

VETTING QUESTIONNAIRE FOR MV (IMO)	
1. Is the vessel a designated single deck / self-trimming / closed hatch bulk carrier? Note: Log carrier, OBO, converted and extended vessels or pontoon hatch cover type vessels prohibited. General Arrangement: A clear copy with <u>mooring arrangements visible</u> MUST be provided with this form		Yes	No		
2. Are ALL mooring lines HMPE/synthetic/polypropylene AND floating type only? Note: Wire, metal shackles, chains and/or metal links are NOT acceptable. Note: HMPE type lines, where recommended by manufacturer, to be fitted with synthetic tails in line with OEM* requirements.		Yes	No		
3. Confirm ropes in survey and inspected every 3 months and will be presented in good condition and be free from wear/abrasion damage.		Yes	No		
4. Confirm compliance with DBCT Mooring Lines Matrix (below).		Yes	No		
DBCT Mooring Lines Matrix					
Vessel deadweight 000's tonnes	Minimum no. of ropes on winch tension drum- NOT ropes on warping drum end or bits / bollards	Winch Heave Capacity minimum (tonnes)	Winch brake Set Point (tonnes) all values are minimum (Note: Maximum not to exceed 70% of rope MBL)	Minimum Breaking Load or Strength of ropes (tonnes)	
40-65	8	12 (118 kN)	25 (245 kN)	42 (412 kN)	
65-95	10	14 (137 kN)	32 (314 kN)	53 (520 kN)	
95-125	12	15 (147 kN)	37 (363 kN)	62 (608 kN)	
125-155	14	15 (147 kN)	37 (363 kN)	62 (608 kN)	
155-185	14	16 (157 kN)	40 (392 kN)	67 (657 kN)	
185-220	16	16 (157 kN)	40 (392 kN)	67 (657 kN)	
<p>- Winch brakes should be set to allow winch to render under high load in accordance with table above -</p> <p>- Additional mooring lines NOT fitted to winch drum must only be secured on <u>mooring</u> bits/bollards -</p> <p>- Chafe guards/protection should be used as per line manufacturer recommendations -</p>					
5. Confirm heaving lines to tugs and messenger lines to shore crew will NOT be heavy or weighted with hard / metal objects. Note: Only rope (monkey fist), heaving line bags or soft rubber sections attached to ends are accepted. Line hooks, metal, rock, wood, etc. are prohibited.		Yes	No		
6. Confirm minimum required rating for tugs (bollard and fairlead Safe Working Load) 65 metric tonnes or 637 kN (sustained pull).		Yes	No		
7. 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.		Yes	No		
8. Confirm vessel can comply with all MARPOL, SOLAS, Queensland Transport Operations (Marine Pollution) Act 1995 and Hay Point Port Procedures requirements. Note: As of the 01 st of January 2020 MARPOL Annex VI 0.50% m/m fuel oil sulphur limit requirements come into effect for Port of Hay Point Waters. For compliance information contact mackay@amsa.gov.au		Yes	No		
9. Confirm vessel WILL berth with propeller 100% immersed and stern trim NOT exceeding 2.5m.		Yes	No		

* OEM - Original Equipment Manufacturer

PRINTED COPIES ARE NOT CONTROLLED DOCUMENTS

Routing:

- Shippers / Users
- Ships Master / Operators
- Shippers / Users
- DBCT Shipping Officers

Filing:

Email & Form attached to electronic ships file
(T:\Logistics\Shipping\SHIP FILES\### ARCHIVE)

10. Confirm compliance with the International Convention for the Control and Management of Ships Ballast Water and Sediments (BWM Convention).	Yes	No
11. Confirm that vessel will be able to fully load within the Maximum Loading Time as per DBCT Deballasting Matrix (below)? (In consideration of questions 9 and 10).	Yes	No

DBCT Deballasting Matrix

Vessel Deadweight 000's tonnes	Expected loading time assuming full cargo loaded (Hrs)	Average Ballast on Board (Mid Range) MT	Average Pump Rate MT/Hour	Acceptable Deballasting time including stripping (maximum Hrs)	Maximum Loading Time (Hrs)
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

12. For multi parcel / grade Shipments: Confirm vessel can fully load each parcel/grade before commencing the next.	Yes	No
13. Confirm maximum hatch pours are 2 per hatch plus 2 trimming pours.	Yes	No
14. Are sufficient crew aboard to monitor loading and mooring line tension at all times?	Yes	No
15. 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 <i>can be ignored</i>).	Yes	No

16. Dimensions of each hatch opening (coaming).	Length (m)	Breadth (m)	
	1		
	2		
	3		
	4		
	5		
	6		
	7		
	8		
	9		

Confirmation signed by the Vessel's Owner, Master, Operator or Technical Manager ONLY

(Sign)(Title)..... /...../..... (Date)

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