

**DVTSC - NOTICE OF ARRIVAL
FOR VESSELS > 35m length overall (LOA)**



SECTION 1: VESSEL INFORMATION

Vessel Name				IMO Number	
Vessel Email				Call Sign	
Vessel Phone Number				LOA (m)	
Billing Agent				Beam (m)	
Gross Tonnage		Arrival Displacement (t)		Summer DWT (t)	
Master PEC no. & name (if applicable)					Security Level

SECTION 2: COMPANY / TECHNICAL MANAGEMENT

Company Name*				* Company name in full style as per ISM Document of Compliance (DOC)
Name of DPA/Tech manager**				** Designated Person Ashore (DPA)
Contact Phone			Contact Email	

SECTION 3: PORT CALL INFORMATION

Port of Call		Berth / Terminal / Mooring			
Purpose of Visit			Cargo		
Is anchorage required on arrival ?			If YES, select anchorage location		
Visit remarks (if any)					
ETA to port limits (dd/mm/yyyy hh:mm)			ETD		
Last port of call or offshore installation					
Next port of call or offshore installation					
Does the vessel have any dangerous goods (DG) on arrival ?			If YES, provide DG class numbers		
Arrival drafts (m)	Forward	Aft	Estimated departure drafts (m)	Forward	Aft
Does the vessel have any existing Conditions of Class? If YES, provide details under				Yes	No

SECTION 4: PILOT BOARDING ARRANGEMENT

Are the pilot boarding arrangements and accommodation ladders in good working condition?	Yes	No
Does the pilot boarding arrangement onboard comply with SOLAS Chapter V, Regulation 23?	Yes	No
Do the pilot ladder/s and associated equipment comply with local marine notice (LMN) <u>D07/2024</u> or <u>A04/2023</u> or superseding notice?	Yes	No

If NO to any of the above, provide details and nature of the defect			
Age of pilot ladders (months)*		Age of man-ropes (months)	

* The time calculated from the date of manufacture to the date of use in port must be less than 30 months

SECTION 5: MAIN ENGINE / AUXILIARY ENGINES / EMERGENCY GENERATOR / THRUSTERS			
Is the main engine fully functional with no known defects?		Yes	No
Are all auxiliary engines (generators) and the emergency generator fully functional with no known defects?		Yes	No
Are the bow and stern thrusters (if fitted) functional with no known defects?		Yes	No
If NO to any of the above, provide details and nature of the defect			
What is the method used for <u>IMO 2020</u> compliance in port waters?			
Type of fuel used onboard and its sulphur content, if applicable (% m/m)		If using EGCS , what type of scrubber?	
Is the fuel currently in use analysed or tested by an independent laboratory (applicable for FO only)		Yes	No

SECTION 6: STEERING			
Is the steering gear system, including the emergency steering system, fully functional with no known defects?		Yes	No
If NO to above, provide details and nature of the defect			

SECTION 7: NAVIGATION			
Is all bridge and navigation equipment in good working order? ¹		Yes	No
If NO to above, provide details and nature of the defect			

SECTION 8: MOORING / ANCHOR / ANCILLARY EQUIPMENT			
Are all mooring winches and windlasses fully operational with no known defects?		Yes	No

¹ Bridge and Navigation equipment include (but not limited to): Radars / Magnetic and Gyro compasses and repeaters / Hand and NFU steering modes / Steering gear systems including steering motors, telemotor systems etc. / Rudder angle indicators and repeaters / Main engine telegraph / Main engine rpm indicators / Rate of turn indicators / Echo sounders and displays / Forward & Aft Whistles / Course recorders / ECDIS / Wind indicators / Speed log / GPS / Automatic Identification System (AIS) / Navigation lights

If NO to above, provide details and nature of the defect			
Does the vessel have any other defects? Refer to LMN D18/2024	Yes	No	
If YES to above, provide details and nature of the defect			

SECTION 9: PLANNED ACTIVITIES DURING PORT STAY						
Main engine immobilisation*		Lowering and manoeuvring of lifeboats*		Crew transfer or husbandry		Towing operation**
<i>*Submit appropriate request forms available here</i>				<i>**Provide towing plan details</i>		

SECTION 10: DOCUMENTS REVIEWED BEFORE ENTRY TO PORT LIMITS (MANDATORY)						
Local port handbook#		Local marine notices#		Link to Pilbara Ports forms / publications		
<i>Copies of above obtainable from Agents or click here</i>				<i>#For the applicable port of call</i>		

SECTION 11: MASTER'S DECLARATION						
I declare that the above facts are true and accurate						
Full name of the Master				Date and time of declaration		

Please type email subject as /// Vessel Name - Notice of Arrival (Dampier / Ashburton** / Varanus Island**) ** Delete as appropriate ///**

Notes

1. The Notice of Arrival (NOA) is to be submitted by the Master or the Agent of any vessel greater than 35 meters length overall (LOA), except an offshore supply vessel (OSV), no earlier than 7 days and no later than 3 days before vessel's ETA. Changes to vessel's ETA should be emailed to the Dampier Vessel Traffic Services Centre (DVTSC).
2. OSVs to submit the NOA no later than 24 hours before vessel's ETA.
3. Any changes to the information provided which may affect the vessel's ability to manoeuvre (sections 5,6,7) must be notified to the DVTSC at the earliest either directly or via vessel's agent.
4. Any submitted AMSA forms 18/19 related to sections 4,5,6,7,8 must be emailed to DVTSC.
5. This is an electronic form - it is not required to be printed. In section 11, Master's name is sufficient - a signature is not required.
6. Vessels berthing at [Ashburton Cargo Wharf \(ACW\)](#) or [Dampier Cargo Wharf \(DCW\)](#) must submit the appropriate berth application form via the provided link.
7. All date and time inputs in this form must be in dd/mm/yyyy hh:mm format.
8. This form should preferably be completed, submitted, and reviewed using a PDF supporting program, such as Adobe Acrobat Reader (available for free).

DVTSC contact details

Email: dampier.vts@pilbaraports.com.au

Tel: +61 8 9159 6556

VHF: Ch 11 & 16 - Dampier VTS

VHF: Ch 14 & 16 - Ashburton VTS

VHF: Ch 79 & 16 - Varanus Island Port Control