PRE-ARRIVAL INFORMATION FORM

Agents are required to upload this form along with all attachments directly into VOYAGER (no later than 7 days prior ETA)

Rev 2 May 2025

VESSEL INFORMATION

Vessel Name:		IMO Number:	
Vessel Phone Number:		Vessel E-mail:	
Agent:		Agent Email:	
LOA (m):		Beam(m):	
DWT(m):		Year Built:	
Bow to Bridge Distance (m):		Stern to Bridge Distance (m):	
Flag:		Classification Society:	
Company Name (Document of Compliance) holder:			
Name of DPA/Tech Manager:			
Ph#:		Email:	

PORT CALL INFORMATION

ETA:	27/02/2025	Destination Anchorage:		Destination Berth:	KGJ

If going to KBJ, has an *"Application for facility use - Kwinana Bulk Jetty "* been completed and submitted?

ARRIVAL	Arrival Displacement (MT):		DEPARTURE	Departure Displacement (MT):	
	Estimated Arrival Draft Fwd (m):			Estimated Departure Draft Fwd (m):	
	Estimated Arrival Draft Aft (m):			Estimated Departure Draft Aft (m):	
	Arrival Windage Area (sqm):			Departure Windage Area (sqm):	

Purpose of visit:		First time visit to Fremantle Ports?	No
Does the vessel have any existing Conditions of Class?			No

If YES, please provide more information: Attach the latest Class survey status report (**not more than 1 week old**).

VESSEL EQUIPMENT INFORMATION

MAIN ENGINE / AUXILIARY ENGINES / EMERGENCY GENERATOR / BOW THRUSTER / COMPRESSORS:

1.	What is the IMO 2020 compliance method used while in the Port of Fremantle?	LNG
2.	If using EGCS, type of scrubbers? (for LSFO only)	N/A
3.	If using LNG fuelled vessel, what fuel will be used in port for manoeuvring?	
4.	Can the vessel comply with the manoeuvring table speeds during pilotage?	No
5.	Power ratio between Ahead and Astern speed:	
6.	Is the main engine fully functional with no known defects?	No
7.	Is the vessels engine equipped with an Engine Power Limiter (EPL)?	No
8.	If yes, what type is the EPL?	
9.	Is the EPL overridable?	No
10.	Is the Master and all navigation officers fully familiar with the overriding arrangement?	No
11.	Is the EPL information readily available and included in the Master Pilot Exchange form?	No
12.	Does the EPL arrangement affect the manoeuvring table range RPM's for the vessel?	No
13.	If manoeuvring range is affected, has the table been updated?	No
14.	Are remote control systems for Main Engine (Telegraphs) from Bridge and Engine Control Room fully functional?	No
15.	Are the current Engineering Officer's familiar with the emergency manoeuvring procedures for the vessel?	No
16.	Date and place of last emergency manoeuvring drill: Place:	Date:
17.	Are all Auxiliary Engines fully functional with no known defects?	No
18.	Is the Emergency Generator fully functional with no known defects and has it been tried out on all starting modes?	No
19.	Is the Bow Thruster (if applicable) fully functional with no known defects?	N/A

If no, provide more details:

20. Are both main air compressors fully operational and can the vessel provide minimum 12 consecutive starts in accordance with SOLAS requirements?	No
21. Has the vessel experienced any failure or defects with main engines/auxiliary engines/steering system or other critical machinery during the last 14 days? If yes, provide more details:	No

STEERING:

22. Is the steering gear system including emergency steering system fully functional with no known defects?	No
23. Place and date of last Emergency Steering Drill: Place:	Date:

NAVIGATION:

24. Are all navigational charts for Port of Fremantle current and updated versions? (ENCs and large-scale paper charts as applicable)	No
25. Are all bridge and navigation equipment in good working order?	No

MOORING AND TOWAGE:

26. Types of mooring lines? (Attach Fwd and Aft mooring arrangement plan. Attach mooring rope inventory showing minimum information of diameter (mm), date of installation, minimum breaking load). NOTE: Steel wires are only permitted at ORJ3 berth.	Steel Wires
27. Are all mooring lines in good condition and without joints and splices?	No
28. What is the Minimum Breaking Load (MBL) of mooring ropes being used?	
29. Ship design MBL	
30. SWL of centreline of Fwd & Aft mooring bitts and fairleads (for towage purposes):	
31. If mooring bitts and fairleads used for towage are not at C/L Fwd and Aft, provide SWLs of bitts and fairleads at alternate location:	
32. Are both anchor windlasses and anchors fully operational with no known defects?	No
33. Are all mooring winches fully operational with no known defects?	No
34. Are mooring bollards/fairleads for tugs, free of any abrasive/sharp edges?	No
35. Date of last mooring winch brake rendering capacity test for all mooring winches and windlasses. (Attach certificate). Not to exceed 24 months, refer to **BPMSCB 01-22**	

36.	Winch break rendering load setting (MT):			
37.	Are winch brake rendering setting clearly marked on each mooring drum?			No
38.	No. of ropes available from independent mooring drums/winches	FWD:	AFT:	
39.	No. of ropes to be made fast on bollards:	FWD:	AFT:	
40.	Are heaving lines and monkey fists compliant with **BPMSCB 01/2024?**			No
41.	Does the vessel have a Mooring Line Management Plan (MLMP)?			No
PASSAGE PLAN:				
42.	Has the vessel plotted the passage plan up to the designated berth in the port? (Note: Vessels that do not have a passage plan may incur additional pilotage time and charges)			No
PILOT TRANSFER ARRANGEMENT: Refer to **BPMSCB 02/2022 & 01/2023**				
43.	Does the Pilot Boarding Arrangement onboard comply with SOLAS Chapter V, Regulation 23?			No
44.	Does each pilot ladder have a current Certificate of Compliance?			No
45.	Does the manufacturer have a Type approval from a Classification Society/Flag State?			No
46.	Is there a copy of International Maritime Pilots Association "*Required Boarding Arrangements for Pilots*" poster displayed on board?			No
47.	Does the vessel have inspection records for pilot ladders and associated equipment including manropes, shackles, thimbles attached to side ropes, combination ladder wire ropes, trap door arrangements, securing points, stanchions?			No
48.	Are all strongpoints marked for their respective SWLS?			No
49.	Does the vessel have procedures for proper rigging and stowage of pilot ladders and associated equipment including manropes, shackles, stanchions?			No
50.	Will the pilot ladder be properly secured to the deck of ship? (Shackles secured on deck, used to choke pilot ladder side ropes are prohibited)			No
51.	Are securing strops in good condition and at least 18mm diameter?			No
52.	Are Pilot transfer arrangements compliant with ISO 799-1:2019, ISO 799-2:2021, ISO 799-3:2022?			No

53. Are side ropes for both ladders made of Manila rope? (Alternate materials such as 'sisal' are not acceptable)	No
54. Will the pilot ladder, when rigged, rest firmly against the ship's side?	No
55. Is the vessel fitted with a trap door arrangement?	No
56. Are man ropes of at least 28mm and no more than 32mm in diameter available and will they be securely rigged?	No
57. Is the pilot boarding area clean, free of obstructions and overboard discharges?	No
58. Is the pilot ladder including man ropes, heaving line(s) in good condition and suitable for their intended use (heaving lines must have a loop or eye at the end)?	No
59. Will the supervision of the rigging of the pilot ladder and of the pilot transfer arrangements be conducted by a responsible deck officer who has a means of communication with the navigation bridge?	No
60. Will the vessel provide at least two people (including one Officer), near the pilot boarding area to assist pilot's embarkation / disembarkation?	No
61. Will the vessel provide an officer to escort the pilot by a safe route to and from the navigation bridge?	No
62. Does the pilot boarding procedure include emergency actions to be taken in case of injury to personnel when using pilot boarding arrangement?	No
63. Is there a lifebuoy and self-igniting light available at the pilot boarding area?	No
64. Is the boarding area adequately lit for pilot transfers at night?	No
65. Is each pilot ladder less than 30 months old from the date of manufacture? (If NO, have they undergone the strength test as outlined in ISO 799-1:2019 with relevant certification?)	No
Port:	Starboard:
66. Is each man rope less than 12 months old from the date of manufacture?	No
67. Where combination ladders are used, age of the hoist wire and renewal schedule as per vessel's Safety Management System (SMS)	
CARGO GEAR:	
68. Are the vessels cargo gear (cranes) expected to be used for cargo operations?	No
69. Is the cargo gear compliant with the AMSA Marine Order 32?	No
70. When were crane wires last greased?	Luffing wire:

Vessels are required to ensure that all wires are greased prior to use in Fremantle, in case of any one of the conditions below being applicable:

a. If the cranes are expected to be used for cargo operations in Fremantle
b. If the cranes have been used for cargo operations since the wires were last greased
c. If the PMS greasing schedule is overdue

Runner wire:

71. Are all safety devices and limits checked and confirmed as compliant? No

If any of the above questions are answered as NO, details, and nature of defect to be provided:

ATTACHMENTS AND DECLARATION:

ATTACHMENTS:

1.0 Class survey status report (not more than 1 week old) ☐

2.0 Pilot ladder Manufacturer Certificate (not more than 30 months old) ☐

3.0 Manrope Manufacturer Certificate (not more than 12 months old) ☐

4.0 Mooring Brake Rendering capacity test certificate (not more than 24 months old) ☐

5.0 Photos of the pilot boarding arrangements (see note) ☐

6.0 Mooring Arrangement plan/diagrams and General Arrangement plan (see note) ☐

7.0 Current mooring ropes inventory showing min. info - material, diameter (mm), date of installation, min. breaking load (see note) ☐

DOCUMENTS REVIEWED PRIOR TO ENTRY INTO FREMANTLE PORT:

Fremantle Ports Harbour Master's Instructions & Shipping Agents Memos - Fremantle Ports

Port Information Guide ☐ Shipping Agents Memos ☐ Harbour Master Instructions ☐

Best Practice and Marine Safety Criteria Bulletin ☐ Local Marine Notices/Navigation Warnings ☐

I declare that the above facts are true and accurate.

Masters Full Name:

Date and Time of Declaration:

Notes:

1. Photos of pilot boarding arrangements MUST include:
    - Photos of boarding area / combination ladder arrangements / securing strongpoints on deck for ladders and manropes.
    - Photos of both pilot ladders clearly showing top and bottom sections of the ladders including but not limited to the manufacturers labelling (clearly showing date of manufacture and serial number), side rope reeving, condition of rubber steps etc.
    - Photos of both manropes.
    - Photos of trap door arrangements where used.
2. Any wilful misdeclaration may result in delays or cancellation to berthing operations.
3. Vessels with defective equipment will be assessed on a case-by-case basis and may require additional controls and rectification prior to berthing.
4. All vessels are required to submit AMSA Incident Forms 18 and 19 for any equipment failure or incidents to harbourmaster@fremantleports.com.au
5. Bridge and navigational equipment includes all equipment required to be carried by vessel as per SOLAS Chapter V, Regulation 19 - "*Carriage requirements for shipborne navigational systems and equipment*".

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