

Pre-Arrival Questionnaire for Dalrymple Bay Coal Terminal

Please advise the following information by return and not less than **10 days prior to arrival**. Please forward reply to:

GAC Mackay - shipping.mackay@gac.com
DBCT - shipping@dbct.com.au

- A. ETA to be sent by return and then 10/7/5/3/2/1 days before arrival.
- B. Please send a stowage plan and a copy of your loading sequence in BLU code format (if you require a blank BLU format loading plan please advise).

Loading with one travelling loader at up to 8650 TPH (AVG 6000 to 6600 TPH). You are scheduled to load as follows:

70,000 Mt +/- 10% Burton Coal Est. SF 40 cu ft/Mt (AS A GUIDE ONLY)

- C. Please advise minimum deballasting time required. If vessel will require a stop for deballasting please indicate where stop is to occur on your loading sequence. Any stop for deballasting will be noted as a delay against the vessel on the statement of fact. Where possible, ballast tanks are to be pressed up or empty at berthing.
- D. Berthing and proposed departure drafts FWD and AFT **NOTE: Harbour Master requires trim not to exceed 2.5 metres and prop is to be fully immersed for berthing.**
- E. Please advise:
1. Length Overall
 2. Beam
 3. Length of the cargo area from the forward coaming of the forward-most hatch to the after coaming of the aft-most hatch into which cargo is to be loaded
- F. Cubic capacity of each cargo hold (inc. hatch coaming)
- G. Please advise:
1. DWT
 2. GRT
 3. NRT
 4. Summer Draft
 5. Voyage Number
 6. Call Sign
 7. IMO Number
 8. Port Of Registry
 9. Telex
 10. Fax Number
 11. Email address, and if attachments acceptable, if so, size limit if any
- H. Advise expiry dates for:
1. Safety Radio
 2. Safety Equipment
 3. Safety Construction
 4. Load Line
 5. IOPP Certificate
 6. ISM/ISPS Certificate
 7. Are All Mandatory Inspection Dates Valid
 8. Please confirm expiry date for PNI Certificate of Entry and that vessel has the original or a certified copy on board. A faxed or scanned copy of this document is not acceptable by AMSA.
 9. Does the vessel possess a valid ISS Certificate
 10. Please forward a copy of the vessels International Tonnage Certificate to our office.
- I. AQIS Pre-Arrival Report (radio pratique message) to be sent 96hrs before arrival. Please advise if your vessel has current AQIS eQPAR form dated July 2010 and ballast water forms dated 12 September 2007 on board (Please note older versions will not be accepted by AQIS).

- J. Reef Pilotage:
1. Please advise your intended route to Hay Point through Great Barrier Reef. If a reef pilot is required please advise pilot boarding ground and ETA in order for us to arrange pilots.
 2. Please advise route through Great Barrier Reef after sailing Hay Point.

- K. Can vessel accept helicopter, if yes please advise:
1. Confirm vessel can accept LAND ON Helicopter
 2. Helicopter Hatch Number
 3. Hatch Size
 4. Actual clearance between obstructions one metre above hatch top
 5. Please note the following information from AMSA MO57;

5.2.2 The operator of a ship on which a helicopter is likely to land must ensure that there is available on the ship information relating to ability of any deck surface to withstand the static and dynamic loads imposed by a helicopter landing on that surface.

Note The information referred to in this provision would normally be provided by, or based on criteria provided by, the Classification Society carrying out the ship's surveys.

5.2.3 The master of a ship must, when requested, provide the information referred to in 5.2.2 to:

- (a) the pilot of a helicopter; or
- (b) a surveyor; or
- (c) any other person with an interest in the safe operation of a helicopter on the ship.

5.2.4 The master of a ship must not authorise, or purport to authorise, the pilot of a helicopter to land on any deck surface not capable of withstanding the static and dynamic loads imposed by a helicopter landing on that surface.

- L. Do you have Australian Customs forms 13 & 3B onboard (version July 2007 only, please not older versions will not be accepted by Customs) If so please send to us a minimum of 5 days before your arrival. If not received 5 days before your arrival Australian Customs Service may fine your vessel. If current forms are not onboard, please let us know and we will send same to you.

For Customs for 3B (crew list) please ensure crew are listed by family name in alphabetical order. Details given must be exactly as per passport, no initials, full family names must be shown.

Please confirm all crew members hold valid Australian Maritime Crew Visa's (MCV). Please note authorities will imposed a fine of AUD \$5000 per crew member without a valid MCV.

- M. Please Advise:
1. Master's full name
 2. Crew's nationality
 3. Number of crew (including Master)
 4. Last Port
 5. Time and Date of departure from last port
- N. Distance from extreme outboard to the hatch coaming and the distance from water line to top of hatch coaming of the first hatch to be loaded
- O. Confirm all cargo holds will be clean, dry and ready in all respects to load
- P. Do any obstructions including open hatch covers protrude beyond ship's side
- Q. Number, type and condition of mooring lines. Note, that the first lines must be synthetic or similar floating type. Wire ropes may only be used as springs and must have a rope end, minimum 17 metres with a standard eye
- R. Confirm vessel has means for measuring concentration of methane, oxygen, carbon monoxide, temperatures in cargo spaces and PH value of hold/bilge samples without entering cargo spaces. All measuring equipment is properly calibrated and certified. Please confirm hatch covers for each hold are fitted with fixed sampling point
- S. If your vessel is already part loaded, please advise;
1. Berthing displacement and drafts
 2. Previous and next load Ports
 3. Nature and stowage of cargo already on board

4. When dangerous goods in bulk are on board, advise name, IMO class and UN number or BC number

T. Advise nominated providore(s) that will be servicing the vessel while at berth, and if you require garbage to be landed?

U. Please complete the following as required by the harbour master (please see explanation below):

LBP _____

TPC _____

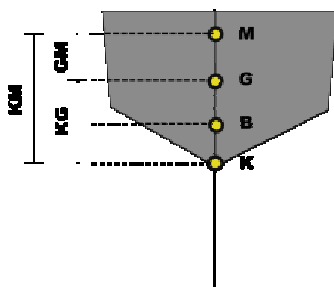
	EDD - 1 metre	EXPECTED DEPARTURE DRAFT (EDD)	EDD + 1 metre OR SUMMER DRAFT
DRAFT			
DISPLACEMENT			
KG			
KM			
GMs			
GMf			

KG Is the distance from the keel to the centre of gravity (in metres).
To be provided for the vessel's expected departure condition.

KM Is the distance from the keel to the metacentre (in metres). With the metacentre of a ship being defined as the line of intersection of the upward buoyant force when a ship is at rest, and when a ship is displaced. $KM = KG + GM/GMs$.
To be provided for the vessel's expected departure condition.

GM/GMs Is the distance (static) between the centre of gravity and the metacentre, known as the metacentric height.
To be provided for the vessel's expected departure condition.

GMf Is again the distance from the centre of gravity to the metacentre but differs from the GM/GMs as it accounts for free surface correction effects. These effects apply to any space that is partially filled with fluid. GMf is less than GM.



Average Values (departure)	Handy	Panamax	Cape
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Draft	<i>11.8 - 12.5</i>	<i>12.1 - 14.4</i>	<i>13.8 - 17.8</i>
Displacement	<i>55000 - 64000</i>	<i>72000 - 89000</i>	<i>102000 - 195000</i>
KG	<i>8.4 - 10.0</i>	<i>9.0 - 10.9</i>	<i>10.3 - 13.6</i>
KM	<i>11.6 - 15.2</i>	<i>11.8 - 15.7</i>	<i>14.5 - 21.7</i>
GM/GMs	<i>3.2 - 5.2</i>	<i>2.8 - 4.8</i>	<i>4.2 - 8.1</i>
GMf	<i>2.7 - 4.7</i>	<i>2.8 - 4.3</i>	<i>3.7 - 7.6</i>

V. Can the subject vessel please provide the below information?

Hatch combing dimensions (Length x Width):

Hatch 1:

Hatch 2:

Hatch 3:

Hatch 4:

Hatch 5:

Hatch 6:

Hatch 7:

Hatch 8:

Hatch 9:

Please enter below the distances between vessel hatch centres in metres (i.e.) H1 to H2, H2 to H3, etc....)

