DALRYMPLE BAY COAL TERMINAL PTY LTD

FM0104 Ship Vetting Questionnaire Form

Vessel Details

Vessel Name: _____ IMO No: _____

Vessel Flag: _____ Year of Build: _____ DWT: _____

Vessel MMSI No: _____ LOA (m): _____ Beam (m): _____

Vessel Compliance

	Yes	No
1. Is the vessel a designated single-deck / self-trimming / closed hatch bulk carrier? ***Note:*** *Log carrier, OBO, converted and extended vessels or pontoon type hatch cover type vessels are prohibited*	○	○
2. Does vessel utilise alternative fuel for main engine-propulsion. *Eg LNG, LPG, Ammonia, Hydrogen etc - if so state which:* _____	○	○
3. Does vessel utilise Wind Assisted Ship Propulsion (WASP) technology? ***Note:*** *if so, please include comprehensive plan of any deck obstructions to allow assessment*	○	○
4. Confirm vessel can comply with all MARPOL, SOLAS, Queensland Transport Operations (Marine Pollution) Act 1995 requirements and AMSA Marine Order 97 (Marine pollution prevention - air pollution).	○	○
5. Confirm vessel can comply with Hay Point Port Procedures requirements.	○	○
6. 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 (Helicopter Operations).	○	○

Cargo Operations

7. Confirm compliance with the International Convention for the Control and Management of Ships Ballast Water and Sediments (BWM) Convention.	○	○
8. Confirm vessel can berth with propellor 100% immersed and stern trim NOT exceeding 2.5m. ***Note:*** *maximum berthing displacement should not exceed 110,000MT*	○	○
9. Confirm that vessel will be able to fully load within the Maximum Loading Time as per DBCT Deballasting Matrix (below) whilst complying with questions 7 & 8.	○	○

DBCT Deballasting Matrix

Vessel Deadweight Tonnes 000's	Expected Loading Time assuming full cargo loaded (Hours)	Average Ballast on-board (Mid-Range) MT	Average Pump Rate MT/Hour	Acceptable Deballasting Time including stripping (maximum hours)	Maximum Loading Time (Hours)
40 - 60	14	12,500	900	14	16
60 - 80	16	21,000	1450	16	18
80 - 100	18	30,000	1800	18	20
100 - 125	22	43,000	2400	22	24
125 - 150	25	plus 50,000	plus 2600	25	28
150 plus	28	plus 50,000	plus 2600	28	32

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Cargo Operations - continued

	Yes	No
10. **For Multi parcel /grade Shipments -** confirm vessel can fully load each parcel/grade before commencing next.	◯	◯
11. Confirm maximum hatch pours are 2 per hatch plus 2 trimming pours	◯	◯
12. 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)	◯	◯

13. Dimensions of each hatch opening (coaming).

No.	Length (m)	Breadth (m)
1		
2		
3		
4		
5		
6		
7		
8		
9		

Mooring Equipment

	Yes	No
14. Confirm minimum required rating for tugs (bollard and fairlead Safe Working Load (65 Metric tonnes or 637kN (sustained pull).	◯	◯
15. Are all mooring lines HMPE/synthetic/polypropylene AND floating type only? ***Note:*** *Wires, metal shackles, chains and/or metal links are NOT acceptable. HMPE type lines should be fitted with 11m synthetic tails in line with line with manufacturer requirements*	◯	◯
16. Confirm compliance with DBCT Mooring Matrix minimum requirements.	◯	◯

DBCT Mooring Lines Matrix

Vessel Deadweight Tonnes 000's	Minimum No. of ropes on winch tension (do not include ropes on drum end or bitts/bollards	Minimum Winch Heave Capacity (tonnes)	Minimum LDBF (tonnes) / Minimum Ship Design MBL (SDMBL)
40 - 65	8	12 (118kN)	42 (412kN)
65 - 95	10	14 (137kN)	53 (520kN)
95 - 125	12	15 (147kN)	62 (608kN)
125 - 155	14	15 (147kN)	62 (608kN)
155 - 185	14	16 (157kN)	67 (657kN)
185 - 220	16	16 (157kN)	67 (657kN)

17. Confirm mooring line details – ***Note:*** *nylon lines not accepted without prior arrangement*

Line	Material	Construction	LDBF (Line Design Break Force) tonnes	Fitted with tails	TDBF (Tail Design Break Force) tonnes	Comments
Headline						
Sternline						
Fore Springs						
Aft Springs						
Fore Breast						
Aft Breast						
Spare						

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		Yes	No
Mooring Equipment - continued	18. Are all reciprocal mooring lines (eg headlines and sternlines, fore and aft springs, or fore and aft breastlines) of the same type and construction and have a similar (+/-10%) Line Design Break Force	◯	◯
	19. Confirm continuous watch on mooring lines by vessel crew while alongside.	◯	◯
	20. Confirm that all mooring lines are minimum of 200m in length	◯	◯
	21. Confirm vessel has a minimum of 4 spare mooring lines for vessels less than 225m in length or a minimum of 5 spare mooring lines for a vessel over 225m in length.	◯	◯
	22. Confirm winch brake render set point at 60% of ship design MBL.	◯	◯
	23. Confirm quality manufactured chafe protection is fitted on all ship's lines at vessel structure contact points, eg fairleads/chocks.	◯	◯
	24. Confirm mooring lines have valid certificates and are inspected every 3 months and be presented in good condition	◯	◯
	25. Confirm that fairleads, chocks and bitts are well maintained and free from rust or abrasive surfaces	◯	◯
Documents	26. Attach a clear copy of the ship's General Arrangement Plan. If mooring arrangements are not clearly visible, attach a copy of the ship's Mooring Arrangement Plan.	☐	
	27. If WASP vessel, attach a plan of any deck obstructions including heights and clearances from hatch openings	☐	
Declaration	**Confirmation information above is correct to be signed by the Vessel's Owner, Master or Technical Manager ONLY** (Sign) _____ (Date) _____ (Title) _____		

☐ **Print Form**

Email

Reset Form - *Beware this will clear all data above!*