

Vessels loading at the Pilbara Port Authority (Port Hedland) Utah Point Berth will be secured to the berth using an Automated (Cavotec) Mooring System.

The ability to be able to comply with the following requirements must be confirmed in writing by the vessel Master prior to approval to berth being granted.

(Any inability to achieve any of the below requirements may result in the vessel being removed from the berth at owners/charterers cost).

**HULL SUITABILITY:**

- Vessel hull must be free from all barnacles, marine growth, rust scale, flaking paint and salt build-up.
- Scuppers, tug push points and deck drains should not have a protruding lip surface.
- Welds and hull patch repairs must be no greater than 10mm in depth.
- Hull dents or deformations must be no greater than 20 mm in depth and are not to exceed 1 metre of hull length.

**VESSEL STABILITY DURING LOADING :**

- Maximum vessel bow/stern trim + or – 5 metres.
- Maximum vessel port/starboard list 2 degrees.
- Deballasting must be able to be undertaken using only Starboard side deballast points for entire loading. In special circumstances agreed prior to berthing Port side de-ballasting may be approved on the condition that Port side ballast outlets are below the water line at time of discharge.

**SPECIAL BERTH CONDITIONS:**

- Hatch covers are not to protrude beyond the vessel handrails at any time.
- Can any part of the hatch covers extend beyond vessel handrails? Yes or No (please circle).
- Razor wire or other similar piracy boarding prevention devices must be removed prior to berthing.
- Vessel engines are not to be tested when alongside without a PPA Marine Pilot on-board. Main engine immobilisation is not permitted when attached via the Automated Mooring System to Utah Point Berth
- Vessel must be contactable by terminal 24 hours a day.
- All “comfort lines” will be attached to a winch drum. (ie: not to bits or winch ends)

**I confirm that my vessel M.V. .... is able to comply with the above requirements.**

.....  
Signature & Stamp Master

.....  
Date & Time

.....  
As Agent for and on behalf of the Master

Process Owner: The Landside Operations Manager has overall responsibility for this form

Objective ID: A447412 Version: 5 Approved by: LOM

Date approved: 30/07/2018

Review date: 30/07/2019