SHIP MASTER'S PRE-ARRIVAL DECLARATION
PORT OF PORT HEDLAND

PILBARA PORTS

IT IS THE MASTER'S RESPONSIBILITY TO ENSURE THAT THE BELOW IS A TRUE AND ACCURATE DECLARATION OF VESSEL INFORMATION AND EQUIPMENT STATUS			
1. GENERAL			
1.1 Vessel Name		1.2 IMO Number	
1.3 LOA (m)		1.4 Beam (m)	
1.5 DWT		1.6 Terminal	
1.7 Berthing Displacement		1.8 Local Agent	
1.9 Vessel's E-Mail			
1.10 Vessel's Tel Nos			
1.11 ETA at Port Hedland – First Reporting Point (FRP)			
1.12 Estimated Arrival Drafts (m)	Forward	Midship	Aft
1.13 Does the vessel have any existing conditions of class?			
If yes, details to be provided.			
1.14 Does the vessel have any outstanding Port State Control Inspection?			
If yes, details to be provided.			
2 COMPANY / TECHNICAL MANAGEMENT			
2.1 Company Name (as per DOC)			
2.2 Name of DPA / Tech Manager			
2.3 Contact E-Mail			
2.4 Contact Tel Nos			
3 PILOT BOARDING ARRANGEMENT			
3.1.1 Is the vessel suitable for helicopter landing operations and in compliance with the requirements of AMSA Marine Order 57? If Yes, Port of Port Hedland – Helicopter Operations Safety Checklist is to be submitted.			
3.1.2 Is the vessel equipped with cranes?			
3.2.1 Are vessel's Pilot boarding arrangements and accommodation ladders in good working condition?			
If no, details to be provided.			

3.2.2 What is the age of the vessels pilot ladders and man ropes? If the age of the: (a) **pilot ladders exceed <u>30-months</u>**, or, (b) **man-ropes exceed <u>12 months</u>**; the vessel may be deemed unsuitable for Marine Pilot Transfer (MPT).			
Age of Pilot Ladders:		Age of Man Ropes:	

4 MAIN ENGINE / AUXILIARY ENGINES / EMERGENCY GENERATOR	
4.1 Compliance with IMO 2020 method used in the Port of Port Hedland?	
4.2 Is the main engine fully functional with no known defects?	
If no, details to be provided.	
4.3 Are all auxiliary engines (generators) fully functional with no known defects?	
If no, details to be provided.	
4.4 Is the emergency generator, and the automatic on-load mechanism, fully functional with no known defects?	
If no, details to be provided.	

5 STEERING	
5.1 Is the steering gear system including emergency steering system fully functional with no known defects?	
5.2.1 Has an emergency change over from normal helm control to local emergency steering been conducted between last port of call and Port of Port Hedland?	
5.2.2 Was the changeover successfully achieved within 60 seconds?	
5.3 (DWT > 120,000) Is the rudder angle CCTV system fully operational?	
If no, details to be provided.	

6 NAVIGATION	
6.1 Does the vessel comply with Pilbara Ports – Port Hedland paper chart and ENC requirements? (Refer to Port Hedland Port handbook)	
6.2 Is the vessel fitted with a centreline analogue gyro compass? (Vessels >280m LOA without a gyro compass at or near the centreline may be restricted to daylight movements)	
6.3 Is all bridge and navigation equipment in good working order?	
If no, details to be provided.	

7 MOORING AND TOWAGE	
7.1.1 Does the vessel have synthetic (non-wire) mooring lines? (In good condition with no splices, shackles, knots or deformity)	
7.1.2 Does the vessel comply with Pilbara Ports Mooring Standards (Port Hedland)?	
If no, details to be provided.	

Vessel SDMBL:		Vessel SDMBL at 105%:	
Average MBL: Headlines		Average MBL: Forward Breast:	
Average MBL: Forward Spring		Average MBL: Aft Spring	
Average MBL: Aft Breast		Average MBL: Stern lines	
7.2.1 (DWT > 120,000) Does the vessel have one set of Panama leads and bitts of at least 120T SWL close to the centreline on the aft deck?			
7.2.2 Mooring Bitts offset from centreline (m)		7.4 Panama lead offset from centreline (m)	

Tug Assessment			
7.3.1 Is the vessel a Dual Fuel vessel with a flared sern / large overhang?			
7.3.2 DWT Group:		7.3.3 LOA (meter) Group:	

8 Fire Safety	
8.1 Is the Emergency Fire Pump in good working order?	
8.2 Is the fire detection system, and all other firefighting equipment (fixed, portable and structural) in good working order?	
If no, details to be provided.	

9 DOCUMENTS REVIEWED PRIOR TO ENTRY INTO THE PORT OF PORT HEDLAND					
Port of Port Hedland Port Handbook:		Local Marine Notices:		Marine Safety Bulletins:	
Copies of above obtainable from agents / Pilbara Ports website					

10 PREVIOUS PORTS - LIST ALL THE PORT CALLS WITHIN 30 DAYS (DLOSP – DROPPING LAST OUTWARD SEA PILOT)			
Port	Country	DLOSP Date & Time	Activity at Port (Loading, discharging, bunkering, taking on stores, crew change, etc)

11 I DECLARE THAT THE ABOVE FACTS ARE TRUE AND ACCURATE	
11.1 Full name of Master	
11.2 Date and time of declaration	

Notes:

1. This form and details should be uploaded/provided by respective agents to Pilbara Ports no earlier than 6 days (144 hours) before vessels ETA, and no later than 3 days (72 hours) before vessels ETA.

2. Inbound vessels are required to report to "Port Hedland VTS" when:
   - 10NM from the Port of Port Hedland - First Reporting Point (FRP).
   - Transiting the Port of Port Hedland FRP (when proceeding to inner anchorage / pilot boarding ground).
   - Transiting 2E/3E buoys.
   - Anchor down.

3. *Bridge and Navigation equipment include the following: Radar, magnetic and gyro compasses and repeaters, hand and NFU steering modes, steering gear systems including steering motors, telemotor systems etc., helm indicators and repeaters, main engine telegraph, main engine rpm indicators, rate of turn indicators, echo sounders and displays, whistles, course recorders, ECDIS, wind indicators, speed Log, GPS, automatic identification system (AIS), navigation lights, anchors, windlasses, mooring winches etc.

4. **Refer to Port Hedland Handbook, Port User Guidelines, Procedures, Local Marine Notices and safety bulletins for towage and mooring related information.

5. Any changes to status of any aspect in the above declaration must be notified to Pilbara Ports at the earliest via the vessel's agent or Port Hedland VTS. All verbal notifications must be followed with an email confirming the communication.

6. This is an electronic form – Section 11, Masters name is sufficient, and signature is not mandatory. All correspondence received from the vessel with Master's name and / or Email address is accepted as authorised by the Master.

7. This form is not required to be printed.