

## 16. Appendices

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# 16.1 DUKC vessel particulars request

Please follow this link to access the official fillable PDF form: [F5371 - DUKC Particulars Request](#)

This is a replica of the form and is not intended to be used.



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## DUKC Particulars Request

### Vessel particulars

Ship's name	LOA (m)	
<input type="text"/>	<input type="text"/>	
IMO Number	LBP (m)	
<input type="text"/>	<input type="text"/>	
DWT	Beam (m)	
<input type="text"/>	<input type="text"/>	

### Torres Strait Transit

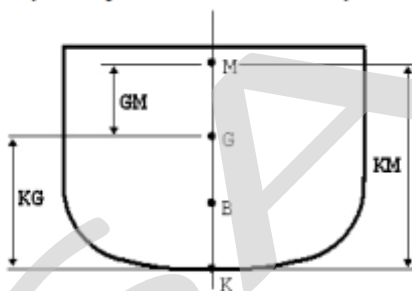
Is the vessel restricted to Torres Strait draft of 12.20m? Yes  No

### Loading condition

Expected Departure Draft -50cm		Expected Departure Draft		Expected Departure Draft +50cm	
Displacement	<input type="text"/>	Displacement	<input type="text"/>	Displacement	<input type="text"/>
Draft	<input type="text"/>	Draft	<input type="text"/>	Draft	<input type="text"/>
GM(f)	<input type="text"/>	GM(f)	<input type="text"/>	GM(f)	<input type="text"/>
GM(s)	<input type="text"/>	GM(s)	<input type="text"/>	GM(s)	<input type="text"/>
KG	<input type="text"/>	KG	<input type="text"/>	KG	<input type="text"/>
KM	<input type="text"/>	KM	<input type="text"/>	KM	<input type="text"/>

KG+GM(S)-KM=	<input type="text"/>	<input type="text"/>	<input type="text"/>
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### 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.

## 16.2 Gas-free status declaration

Please follow this link to access the official fillable PDF form: [F5202 - Gas Free Status Declaration](#)

This is a replica of the form and is not intended to be used.



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### 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 atmosphere 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 maintained 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

To be lodged to the VTS Centre at least 48 hours prior to ship's ETA pilotage area:

Far North Queensland Ports Corporation Ltd

Port Operations Officer ..... Fax: +61 7 4052 1493 ..... Ph: +61 7 4052 3888

Maritime Safety Queensland

Manager (VTM) ..... Fax: +61 7 4052 7460 ..... Ph: +61 7 4033 3670

### 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 port authority
  - all empty tanks that last carried a low flash cargo must be washed and/or gas free 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:

\_\_\_\_\_

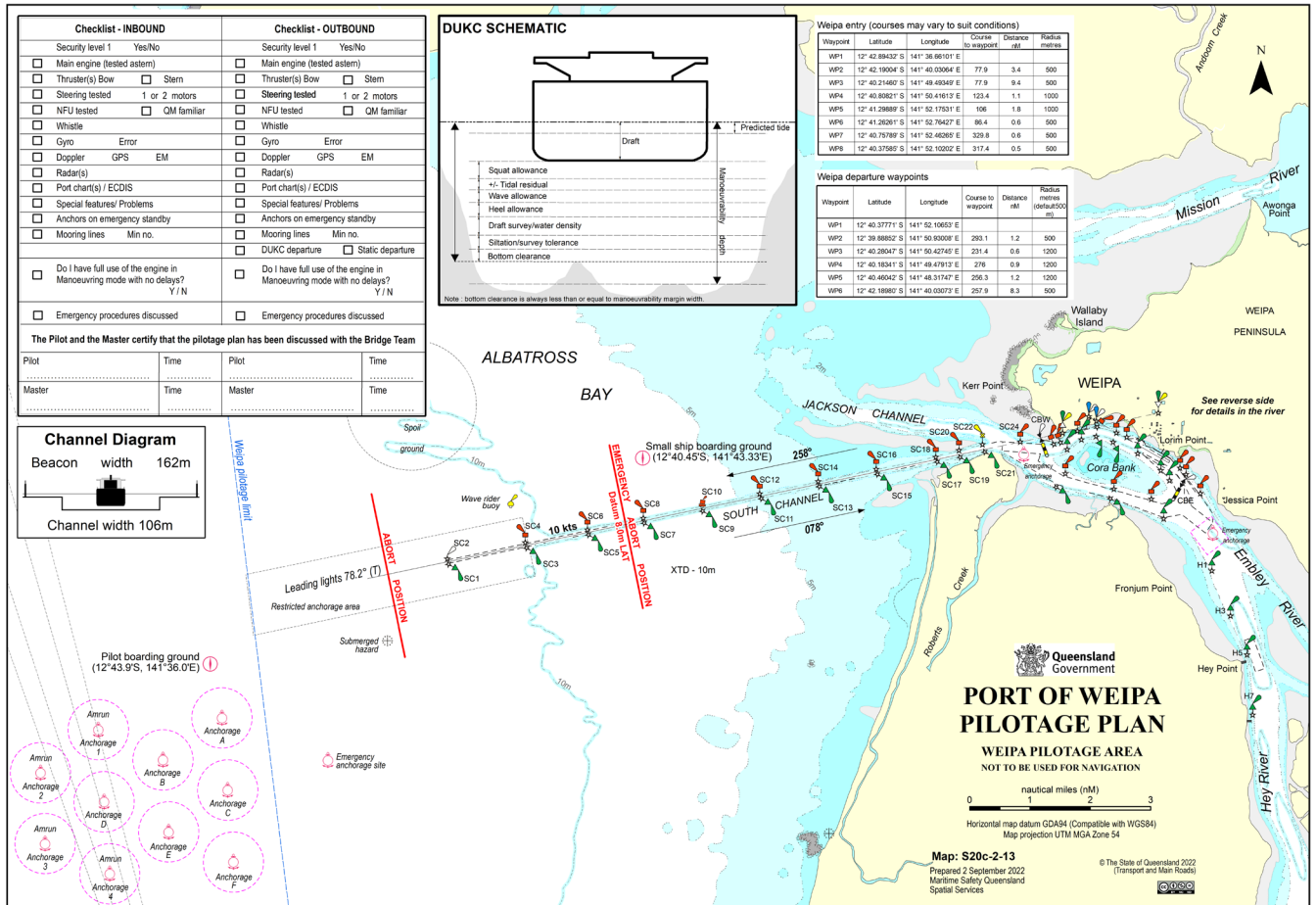
\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

Authorised Officer

Date

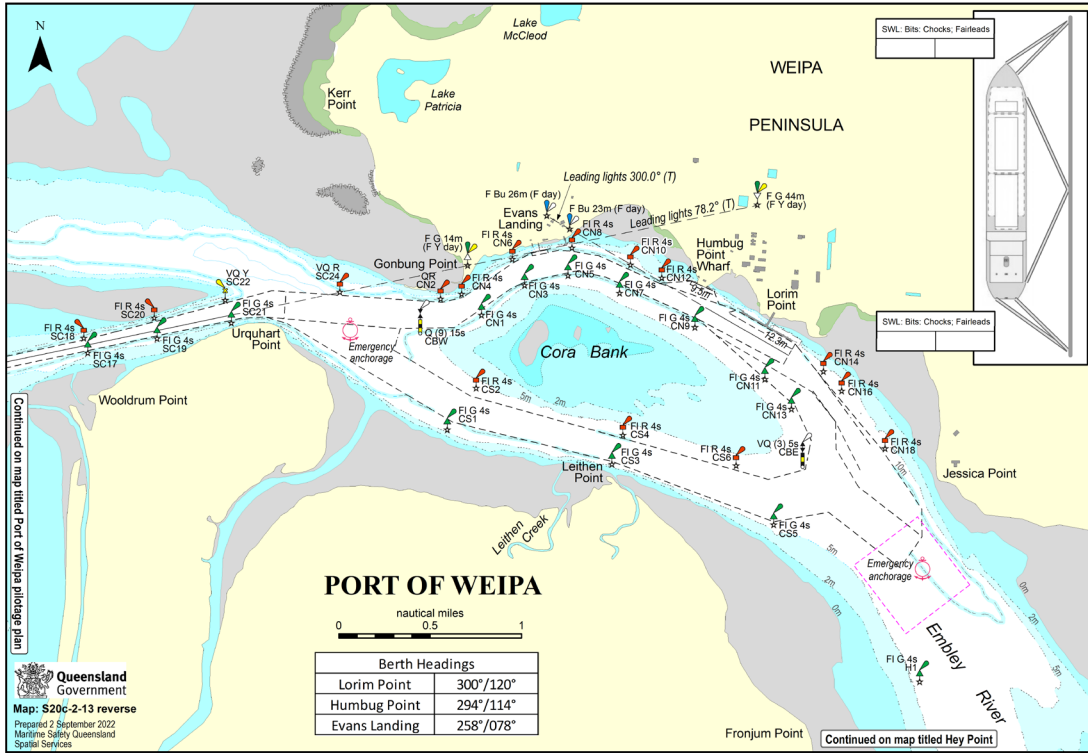
# 16.4 Weipa pilotage area

For a high resolution map please visit [Section 16.4 - Pilotage — Weipa area - Weipa: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



# 16.5 Pilotage plan

For a high resolution map please visit [Section 16.5 - Pilotage Passage Plans – Weipa - Weipa: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



**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.

Date	Passage	Channels (VHF)	Draft	Tide	Wind	TIME	TO	FROM	REMARKS:	UKC	Departure channel
	6-12-16	F	A						Minimum UKC Cora Bank 0.8m		
									South Channel 1.2m		

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

**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.

Date	Passage	Channels (VHF)	Draft	Tide	Wind	TIME	TO	FROM	REMARKS:	UKC	Departure channel
	8-12-16	F	A						Minimum UKC Cora Bank 0.8m		
									South Channel 1.2m		

\* Static UKC is calculated using Humbug tides.

**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.

Date	Passage	Channels (VHF)	Draft	Tide	Wind	TIME	TO	FROM	REMARKS:	UKC	Departure channel
	8-12-16	F	A						Minimum UKC Cora Bank 0.8m		
									South Channel 1.2m		

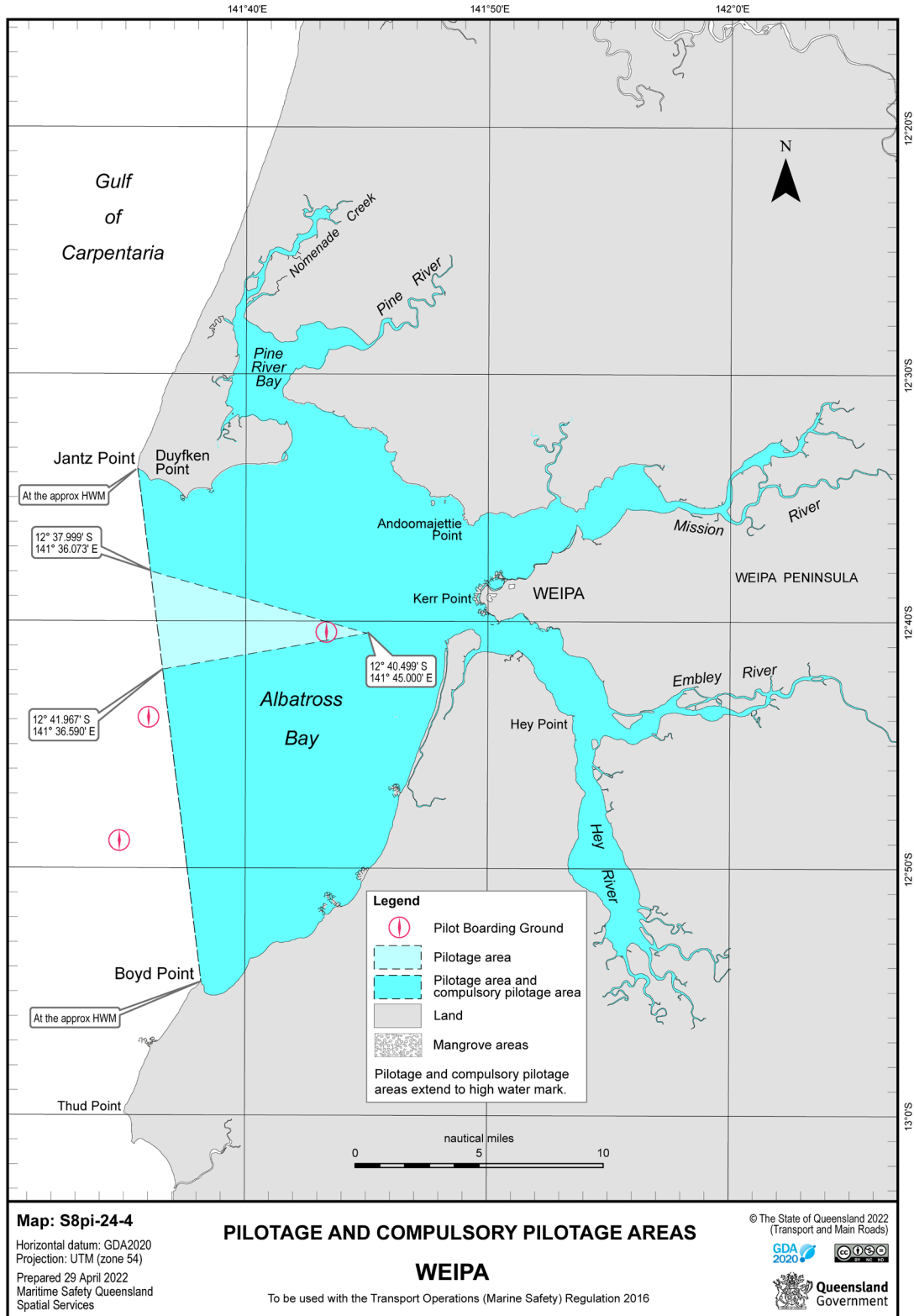
**PILOTAGE PLAN - ARRIVAL**

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.

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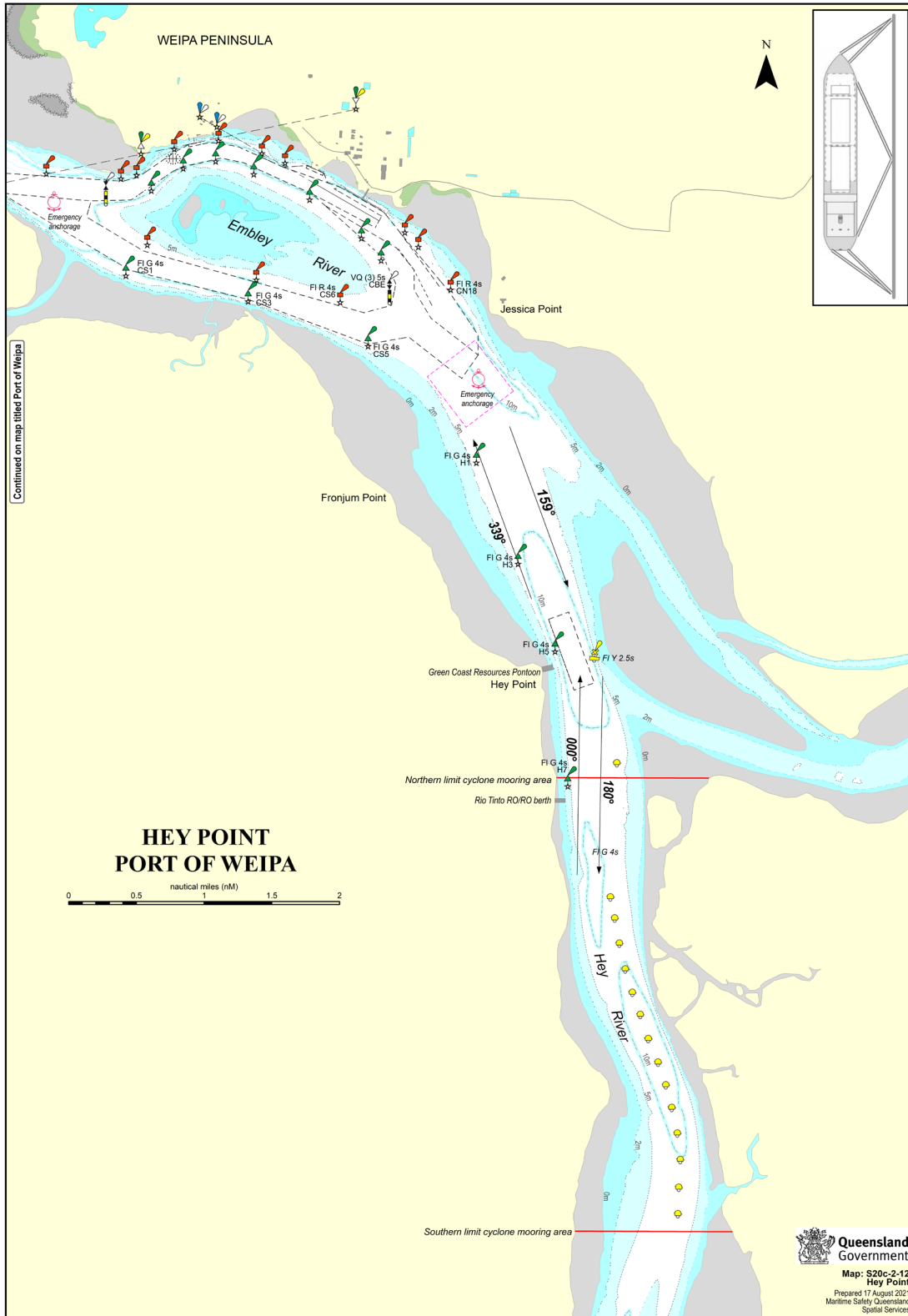
# 16.6 Port and Compulsory Pilotage Areas

For a high resolution map please visit [Section 16.6 - Pilotage – Port and Compulsory Pilotage Areas - Weipa: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



# 16.7 Hey Point Port of Weipa

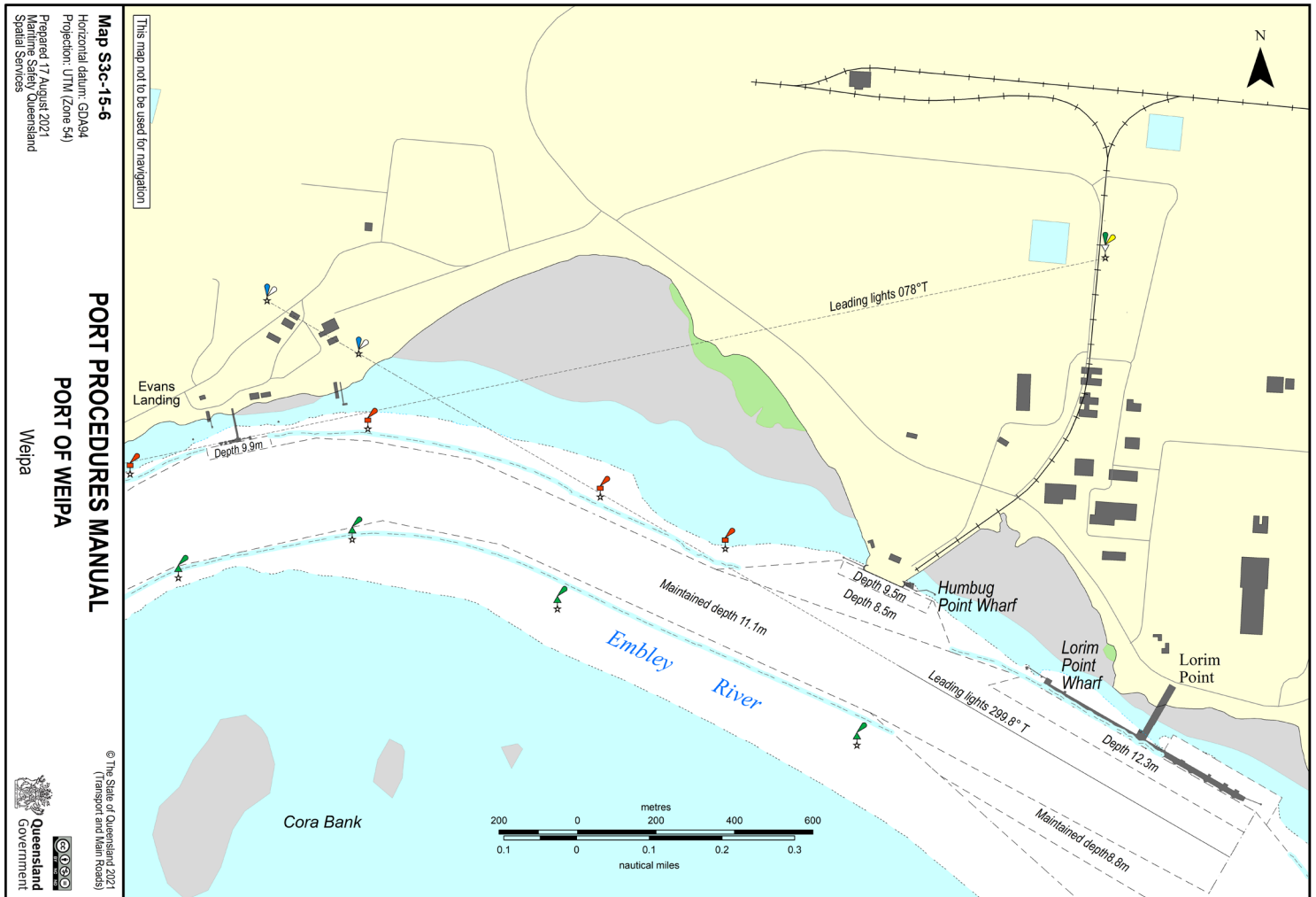
For a high resolution map please visit [Section 16.7 - Pilotage – Hey Point Port of Weipa - Weipa: Port Procedures and Information for Shipping - Publications | Queensland Government](#)





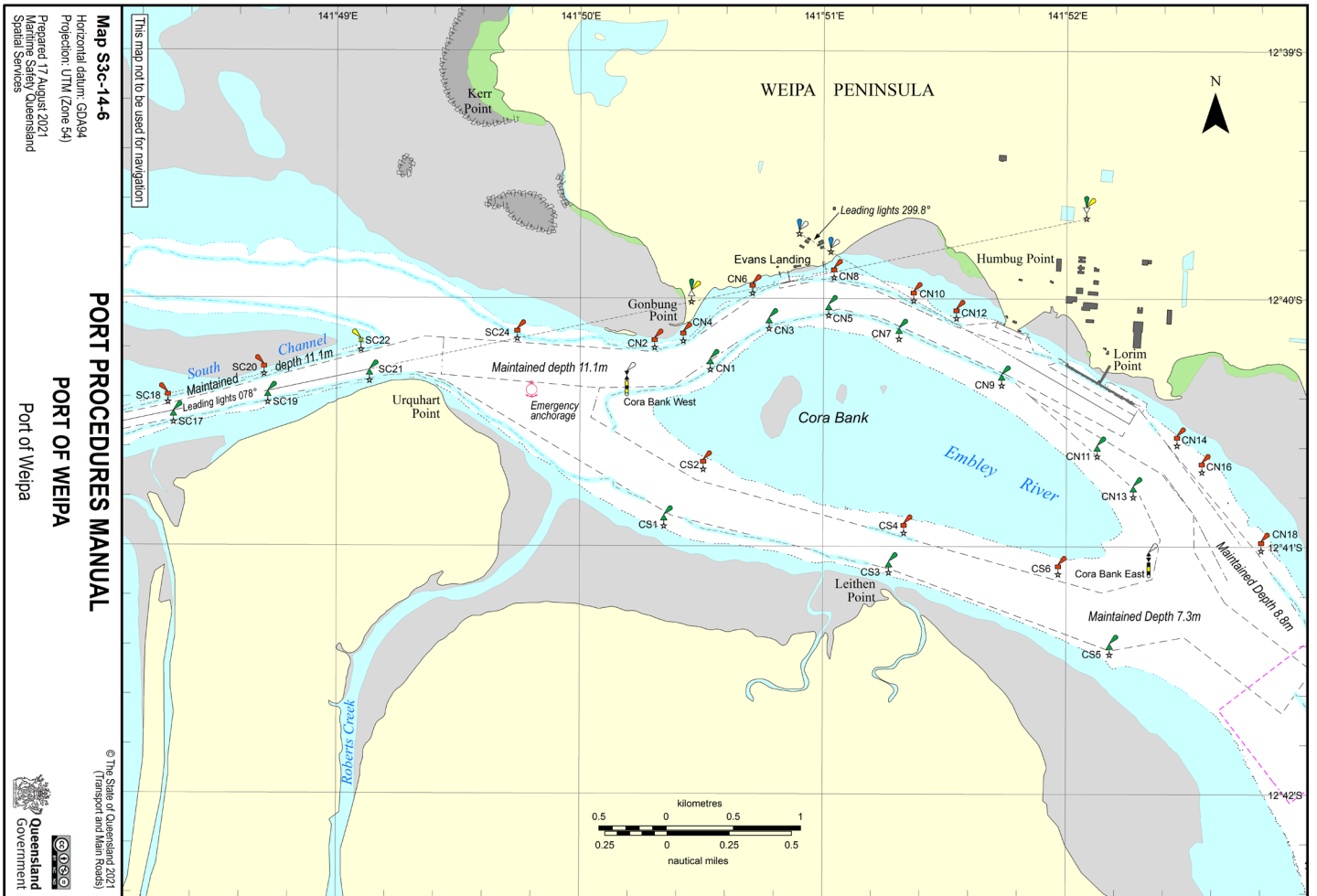
# 16.8 Weipa Berths

For a high resolution map please visit [Section 16.8 - Pilotage – Weipa Berths - Weipa: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



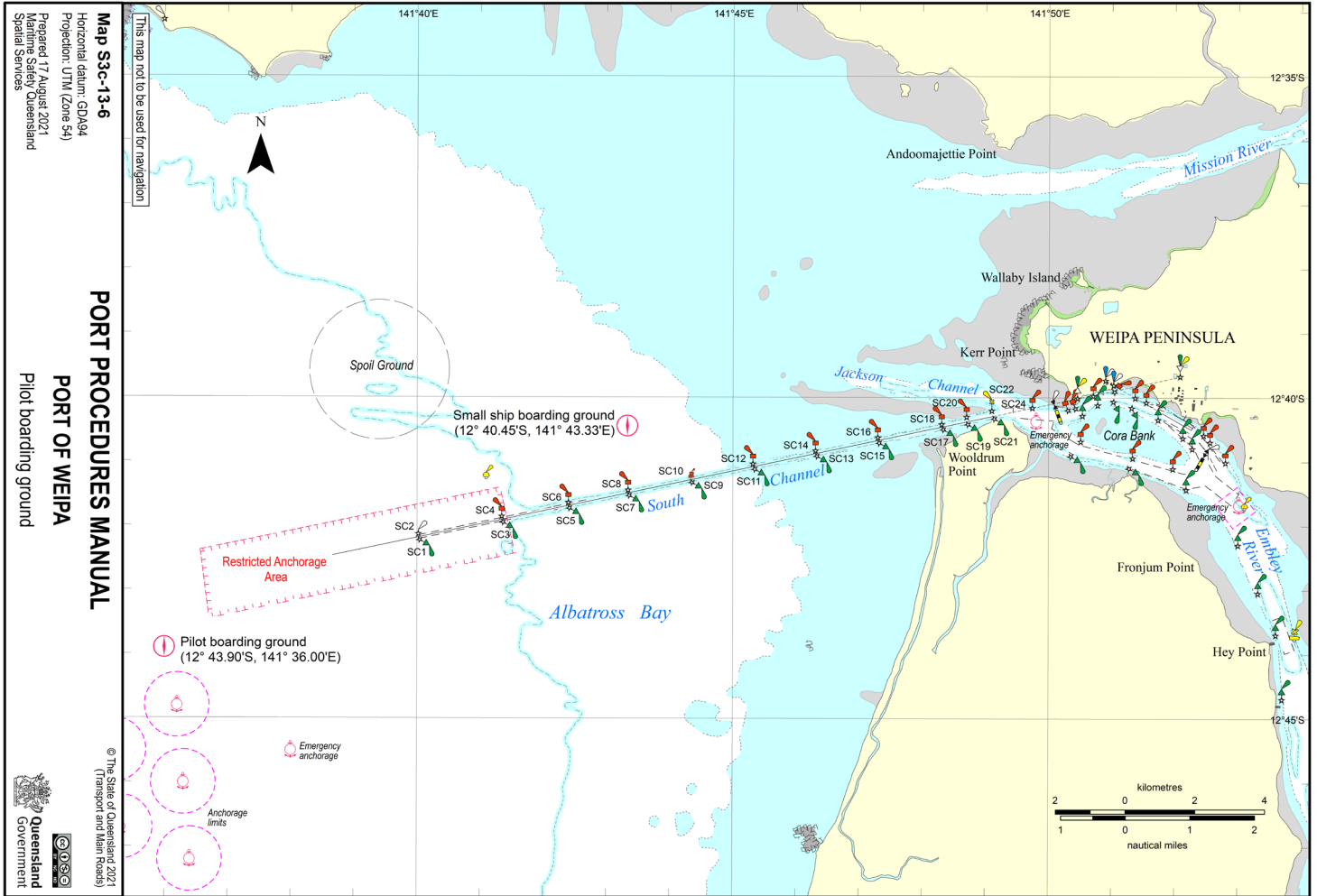
# 16.9 Port of Weipa

For a high resolution map please visit [Section 16.9 - Pilotage Passage Plans – Port of Weipa - Weipa: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



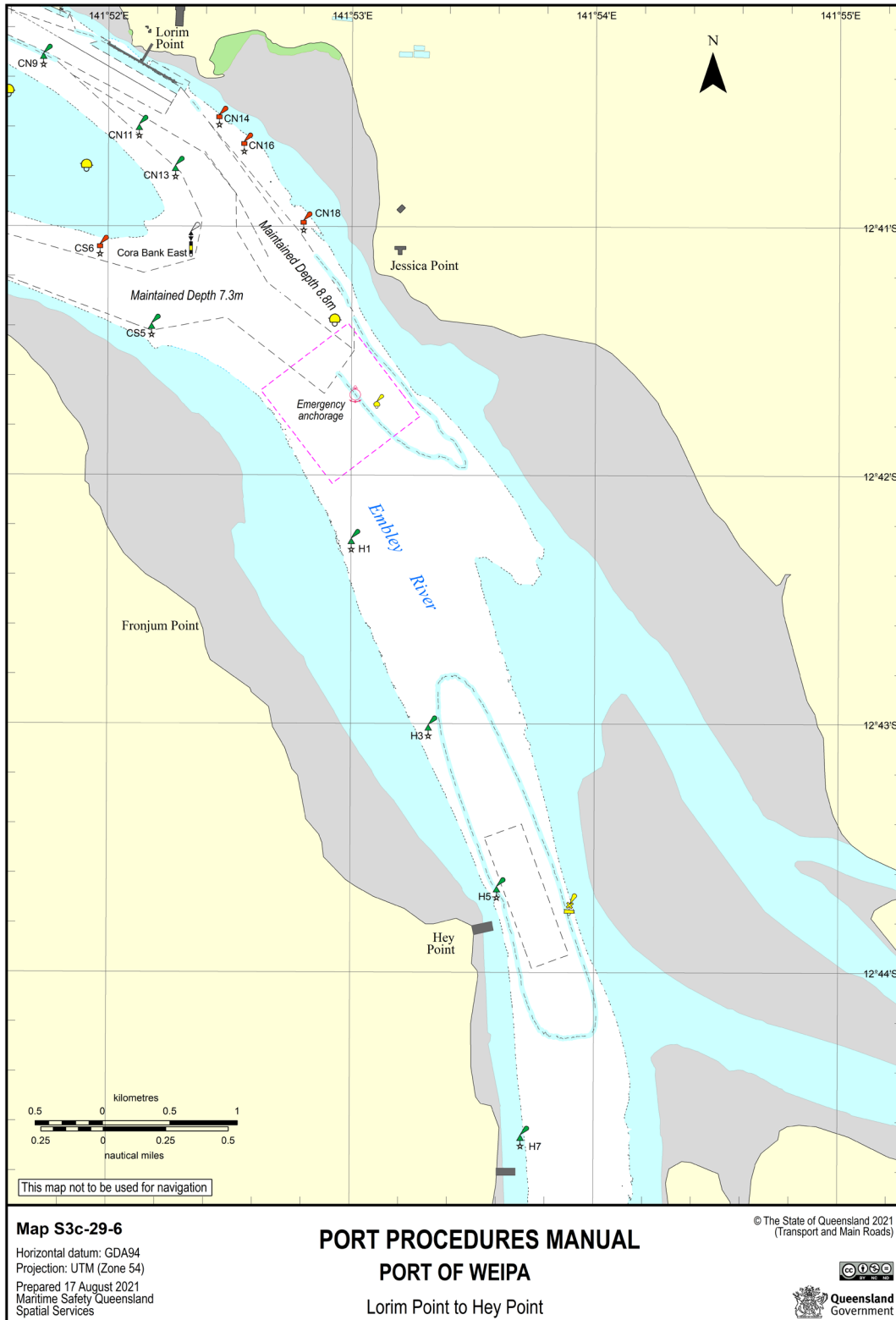
# 16.10 Weipa Pilot Boarding Ground

For a high resolution map please visit [Section 16.10 - Weipa Pilot Boarding Ground - Weipa: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



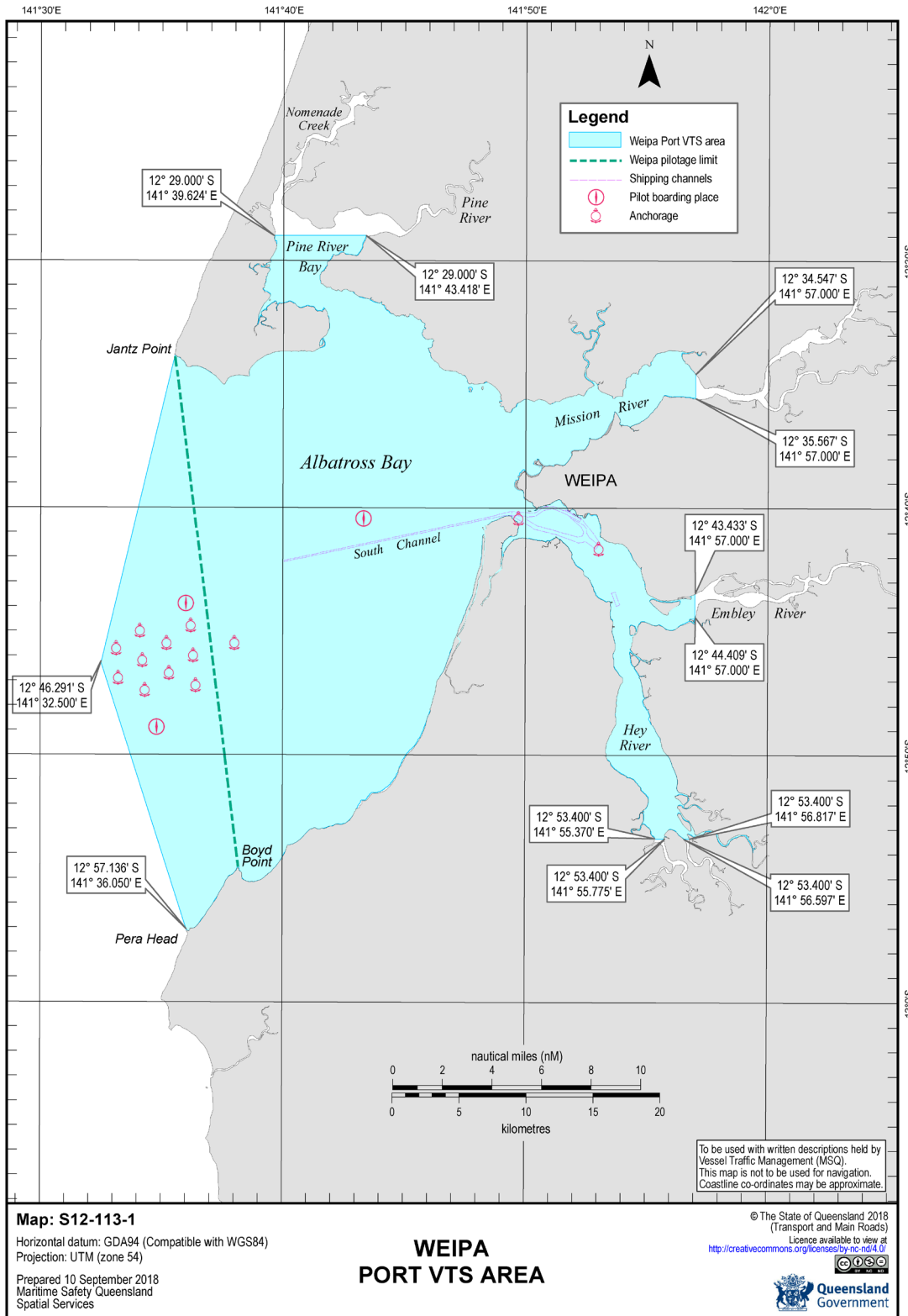
# 16.11 Lorim Point to Hey Point

For a high resolution map please visit [Section 16.11 - Pilotage – Lorim Point to Hey Point Map - Weipa: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



# 16.12 Weipa Vessel Traffic Service Area

For a high resolution map please visit [Section 16.12 - Pilotage – Weipa Vessel Traffic Service Area - Weipa: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



# 16.13 Application for Reduction in Tugs

Please follow this link to access the official fillable PDF form: [F5365 - Reduction in Tugs Application - Cairns](#)

This is a replica of the form and is not intended to be used.



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## 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