with rubber fenders, strategically located and secured to berthing dolphins, independent from the main structure. This design protects both the wharves and Shiploaders and provides Vessels with safe loading facilities.

## 7.2 Terminal – Technical Information

Wharf Details	Berth 1	Berth 2	Berth 3	Berth 4
Design Vessel Maximum	220,000 tonnes			
Top of front (seaward) rail	+17.98m LAT			
Number of berthing dolphins	18		17	
Number of mooring dolphins	4		4	
Distance between extreme berthing dolphins	662 metres		676 metres	
Distance between extreme mooring dolphins	843 metres		843 metres	
Maximum allowable speed of approach	230 mm/sec			
Design Depth at Berth	19.6m LAT		19.0m LAT	
Current Depth at Berth	Refer to latest MSQ Notice to Mariners at <a href="http://www.msq.qld.gov.au/Notices-to-Mariners/Ntm-hay-point.aspx">http://www.msq.qld.gov.au/Notices-to-Mariners/Ntm-hay-point.aspx</a>			
Current channel Depth				
Current non Channel Manoeuvring Depth				
Maximum predicted spring tide	7.14m			

Water density range	1.016 to 1.025
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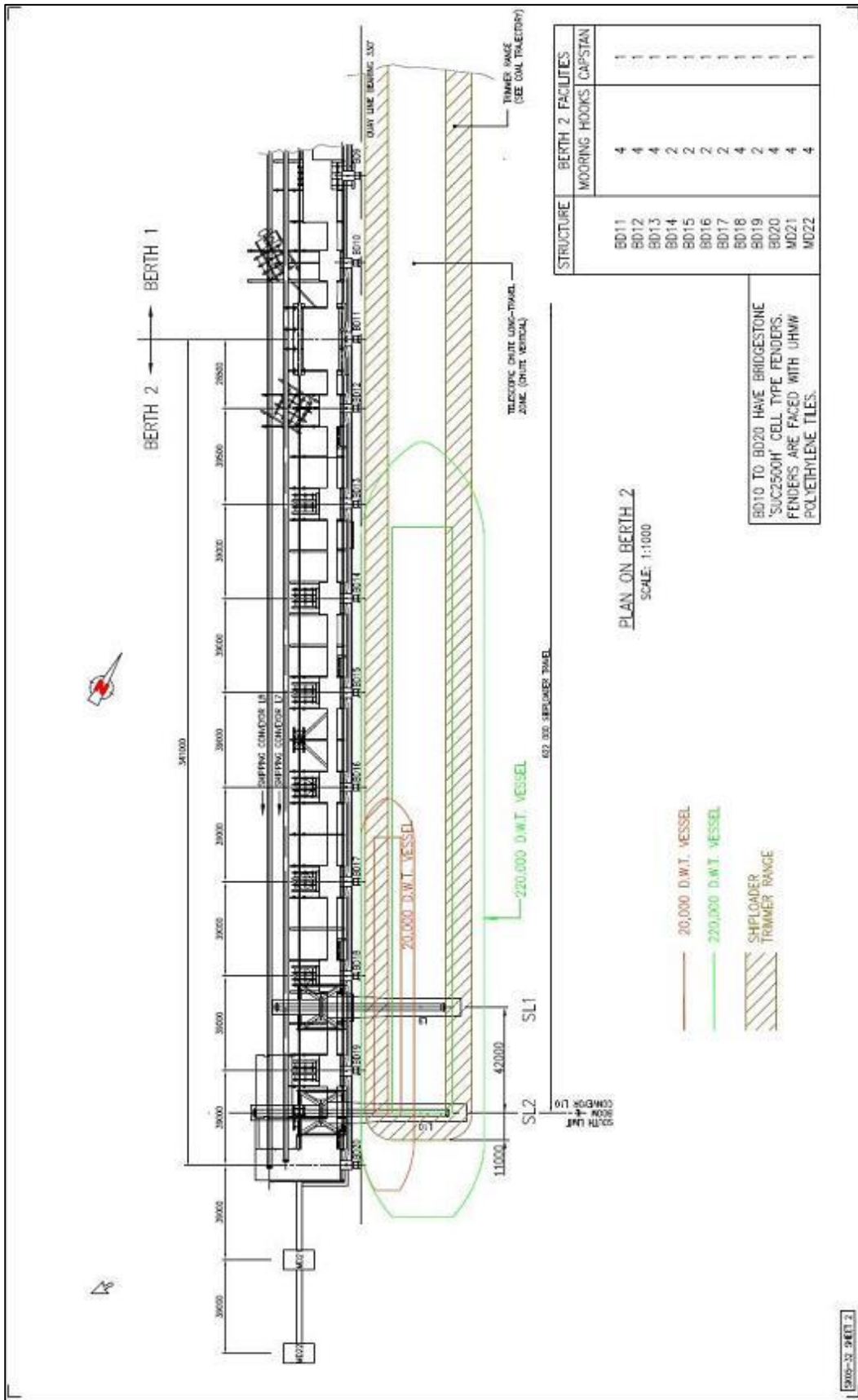
Shiploader Details	Shiploader 1	Shiploader 2	Shiploader 3
Loading Rate	7200 tph	7600 tph	8650 tph
Maximum operating wind speed	72kph		
Fender face from front rail	7.5 metres		
Maximum reach of chute from fender face	34.0 metres	35.5 metres	
Shuttle travel	21.7 metres	23.2 metres	
Shiploader longitudinal travel	622 metres	633 metres	
Highest boom working position	+12 degrees		
Lowest boom working position	-4 degrees	-6 degrees	
Shiploader Air Draft Clearance	28.5 metres less height of tide		
Cyclone Security	Tie down to strongpoint		

\* Note: Any Vessel which is not a gearless bulk carrier may require special applications.

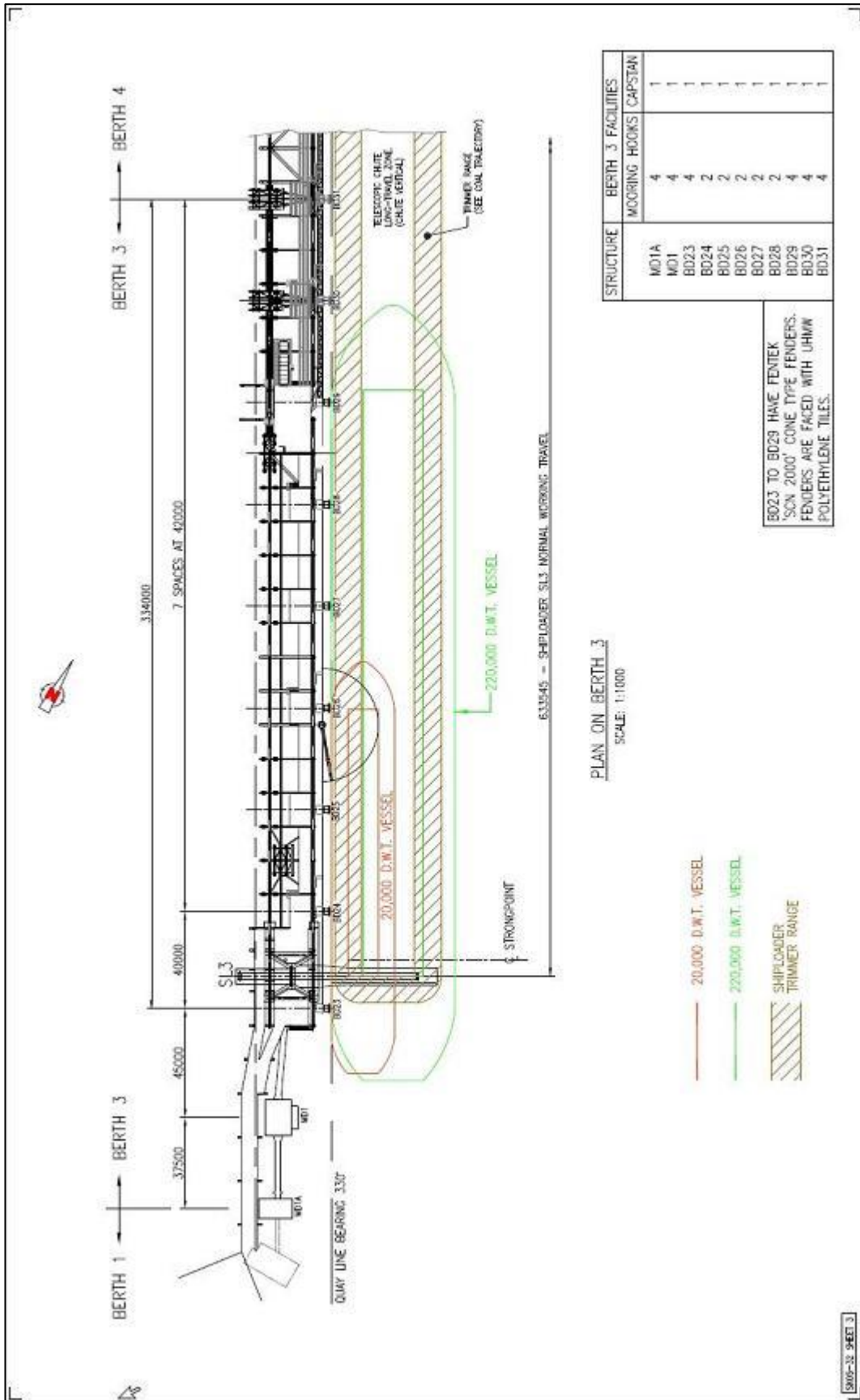
\* Note: This loading clearance applies to the Shiploader boom when in position to load. The dimension shown provided for a clearance of 1.0m, however location of control cabin and hatch covers should be checked for each berthing.



**Berth 2**

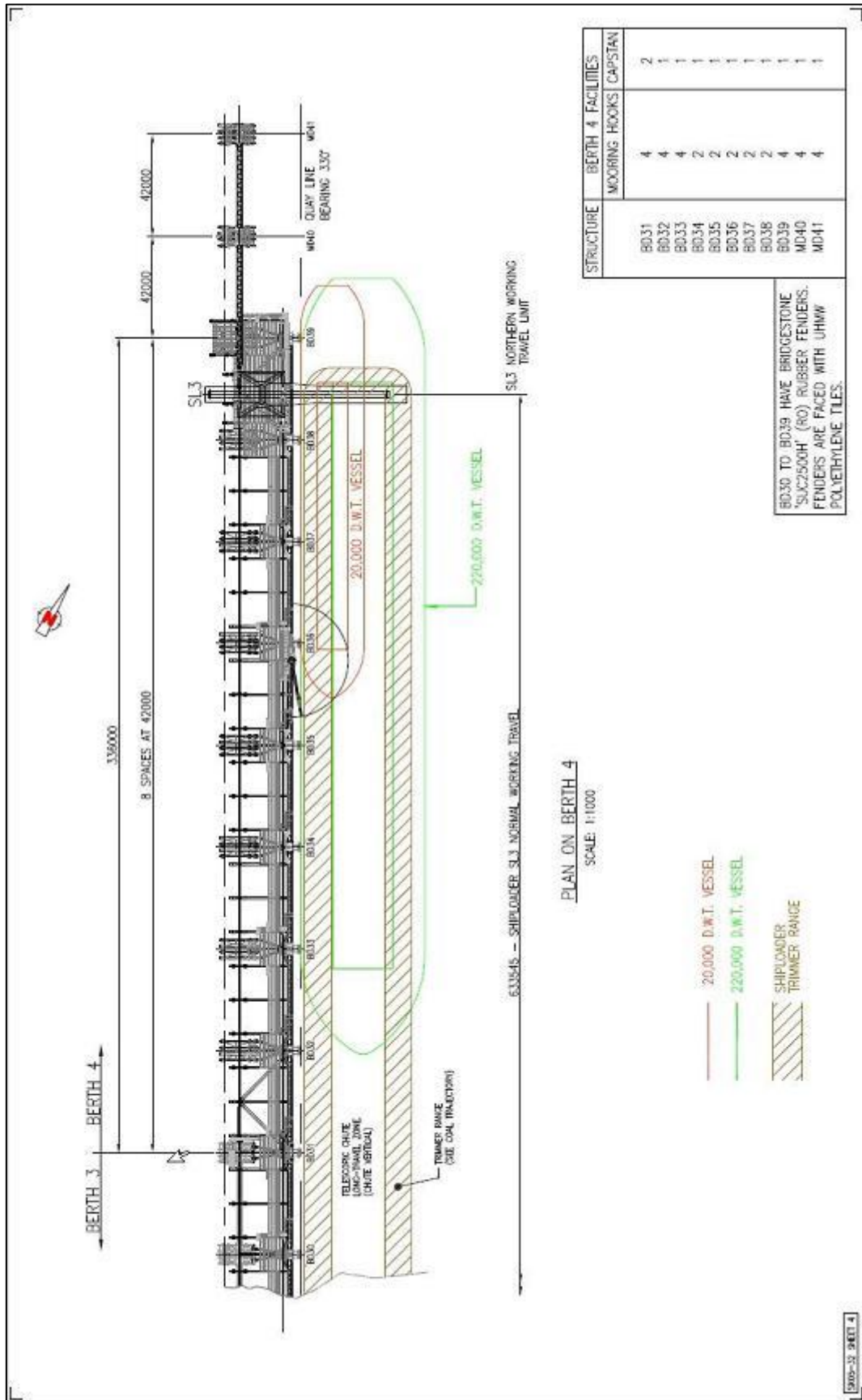


**Berth 3**





**Berth 4**



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## 8. UKC Requirements in Port Navigation

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### 8.1 Dynamic Underkeel Clearance (DUKC) Program

The Port has developed and implemented a Dynamic Underkeel Clearance (DUKC) Program which enables a range of information regarding maximum and intermediate drafts, and tidal windows to be predicted. This equipment uses data provided by sensors operating in real time, and applying complex modelling to forecast for the expected weather conditions:

- The maximum draft that may be achieved for a particular tide;
- The sailing time to optimise draft for particular vessels; and
- The tidal window available to sail vessels less than maximum draft.

**These forecasts are issued by the Harbour Master and remain valid for the reference tide only.**

Predictions for maximum draft are provided at 23 hours before the reference tide and updated at 11 hours before high water.

Masters and Ship's Agents are provided with written advice of these forecasts. However they are not guaranteed. In particular, DBCT P/L takes no responsibility for their accuracy. In the event that forecasts are not available for the DUKC Program, the following method will be used.

#### **Channel:**

- Maximum drafts can be calculated using the Static Maximum Draft Check and the predicted tide height for the reference tide, from the tide tables;
- For Vessels less than maximum draft, the tidal window will be calculated using the Static Tidal Window Check to determine the minimal tidal height required.

#### **Non-Channel:**

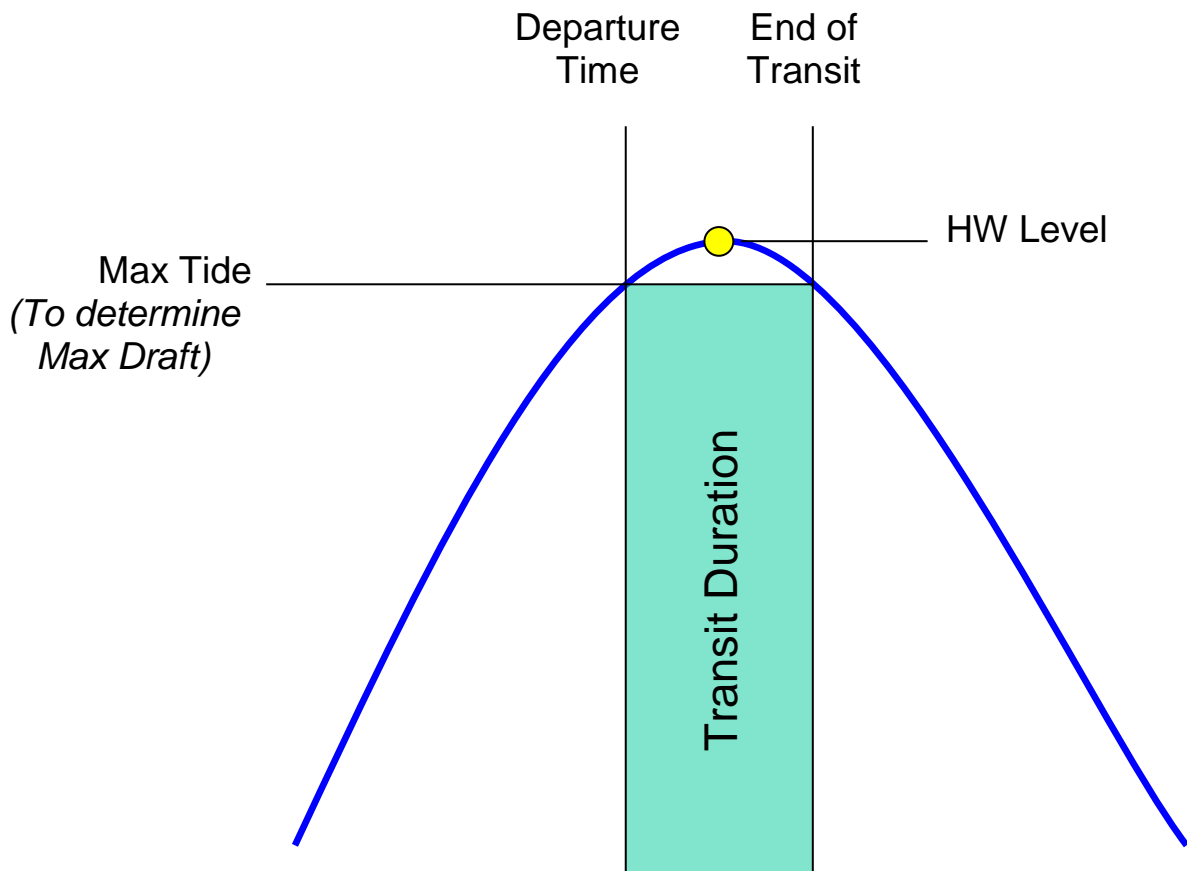
- Maximum drafts can be calculated using the Maximum Draft Tables – Hay Point (UKC Stage II) and the predicted tide height for the reference tide, from the tide tables
- Tide Tables for Hay Point can be obtained from the Maritime Safety Queensland website using the link below.

<http://www.msg.qld.gov.au/Tides>

Should DBCT P/L allow a Vessel to remain at berth to await a higher tide and the Harbour Master has instructed that loading stop at a draft which will enable the Vessel to leave the berth at any intervening high tide, loading may be resumed at the predicted time of high water on the intervening tide, but must ensure that minimum underkeel clearance of 1.5 metres is maintained at all times. This requirement is designed to ensure that no Vessel is restricted in a berth for longer than 12 hours should an emergency situation arise.

## 8.2 Channel - Static Maximum Draft Check

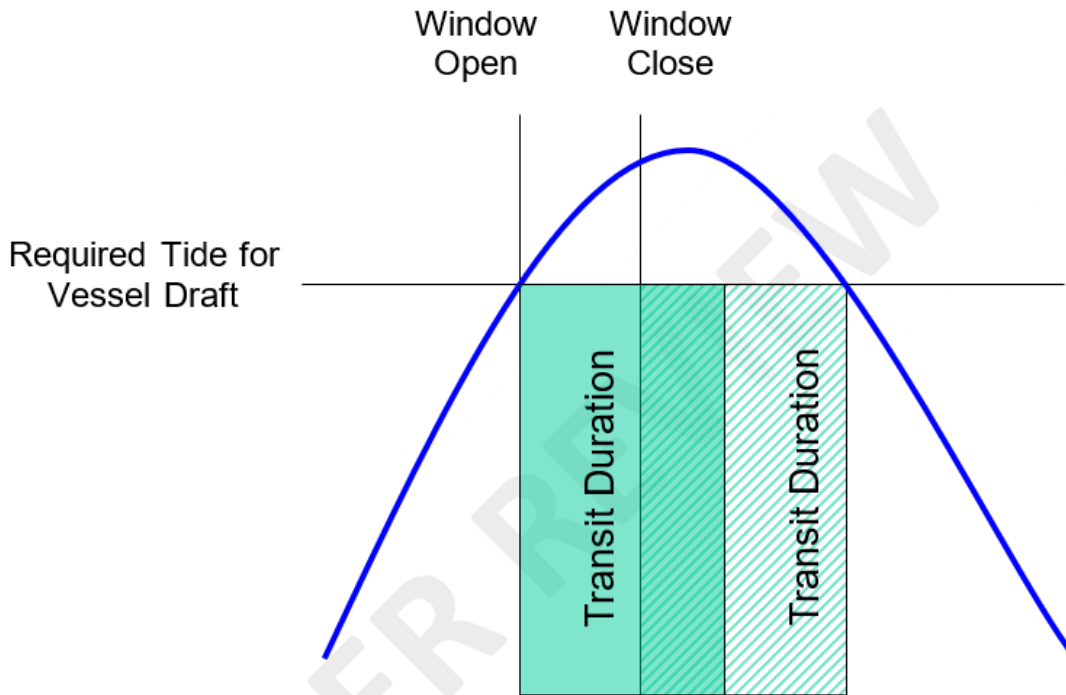
HW time		
HW time – Half transit duration		DEPARTURE TIME
Tide at static UKC start time		
$(\text{Depth} + \text{Tide} - 1)/1.05$		Start maximum draft
HW time + Half transit duration		End of transit time
Tide at static UKC end time		
$(\text{Depth} + \text{Tide} - 1)/1.05$		End maximum draft
Minimum start and end max drafts		MAXIMUM DRAFT



	Half SST Transit Duration	Half PST Manoeuvre Duration	SST Depth	PST Depth
Berth 1	38	48	14.8	14.8
Berth 2	38	48	14.8	14.8
Berth 3	40	50	14.8	14.8
Berth 4	43	53	14.8	14.9

### 8.3 Channel - Static Tidal Window Check

Vessel draft		
$1.05 \times \text{Draft} + 1 - \text{Depth}$		Required tide height
Time of first tide height for draft		WINDOW OPEN
Time of last tide height for draft		
Time of last tide height for draft – Transit duration		WINDOW CLOSE



	SST Transit Duration	PST Manoeuvre Duration	SST Depth	PST Depth
Berth 1	75	95	14.8	14.8
Berth 2	75	95	14.8	14.8
Berth 3	80	100	14.8	14.8
Berth 4	85	105	14.8	14.9

## 8.4 Non Channel – Maximum Draft Table

**Port of Hay Point**  
 Under Keel Clearance – Stage II  
 (UKC = 1 metre + 5% of draft)

**Depth 12.80 metres**  
**Non-Channel**

Tide Height	UKC	Max Draft	Tide Height	UKC	Max Draft	Tide Height	UKC	Max Draft
0.00	1.56	11.23	2.60	1.69	13.71	5.20	1.81	16.19
0.10	1.57	11.33	2.70	1.69	13.80	5.30	1.81	16.28
0.20	1.57	11.42	2.80	1.70	13.90	5.40	1.82	16.38
0.30	1.58	11.52	2.90	1.70	14.00	5.50	1.82	16.47
0.40	1.58	11.61	3.00	1.70	14.09	5.60	1.83	16.57
0.50	1.59	11.71	3.10	1.71	14.19	5.70	1.83	16.66
0.60	1.59	11.80	3.20	1.71	14.28	5.80	1.84	16.76
0.70	1.60	11.90	3.30	1.72	14.38	5.90	1.84	16.85
0.80	1.60	12.00	3.40	1.72	14.47	6.00	1.85	16.95
0.90	1.60	12.09	3.50	1.73	14.57	6.10	1.85	17.04
1.00	1.61	12.19	3.60	1.73	14.66	6.20	1.86	17.14
1.10	1.61	12.28	3.70	1.74	14.76	6.30	1.86	17.23
1.20	1.62	12.38	3.80	1.74	14.85	6.40	1.87	17.33
1.30	1.62	12.47	3.90	1.75	14.95	6.50	1.87	17.42
1.40	1.63	12.57	4.00	1.75	15.04	6.60	1.88	17.52
1.50	1.63	12.66	4.10	1.76	15.14	6.70	1.88	17.61
1.60	1.64	12.76	4.20	1.76	15.23	6.80	1.89	17.71
1.70	1.64	12.85	4.30	1.77	15.33	6.90	1.89	17.80
1.80	1.65	12.95	4.40	1.77	15.42	7.00	1.90	17.90
1.90	1.65	13.04	4.50	1.78	15.52	7.10	1.90	18.00
2.00	1.66	13.14	4.60	1.78	15.61	7.20	1.90	18.09
2.10	1.66	13.23	4.70	1.79	15.71	7.30	1.91	18.19
2.20	1.67	13.33	4.80	1.79	15.80	7.40	1.91	18.28
2.30	1.67	13.42	4.90	1.80	15.90	7.50	1.92	18.38
2.40	1.68	13.52	5.00	1.80	16.00	7.60	1.92	18.47
2.50	1.68	13.61	5.10	1.80	16.09	7.70	1.93	18.57



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## **9. Contacts**

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The Port of Hay Point is administered by North Queensland Bulk Ports Limited pursuant to the Transport Infrastructure Act 1994.

### **DALRYMPLE BAY COAL TERMINAL:**

All correspondence should be addressed to:

The Chief Executive / General Manager  
Dalrymple Bay Coal Terminal Pty Ltd  
Martin Armstrong Drive  
Hay Point Queensland 4740  
AUSTRALIA

### **Postal address:**

MS 283 Martin Armstrong Drive  
Haypoint Queensland 4740  
AUSTRALIA

Telephone: +61 7 4943 8444  
Facsimile: +61 7 4956 3010  
Email: [shipping@dbct.com.au](mailto:shipping@dbct.com.au)

### **PORT FACILITY SECURITY OFFICER:**

Contact: Ian Payne  
Telephone: +61 7 4943 8352  
Email: [Ian.Payne@dbct.com.au](mailto:Ian.Payne@dbct.com.au)

Deputy Contact: Sean McLean  
Telephone: +61 7 4943 8433  
Email: [Sean.McLean@dbct.com.au](mailto:Sean.McLean@dbct.com.au)

### **SHIP'S AGENTS:**

#### **AUSTRALIAN SHIPS AGENCIES**

Telephone: + 61 7 4953 3155  
Email: [ASA-WILLS-MACKAY@austshipsagencies.com](mailto:ASA-WILLS-MACKAY@austshipsagencies.com)

#### **BEN LINE AGENCIES**

Telephone: +61 3117 3769  
Email: [australiaops@benline.com.au](mailto:australiaops@benline.com.au)

#### **GULF AGENCY COMPANY**

Telephone: + 61 7 4953 4775  
Email: [shipping.mackay@gac.com](mailto:shipping.mackay@gac.com)

#### **INCHCAPE SHIPPING SERVICES**

Telephone: + 61 7 4953 3155  
Email: [Mackay@ISS-Shipping.com.au](mailto:Mackay@ISS-Shipping.com.au)

**LBH AUSTRALIA PTY LTD**

Telephone: + 61 7 4944 0566

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**MONSON AGENCIES**

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**STURROCK GRINDROD MARITIME (AUSTRALIA) PTY LTD**

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**WILHELMSSEN SHIPS SERVICE**

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**DEPARTMENT OF AGRICULTURE, WATER AND ENVIRONMENT (QUARANTINE)**

Telephone: +61 8 8201 6185 or 1300 004 605

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**AUSTRALIAN BORDER FORCE**

Telephone: + 61 7 4965 7100

Email: [shipmac@customs.gov.au](mailto:shipmac@customs.gov.au)

**HAY POINT VTS**

Telephone: + 61 1300 645 022

Email: [VTSHaypoint@msq.qld.gov.au](mailto:VTSHaypoint@msq.qld.gov.au)

**JJ RICHARDS PTY LTD**

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**PROVEDORES:**

**SOUTHERN CROSS MARINE SUPPLIES NQ**

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## 10. Calendar of Public Holidays

### QLD Public holiday dates for 2022 - 2023

Holiday	2022	2023
New Year's Day	Saturday 1 January and Monday 3 January	Sunday 1 January and Monday 2 January
Australia Day	Wednesday 26 January	Thursday 26th January
Good Friday	Friday 15 April	Friday 7 April
The day after Good Friday	Saturday 16 April	Saturday 8 April
Easter Sunday	Sunday 17 April	Sunday 9 April
Easter Monday	Monday 18 April	Monday 10 April
Anzac Day	Monday 25 April	Tuesday 25th April
Labour Day	Monday 2 May	Monday 1 May
Royal Queensland Show (Brisbane area only) <sup>1</sup>	Wednesday 10 August	Wednesday 16 August
Queen's Birthday	Monday 3 October	Monday 2 October
Christmas Eve (24 December) 6pm – midnight	Saturday 24 December	Sunday 24 December
Christmas Day	Sunday 25 December and Tuesday 27 December	Monday 25 December
Boxing Day	Monday 26 December	Tuesday 26 December
<p>From 2019, the Holidays Act 1983 provides for a part-day public holiday from 6pm to midnight on Christmas Eve (24 December).</p> <p>From Christmas Day 2011, the Holidays Act 1983 provides for an extra public holiday to be added when Christmas Day, Boxing Day or New Year's Day falls on a weekend.</p>		