



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 | 1. Is the vessel a designated single-deck / self-trimming / closed hatch bulk carrier? <i>Note: Log carrier, OBO, converted and extended vessels or pontoon type hatch cover type vessels are prohibited</i> | | | | | Yes | No |
| | 2. Does vessel utilise alternative fuel for main engine-propulsion. <i>Eg LNG, LPG, Ammonia, Hydrogen etc - if so state which:</i> | | | | | | |
| | 3. Does vessel utilise Wind Assisted Ship Propulsion (WASP) technology? <i>Note: if so, please include comprehensive plan of any deck obstructions to allow assessment</i> | | | | | | |
| | 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. <i>Note: maximum berthing displacement should not exceed 110,000MT</i> | | | | | | |
| | 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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| | | Yes | No | | | |
|--|---|--|---------------------------------------|---|---------------------------------------|----------|
| Cargo Operations - continued | 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 | 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? <i>Note: Wires, metal shackles, chains and/or metal links are NOT acceptable.</i> | | | | | |
| | 16. Confirm compliance with DBCT Mooring Matrix minimum requirements | | | | | |
| | Enter Ship Design MBL (SDMBL) | | | | | |
| | 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 – <i>Note: nylon (polyamide) lines not accepted without prior arrangement</i> | | | | | | |
| 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 | | | | | | |

| | | 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 | | |
| | 22. Confirm winch brake render set point is between 50 - 80% of ship design MBL. <i>Note: in accordance with ARCSOPT Technical Guideline 04-23 or OCIMF MEG.4 (60% of SDMBL).</i> | | |
| | 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 | | |
| | 26. Confirm vessel has a Mooring System Management Plan (MSMP) | | |
| | 27. Confirm vessel has a Line Management Plan (LMP) - <i>Note: a mooring line certificate is required to be held onboard vessel for all lines</i> | | |
| 28. Confirm Mooring lines are less than 5 years old. <i>Note: If 5+years old they require testing ashore annually & certified they remain suitable for use <u>or</u> the Mooring Line manufacturer has certified usage beyond 5 years from the certificate date and the lines are subject to manufacturers' systematic inspection program with evidence available.</i> | | | |
| | 29. Confirm that a brake render test has been conducted within the last 12 months <i>Note: Evidence must be available if requested</i> | | |
| | 30. Confirm mooring lines have been end-for-ended after 2.5 years (+/-6months) | | |
| Documents | 31. 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. | | |
| | 32. If WASP vessel, attach a plan of any deck obstructions including heights and clearances from hatch openings | | |
| | 33. Attach a copy of the Mooring System Management Plan (MSMP) | | |
| | 34. If Mooring line incident occurred in last 12 months attach investigation | | |
| Declaration | Confirmation information above is correct to be signed by the Vessel's Owner, Master or Technical Manager ONLY | | |
| | (Sign) | (Date) | |
| | (Title) | | |

Print Form

Reset Form - Beware this will clear all data above!