16. Appendices

16.1 DUKC vessel particulars request

Link to fillable PDF

Queensland Government

DUKC Particulars Request

Vessel particulars

Ship's name	LOA (m)

IMO Number	LBP (m)

DWT	Beam (m)

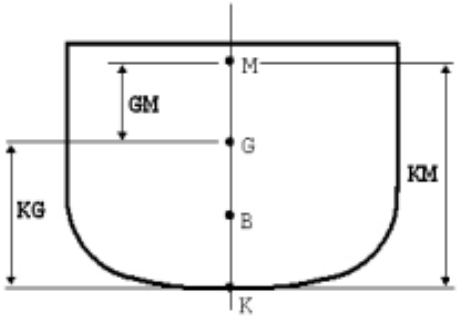
Torres Strait Transit

Is the vessel restricted to Torres Strait draft of 12.20m? Yes ☐ No ☐

Loading condition

Expected Departure Draft -50cm		Expected Departure Draft		Expected Departure Draft +50cm	
Displacement		Displacement		Displacement	
Draft		Draft		Draft	
GM(f)		GM(f)		GM(f)	
GM(s)		GM(s)		GM(s)	
KG		KG		KG	
KM		KM		KM	
KG+GM(S)-KM=					

Explanatory notes for information required on pre-arrival form



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.

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.

LTSR Forms Area Form F5371 CFD V01 Mar 2023

16.2 Gas-free status declaration

Link to fillable PDF

Queensland Government

Gas Free Status Declaration

Declaration required prior to acknowledgement of 'Gas Free' status

Master to declare

Has your ship any flammable liquid or gas cargo on board in bulk?
Yes ☐ No ☐

Have your empty cargo tanks been washed, vented and inspected for flammable residue?
Yes ☐ No ☐

Are your slop tank/s, pump room/s, and cargo pipe/s free of flammable residue?
Yes ☐ No ☐

Is your combustible gas indicator working and calibrated correctly?
Yes ☐ No ☐

Has the atmostphere in each pump room, cargo tank or residue space been tested with a combustible gas indicator and a zero reading obtained?
Yes ☐ No ☐

Can the atmosphere in each pump room, cargo tank or residue space be maintaned with a zero gas reading?
Yes ☐ No ☐

Have you a current 'International Safety Guide for Oil Tankers and Terminals' (ISGOTT) manual on board?
Yes ☐ No ☐

Master/Agent's Name	Master/Agent's Signature	Date
		/ /

Ship's Stamp

Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form under the provisions of the *Transport Operations (Marine Safety) Act 1994*. The department may disclose this information to authorised departmental officers and officers of Queensland port authorities. Your personal information will not be disclosed to a third party without your consent unless required or authorised to do so by law.

16.3 Example – chemist's certificate of compliance

North Queensland Bulk Ports Corporation
Port Operations Officer Fax: +61 7 4956 3359 Ph: +61 7 4956 3111

Maritime Safety Queensland
Manager (VTM) Fax: +61 7 4721 2028 Ph: +61 7 4726 3400

TANKERS OPERATING WITHOUT INERT GAS:

Tankers operating without inert gas may only berth at a non tanker berth provided all cargo tanks, slop tanks, cargo lines and associated pipe work are certified gas free by an independent chemist. That is, that the vessel is in a completely gas free condition.

TANKERS OPERATING WITH INERT GAS:

The vessel's inert gas system must be fully operational so as to maintain a positive pressure in inerted tanks at all times. If work is to be carried out on the ship's inert gas installation or boiler or other sections of plant or piping which affect inert gas supply, an independent supply of inert gas is to be put into place and fully operational prior to repair work commencing.

Any tank, including slop tanks, containing high flash point cargo or residues, must have the ullage space maintained in an inert condition unless otherwise authorised by the North Queensland Bulk Ports Corporation (NQBP).

All empty tanks that last carried a low flash cargo must be washed and/or gas freed and not have a vapour test reading in excess of the equivalent to 1% hydrocarbon as referenced to Hexane.

Any empty tank that last carried a low flash cargo and has not been gas freed must not have a hydrocarbon content exceeding 2% by volume.

Special conditions apply to slop tank(s) that contain low flash point slops/products.

Wherever possible slops should be confined to a single designated slops tank.

If the flash point is <60°C, then the tank must be tested and certified that the content of low flash product within the slops does not exceed 5% of the tank's volume.

The ullage space of the slop tank must be inerted.

Positive inert gas pressure on tanks is to be maintained at all times and the oxygen content of the inert gas must not exceed 5%.

If a vessel's inert gas system were not operational, then she would be classed as a "tanker operating without inert gas" and is to follow the requirements as per a vessel of this type.

DECLARATION

I of

an independent chemist hereby declare that I have examined the vessel_____ and it has met all of the conditions as stated above at _____hrs on / /
.

Proposed Berth: Proposed berthing details:

Arrival time/date at berth: Departure time/date at berth:_____

Signed _____ (an independent chemist). Return Fax:

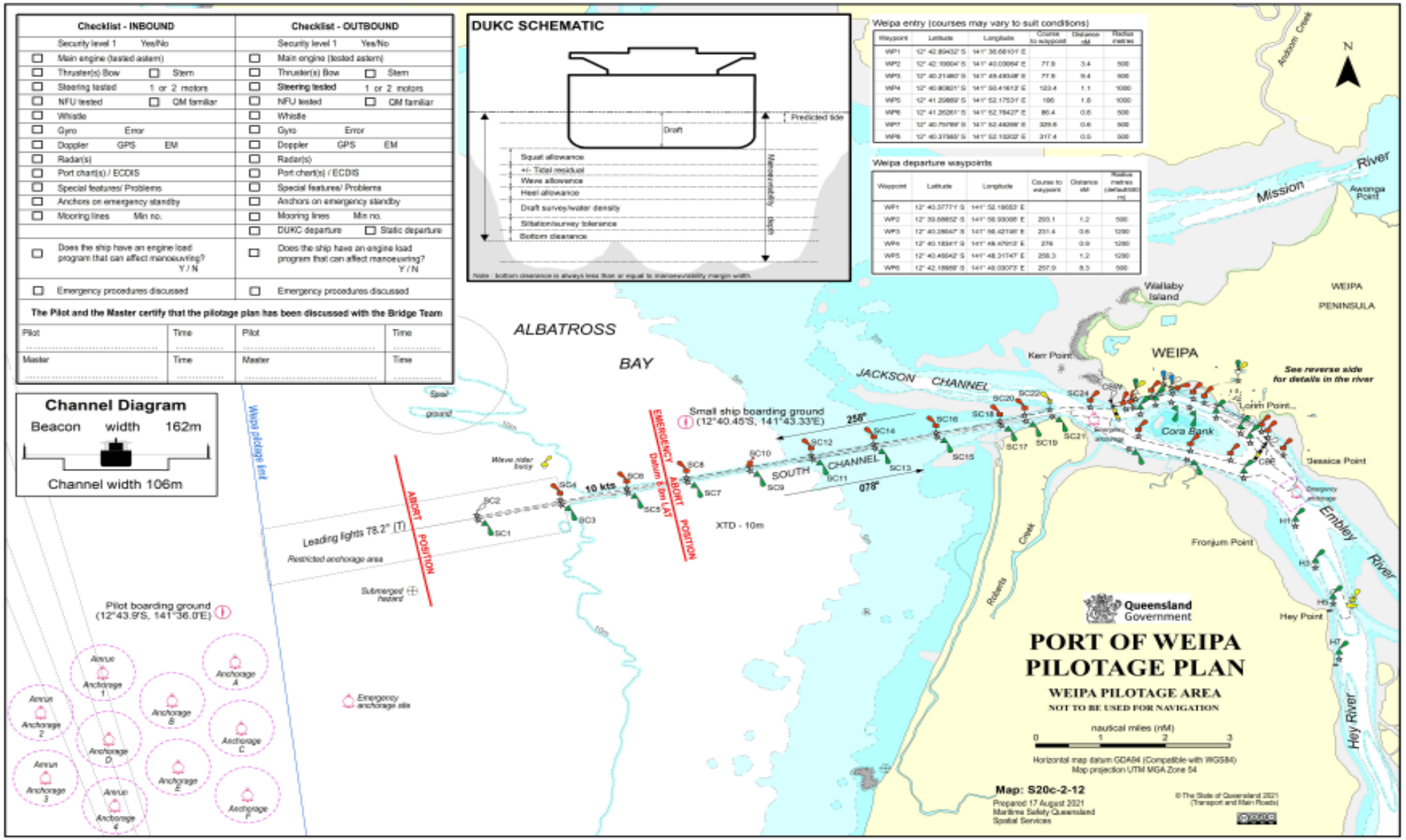
Number:_____

If the ship's tank contents status changes for any reason, a new "Chemist's Certificate of Compliance" must be issued and approved. Permission is granted for the vessel to berth in accordance with the details outlined in this declaration:

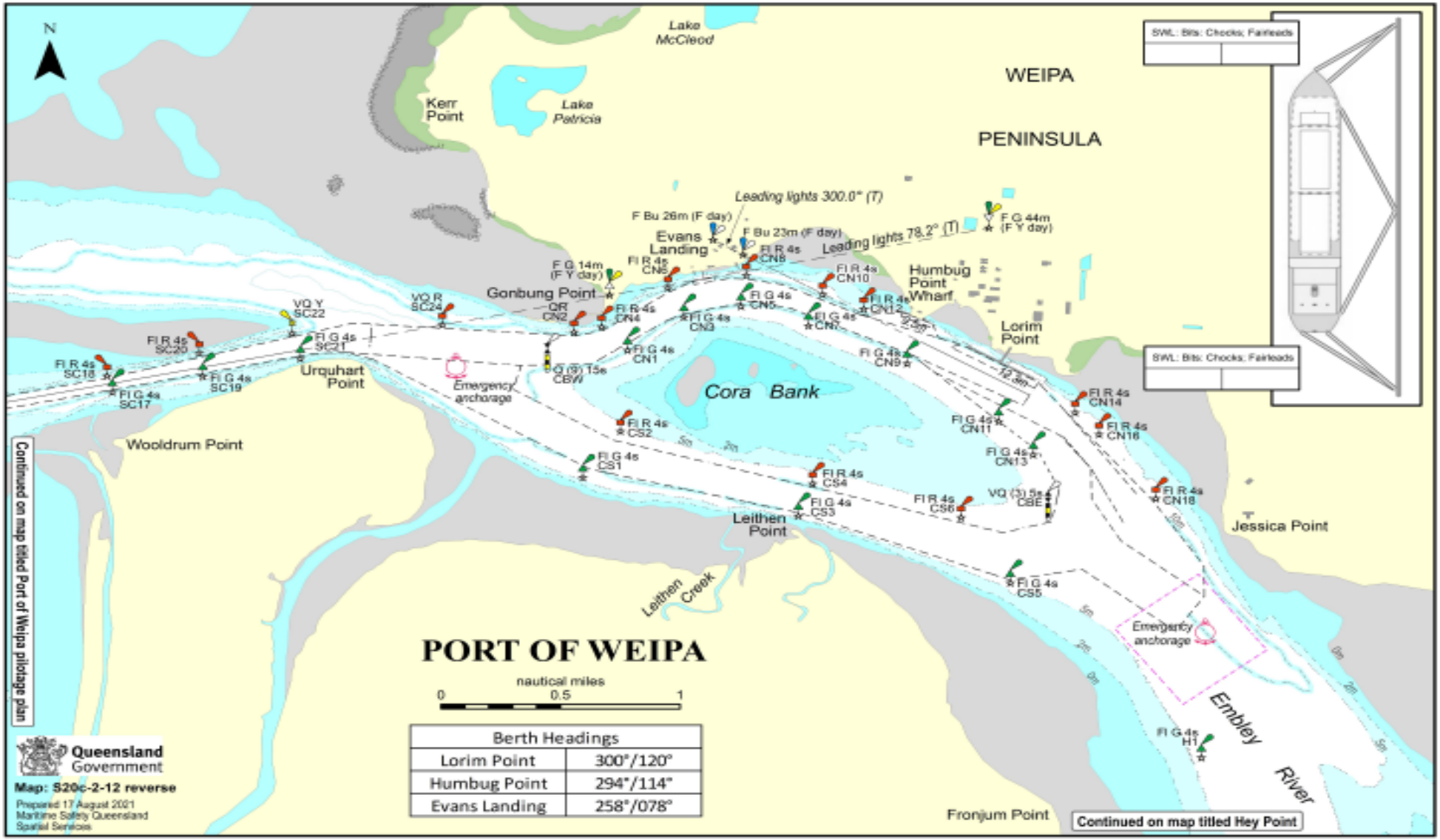
_____ _____/_____/_____

Authorised Officer Date

16.4 Weipa pilotage area



16.5 Pilotage plan



PORT OF WEIPA

Vessel .....

PILOTAGE PLAN - ARRIVAL

Weipa VTS listens continuously on VHF 16/12. Should any emergency arise, call Weipa VTS for assistance.
The bridge team will be required to plot vessel's position as required by
Maritime Safety Queensland and International Regulations.
The pilotage passage will be monitored by Weipa VTS.

Master/OOW are to monitor the vessel's progress and Pilot's orders (especially helm).
Master to challenge the Pilot if there is any doubt about the planned passage or ship's progress.

Pilot			Pilot card	yes	no	✱	South Channel	Cora Bank
Date			Defects	yes	no	LAT + Tide		
Passage			Tugs	Bollard pull	Position			
Channels (VHF)	8-12-16		Harry Evans	44T ASD				
Berth			Peter Crooke	44T ASD				
Draft in metres	F	A	SL King	65T ASD		Avl Water - Draft		
Tide	Time	Height						
Tide	Time	Height	Minimum UKC	South Channel	1.2m			
Wind	DIR	SP		Cora Bank	0.6m			
TIME	TIDE	CHANGE	REMARKS:					
						UKC		

✱ Static UKC is calculated using Humbug tides.

PORT OF WEIPA

Vessel .....

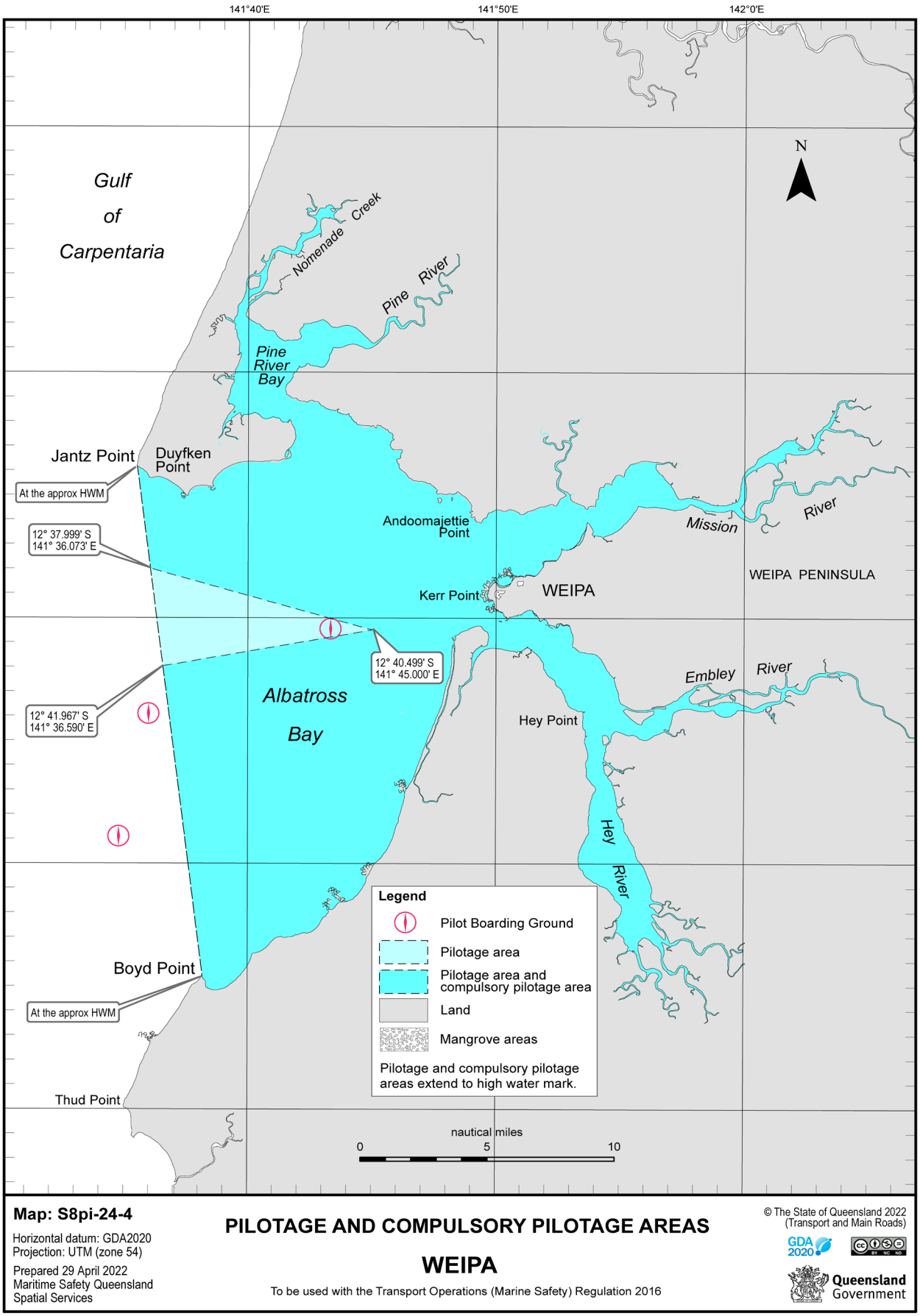
PILOTAGE PLAN - REMOVAL/DEPARTURE

Weipa VTS listens continuously on VHF 16/12. Should any emergency arise, call Weipa VTS for assistance.
The bridge team will be required to plot vessel's position as required by
Maritime Safety Queensland and International Regulations.
The pilotage passage will be monitored by Weipa VTS.

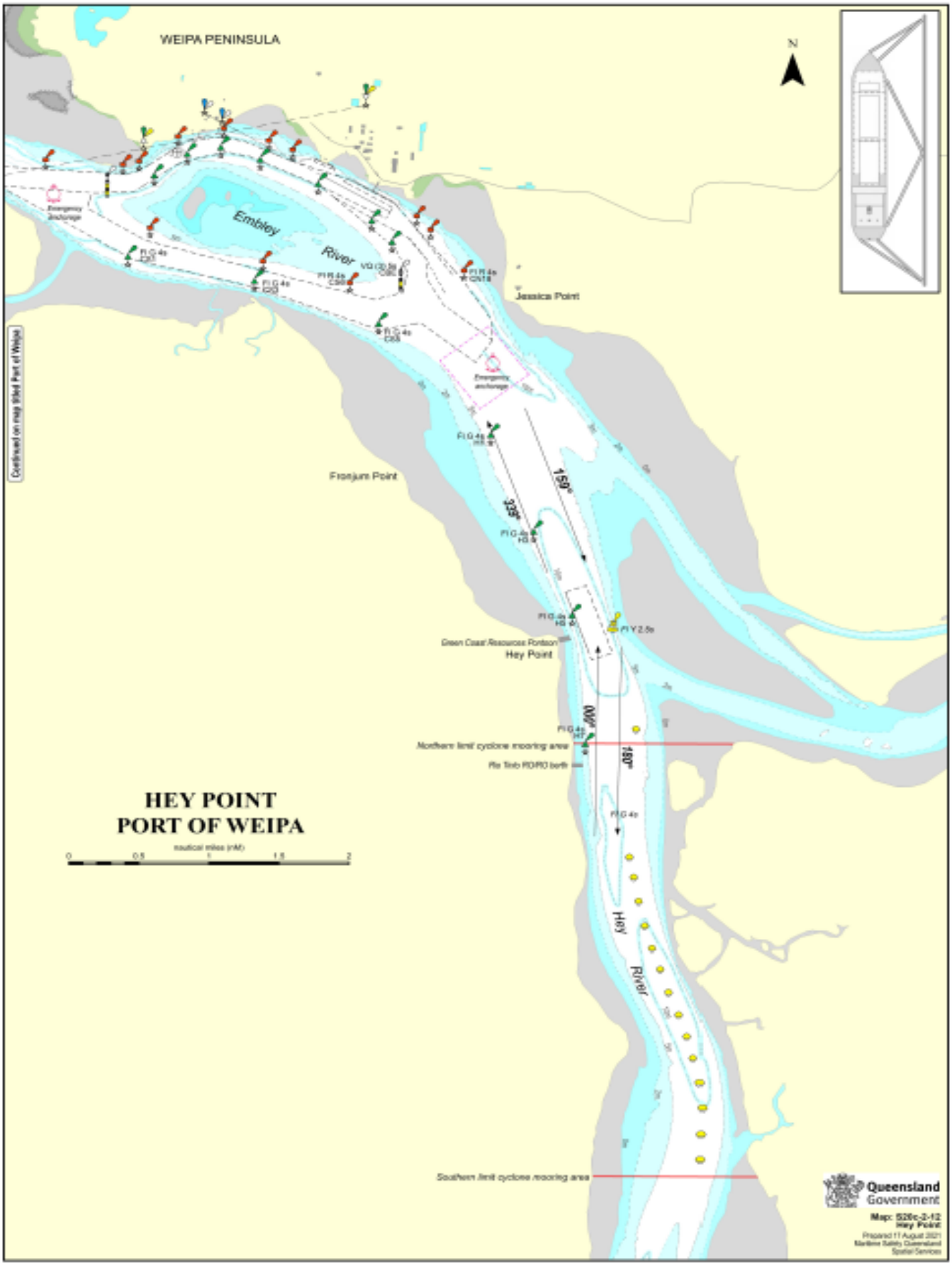
Pilot			Pilot card	yes	no	✱	Departure channel
Date			Defects	yes	no	LAT + Tide	
Passage			Tugs	Bollard pull	Position		
Channels (VHF)	6-12-16		Harry Evans	44T ASD			
Draft in metres	F	A	Peter Crooke	44T ASD		Avl Water - Draft	
Tide	Time	Height	SL King	65T ASD			
Tide	Time	Height					
Wind	DIR	SP	Minimum UKC	South Channel	1.2m	UKC +/- Residual	
TIME	TIDE	CHANGE		Cora Bank	0.6m		
			REMARKS:			UKC	

✱ Static UKC is calculated using Humbug tides at the time of departure.

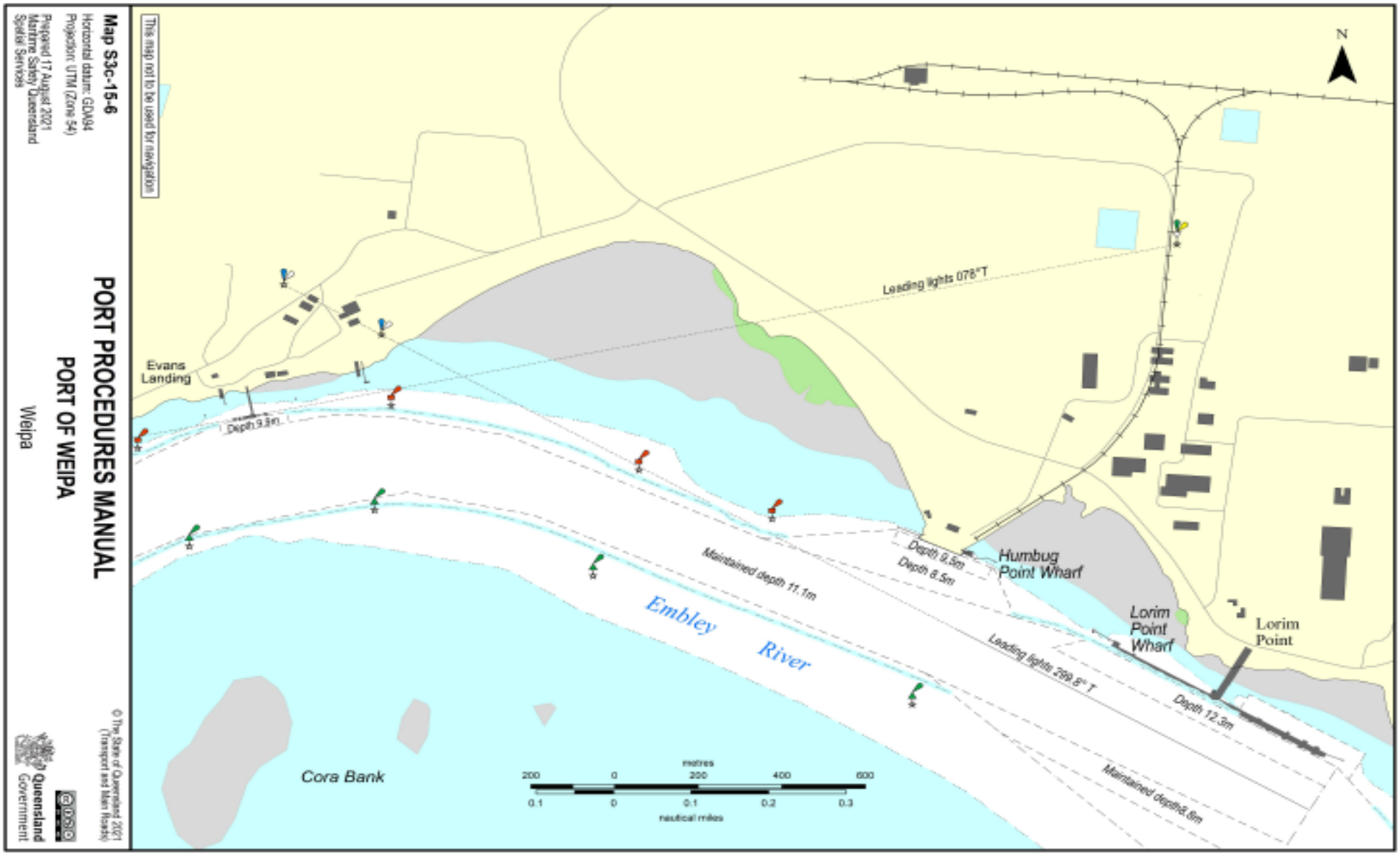
16.6 Port and Compulsory Pilotage Areas



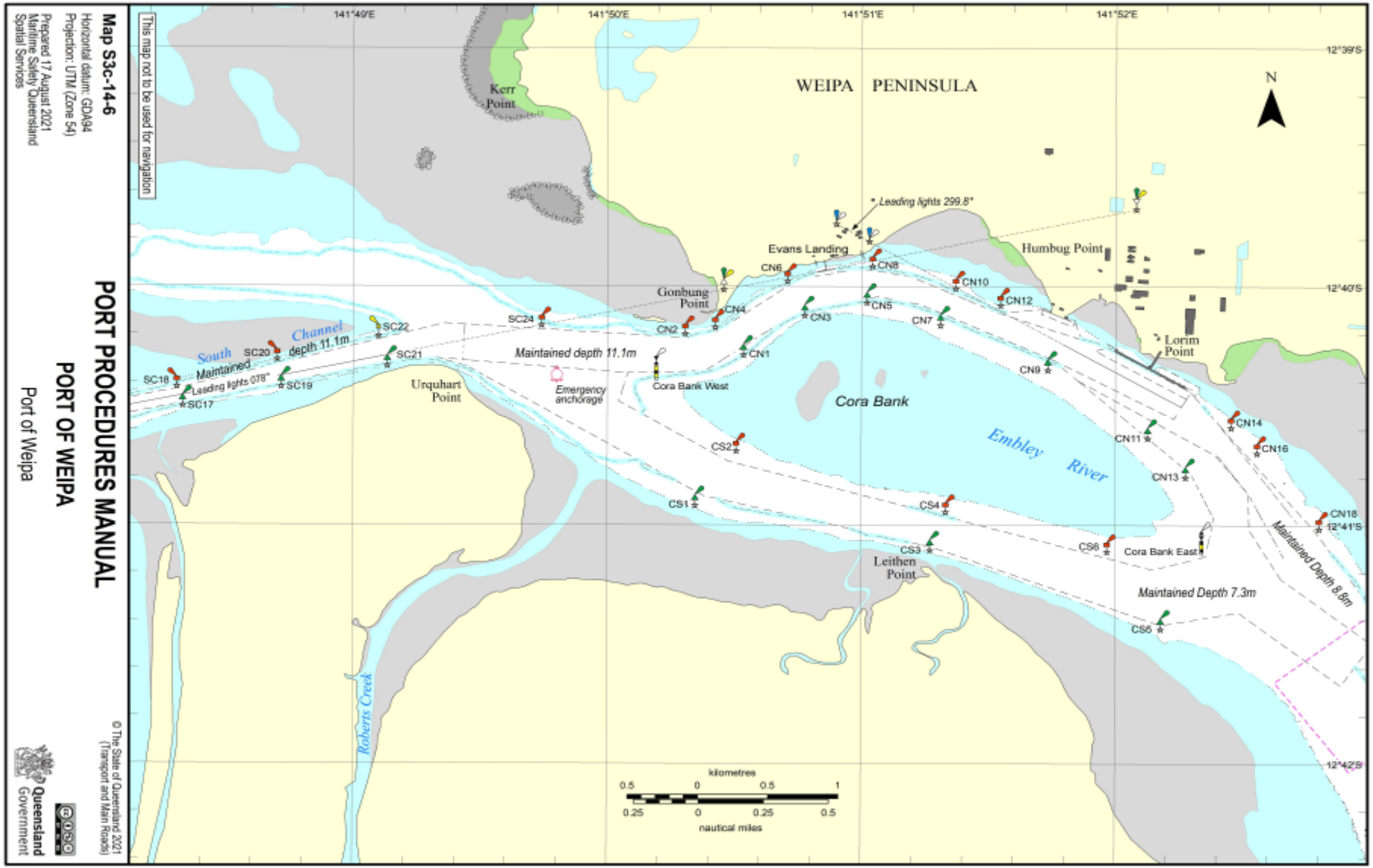
16.7 Hey Point Port of Weipa



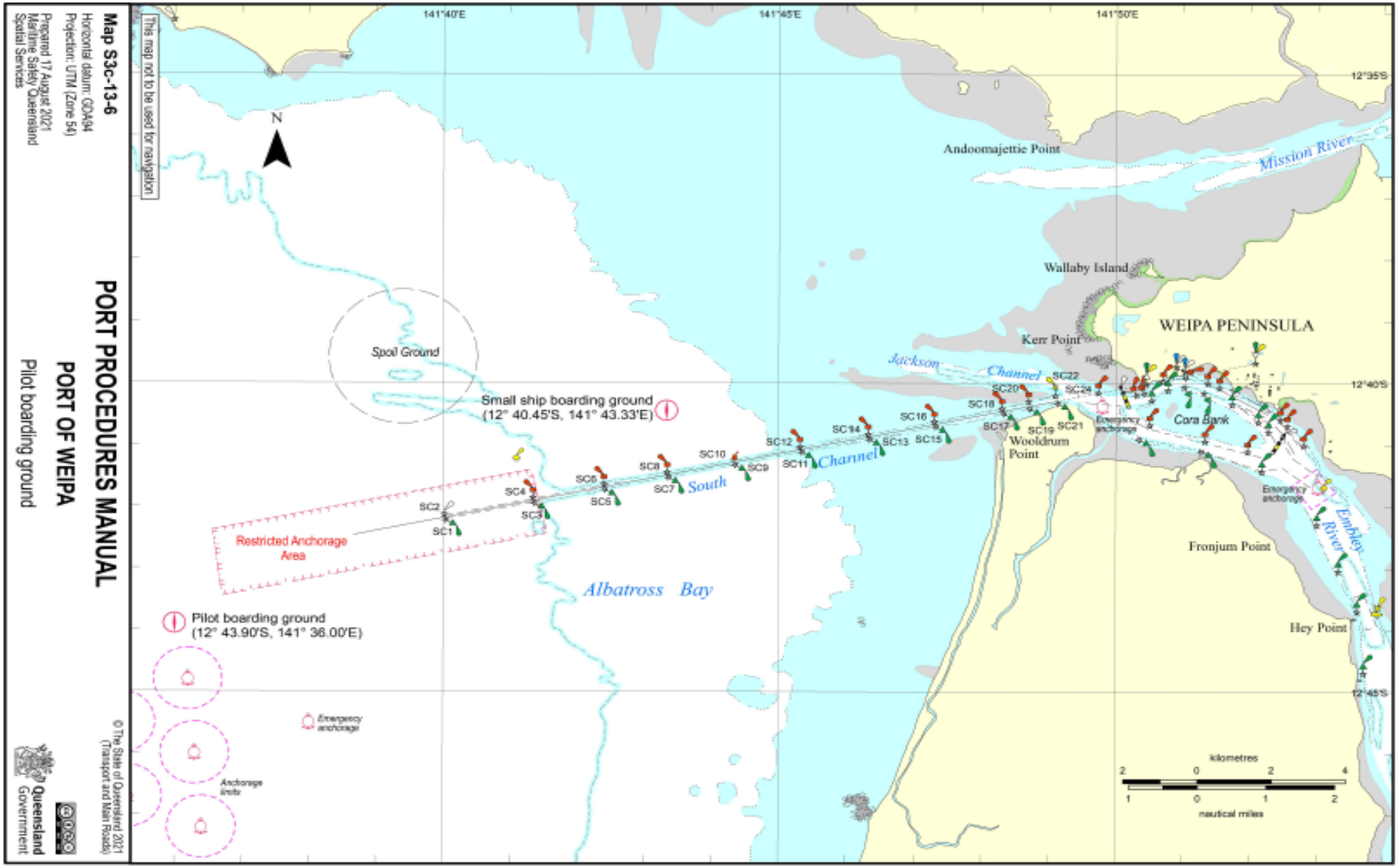
16.8 Weipa Berths



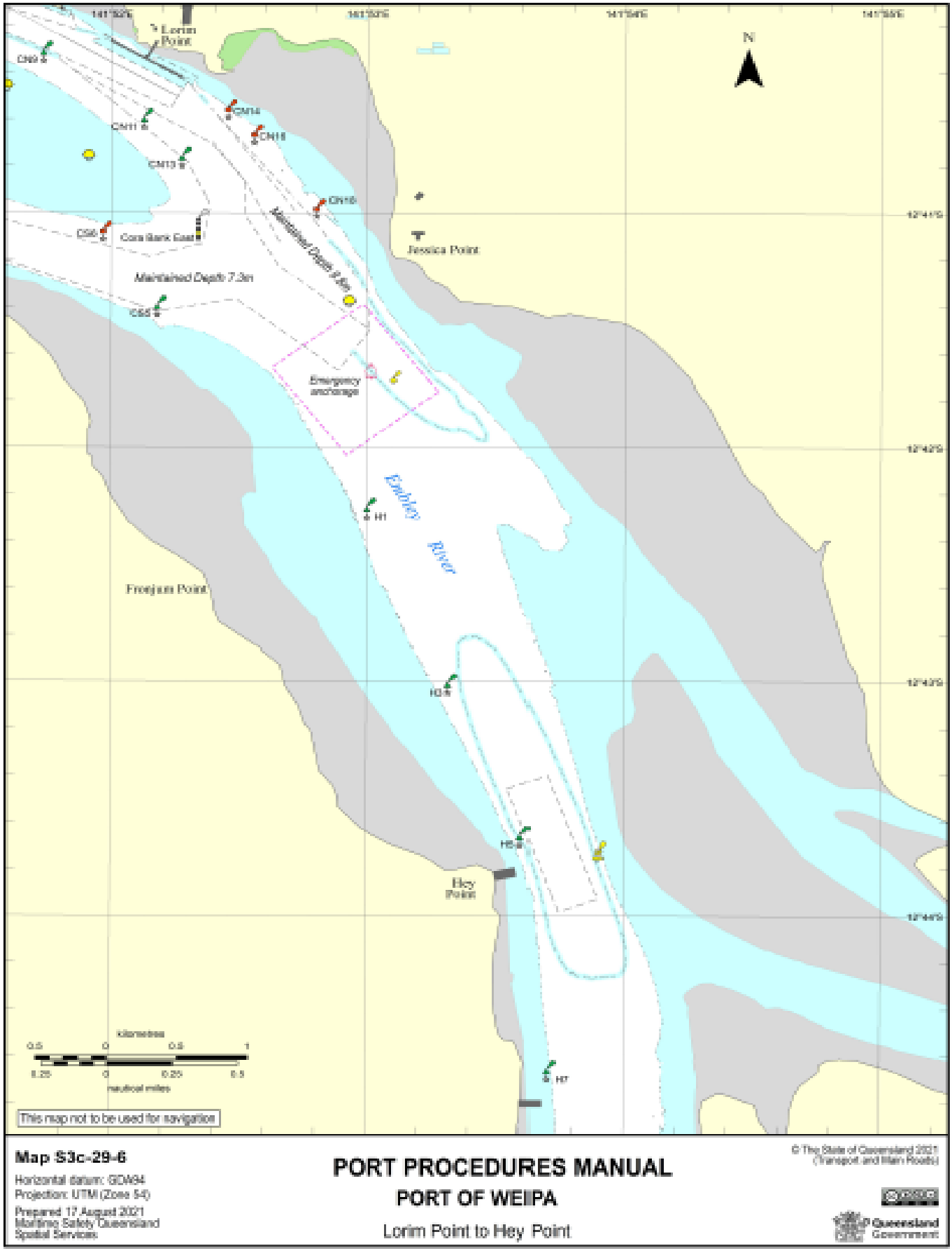
16.9 Port of Weipa



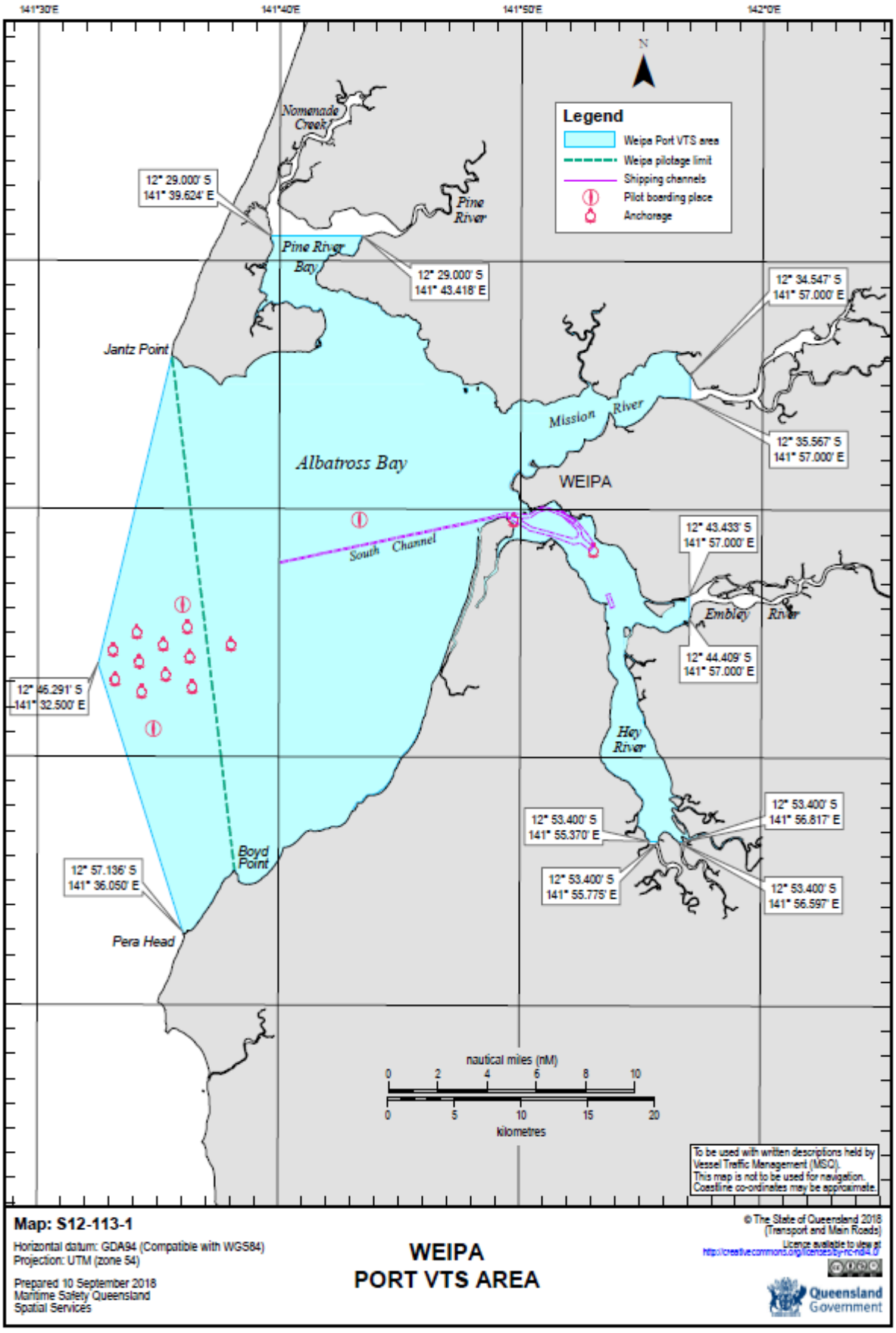
16.10 Weipa Pilot Boarding Ground



16.11 Lorim Point to Hey Point



16.12 Weipa Vessel Traffic Service Area



16.13 Application for Reduction in Tugs

Link to fillable PDF

Queensland Government

Reduction in Tugs Application - Cairns

Name of ship

IMO

Reduction requested for:

Arrival ☐ Departure ☐

Berth

Class of vessel

Is the vessel partially loaded?

Yes ☐ No ☐

Side alongside

Capacity of bow thruster

Condition of bow thruster

Defects/restrictions with navigational and mooring equipment. Steering gear and engines including auxilliary engines

Immobilisation

In port ☐ At anchor ☐

Drafts FWD/AFT:

Arrival

Departure

Displacement

Master's declaration

I, Captain _____ declare that I have assessed the intended manoeuvre(s)

to ☐ Berth _____ with _____ tug/s

and/or **from** ☐ Berth _____ with _____ tug/s

I am satisfied that the manoeuvre/s can be conducted safely.

I understand, should the pilot recommend an additional tug, it may result in delays to the vessel's scheduled manoeuvre.

Master's signature

Date