



QUEENSLAND BULK HANDLING

COAL TERMINAL PORT of BRISBANE

VESSEL NOMINATION QUESTIONNAIRE

Queensland Bulk Handling (QBH) are the operators of FIB1 Coal Loading Facility in the Port of Brisbane, Australia.

To ensure safe and efficient loading, QBH require the attached questionnaire to be completed by the Vessel Master in order for the vessel to be nominated for loading.

Please complete all sections of the questionnaire with NA placed in those boxes that are not applicable for your vessel.

This questionnaire must be signed by the Vessel Master and have the Official Vessel Stamp in the space below.

Please attach any other information that may be of use in QBH determining suitability of this vessel. Also note that the following documentation is required prior to the berthing of the vessel:

- A Coal Loading/Stowage Plan (must be received 5 days prior to berthing),
- Security list for crew and other access 24 hours prior to berthing.

Please forward the completed Questionnaire to qbhlogistics@qbh.com.au

Vessel Name _____ **ETA** _____

Master Name _____

Master Signature _____ **Date** _____

Vessel Stamp

General

1.1	Name of Vessel	
1.2	IMO Number	
1.3	Flag	
1.4	Year of Build (Delivery Date)	
1.5	Where Built (Yard/Country)	
1.6	Brisbane Port Agent (if known)	
1.7	Vessel Length/Beam	m

Particulars of Vessel

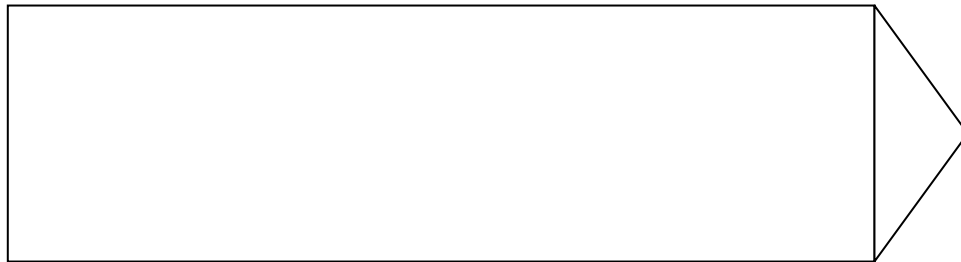
2.1	Type of Vessel (circle appropriate)	Bulk Carrier/OBO/Self Discharge/Tween Deck
2.2	Number of Holds / Number of Hatches	/
2.3	Does the vessel have any obstructions (cranes, derricks, light masts) between the foremast and accommodation front?	YES / NO
2.4	If YES to 2.3, state obstructions: (i.e. CRANES / DERRICKS / LIGHT MASTS / TRAVELLING GANTRIES / OTHER)	
2.5	Normal Ballast quantity (MT)	
2.6	Ballast Arrival Draft (Fwd)	
2.7	Ballast Arrival Draft (Aft)	
2.8	Propeller Immersion at Ballast Arrival Draft (Aft)	%
2.9	Will the Vessel have hold ballast on berthing?	YES / NO
2.10	If YES, which hold & how long to empty?	
2.11	How many Ballast Pumps are fitted?	
2.12	Maximum de-ballasting capacity (MT/hour) & normal operating efficiency (e.g., 85%)?	
2.13	Is the vessel fitted with a separate Stripping Line?	YES / NO
2.14	Is the following equipment in good working order?	YES / NO
	• Accommodation Ladder?	YES / NO
	• Generators?	YES / NO
	• Ballast Pumps?	YES / NO
	• Ballast Stripping Lines/Eductors?	YES / NO
	• Ballast Control System?	YES / NO
	• Hatch Covers?	YES / NO
2.15	Are wire lines used for mooring this vessel?	YES / NO
2.16	Are accommodation ladders situated aft or midships when rigged (Delete as applicable)	AFT / MIDSHIPS

2.17	Can the vessel accept cargo at a maximum pour rate of 2800 tph (instantaneous pouring rate)?	YES / NO
Master and Owners warrant that the nominated vessel can achieve a <u>minimum average berth rate</u> of 2,000 tph for the duration of the loading (berth rate is from first line to last line)		YES / NO

Loading Specifications

3.1	Can this vessel maintain a maximum draft of 14m (minus UKC of 300 mm) while alongside?	YES / NO
3.2	Can this vessel maintain a maximum Airdraft at each hatch being loaded of 17.0 m at zero tide? Vessel height from water line to top of hatch cover plus tide on day must not exceed 17 metres.	YES / NO
3.3	What is the length from the start of hatch one to the end of the last hatch?	_____m
3.4	What are the length and breadth dimensions of the smallest and largest hatch	___ meters x ___ meters ___ meters x ___ meters
3.5	Hatch configuration	Side/Cantilever/Other
3.6	Estimated number of pours required for this cargo	
3.7	Total tonnes for this cargo	

Please draw on Diagram expected number and position of mooring lines



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BERTH SPECIFICATIONS

Berth Specifications

Design Draft	– 14 m less 0.30 m Under Keel Clearance (SUKC)
Harbour Master requires that vessel's trim does not exceed 2.5m and propeller to be fully immersed for berthing	
Basin Length	– 317 m
Maximum Beam	– 43 m
Berth Length	– 240 m
1 Shiploader luffing and travelling type (boom length 18.5 m)	
Cargo is trimmed by Jetslinger Trimmer Belt (trimmer throw 24.5 m to 43 m)	
Max throw of Coal	– 43 m
Shiploader Longitudinal Travel	– 195 m
Highest Boom Working Angle	– plus 15 degrees
Lowest Boom Working Angle	– minus 7 degrees
Max Shiploader Airdraft	– 17.0m at zero tide
Average Load Rate	– 2,400 tonnes per hour
Average Instantaneous Pour Rate	– 2,750 tonnes per hour
Required Berth Rate (first line to last line)	– 2,000 tonnes per hour
Max operating wind speed	– 72 km/h
Berth Density	– 1.021-1.023 sg
QBH Operating Hours	24 hours 7 days per week excluding Christmas Day

Any vessels not able to meet the above restrictions must be approved in writing by Queensland Bulk Handling before berthing

Capesize vessels require prior approval to berth from Terminal and Harbour Master before berthing. OBO and Tween Deck Vessels will not be accepted.

Priority System – FIB1 is used for loading coal as priority cargo but also berth shared with cement discharge vessels which have second priority. Under this priority system at berth, coal vessels must maintain 2000 tph load from 'first line ashore' time to maintain priority and cement vessels must maintain 19,000 mt per day discharge rate to maintain their priority.

For coal vessels to be booked as priority vessels Masters must guarantee that loading can be maintained at 2,000 tonnes per hour.

If priority is not maintained competing vessel (coal/cement) can ask vessel at berth to vacate.

QBH manages the priority for FIB1 on behalf of PBC and will schedule berthing in accordance with the “Port of Brisbane Corporation Berthing Rules”.

The above specifications are subject to change and all users should contact QBH for updated specifications before berthing.