

ANNEXURE A – DEFINITIONS

TERM	DEFINITION
Air Draft	means the height in metres from Chart Datum to the top of hatch covers
AMSA	means Australian Maritime Safety Authority.
ATA	means the Actual Time of Arrival, for example, of a Train arriving at the Terminal or a vessel arriving at the Port. The ATA for a vessel is defined as the time when the last of the following occurs: <ol style="list-style-type: none"> a) The vessel has reached the designated area within the vicinity of the Fairway Buoy as specified in the Port Rules; or b) A Notice of Readiness (such notice is customarily presented to a Shipper or the Shipper's Representative by the Ship's Master or Ship's Agent) has been tendered to the Operator by the Ship's Master or Ship's Agent confirming the vessel is ready to be towed, berthed, deballasted and loaded at the Terminal without delay; or c) where the date of the Vessel Nomination was less than 10 days prior to ETA, the vessel is deemed to arrive 10 days after the date of the Vessel Nomination unless joining the queue from the actual arrival date would not affect the position of any other validly made vessel nomination, in which case the vessel may, at the discretion of the Operator, be deemed to have arrived on its actual time of arrival; or d) Resolution of commercial matters is confirmed by the Shipper.
Authority to Load	means the confirmation from the Ship's Master the vessel is all fast and ready to accept coal. The Authority to Load requires amongst other things, a completed initial draft survey and an agreed and signed Load Sequence/Plan and Ship/Shore Safety Checklist.
BLU Code	means Code of Practice for the Safe Loading and Unloading of Bulk Carriers published in March 2007 and as amended from time to time.
Business Day	means a day on which banks are open for business in Brisbane (except a Saturday, Sunday or public holiday in Gladstone).
Cargo	means a quantity of coal (whether or not it is a full vessel-load) of a single coal type or multiple coal types (blended) required by a Shipper to be loaded onto one vessel.
Chart Datum	means the reference point for all water depths. For Gladstone, this is the lowest astronomical tide height (LAT) where the Chart Datum = 0.0m.
ETA	means the Estimated Time of Arrival of a vessel at the Port or a Train at the Terminal.
ETB	means the estimated time of berthing for a vessel as determined by the Operator.
GPC	means Gladstone Ports Corporation Limited ACN 131 965 896.

TERM	DEFINITION
Gross Load Rate (GLR)	means the average tonnes per hour loaded onto a vessel from first coal to last coal.
IMSBC Code	International Maritime Solid Bulk Cargo Code as amended from time to time (replaces the BC Code as of 1 January 2011)
Interim Draft Survey	The draft survey undertaken prior to the trimming of the vessel to ensure the vessel is loaded to the correct trim and agreed tonnage
LOA (Overall Length)	means the extreme length of the vessel
Load Master	means the suitably competent, designated Operator's employee or contractor who will manage, oversee and liaise with the Ship's Master in respect to vessel matters, and liaise with Terminal staff in regard to the loading of Cargo onto vessels.
Load Sequence/Plan	means the diagram of that vessel's stowage space that shows (among other things) stowage, a hatch plan and loading sequence, and deballasting rate and plan, and is equivalent to the Cargo Stowage Plan under the Terminal Rules.
Marine Orders	means Commonwealth of Australia, Navigation (Orders) Regulations as issued by AMSA.
MSQ	means Maritime Safety Queensland.
Net Loading Rate	means the average tonnes per hour loaded onto a vessel from first coal to last coal less all delays.
Notifiable Event	means incidents with the potential to cause or which have caused "environmental harm" as defined in the <i>Environment Protection Act 1994</i> (Qld), at, within or adjacent to the Terminal.
Operator	Means WICET and its contracted operator.
Port	means the port of Gladstone.
Port Authority	means the authority with power to regulate the Port under the <i>Transport Infrastructure Act 1994</i> (Qld).
Port Rules	means the Port Authority's port rules published from time to time.
QShips	means the Queensland Shipping Information Planning System which is an internet web based ship movement booking service that may be accessed by the shipping community – 24 hours a day, seven days a week.
Regional Harbour Master	means the person authorised to give direction under the relevant provisions of the <i>Transport Operations (Marine Safety) Act 1994</i> (Qld).
Shipper Agreement	means an agreement between a coal producer and WICET designated as either a; ToP Agreement, Third Party Shipper Agreement, or Substitute Shipper Agreement.
Shipper	means at any time each person whose Application has been accepted and who is bound by a Shipper Agreement at that time.
Shipper's Declaration	means the declaration or notice required to be given by the Shipper to AMSA in accordance with Marine Order 34 and the IMSBC Code.
Shipper Representative	means that person or company authorised by the Shipper as the Operator's point of contact for coal handling at the Terminal and/or for Cargo and vessel management.

TERM	DEFINITION
Ship's Agent	means that person or company (as specified in the Vessel Nomination) to whom the vessel is consigned by the Ship's owners/operators.
Ship's Master	means a licensed mariner in ultimate command of a merchant vessel, responsible for its safe and efficient operation, including cargo operations, navigation, crew management and ensuring that the vessel complies with all Laws and international laws, as well as company and flag state policies.
Ship/Shore Safety Checklist	means the checklist that assists with the safe loading of bulk carriers as prescribed in the BLU Code.
Terminal	means the Wiggins Island Coal Export Terminal which includes infrastructure for the unloading, storage, handling and loading of coal developed and owned by WICET at the Port.
Terminal Rules	means the document as varied or replaced by WICET from time to time in accordance with the relevant agreements and published on WICET's website.
Terminal Supervisor	means the Operator's nominated employee who has responsibility for Terminal operations.
Turn of Arrival	means the sequence of ships based on their ATA.
Vessel Sign-Up	means the information exchange including any formal agreements between the terminal and vessel leading to the Authority to Load.
Vessel Traffic Service (VTS)	means any service implemented by a competent authority, designed to maximise the safe and efficient movement of water borne traffic.
WICET	means Wiggins Island Coal Export Terminal Pty Limited (ABN 20 131 210 038), being the owner of the Terminal.
WICET Terminal Handbook	means this document as varied or replaced by WICET from time to time detailing the Terminal facilities and parameters in particular the ship-to-shore interface and associated procedural and safety requirements at WICET.

ANNEXURE B – PRE-ARRIVAL QUESTIONNAIRE

Vessel pre-arrival Questionnaire

1. ETA to be sent by return and then 10 / 7 / 5 / 3 / 2 / 1 days before arrival

2. Supply the following vessel information:

Vessel Name		Vessel IMO	
Ex Name/s		Flag	
Summer DWT		GRT	
NRT		Lightship Weight	
Summer Draft		LOA	
Beam		TPC	
Forward Draft Correction		Midship Draft	
Aft Draft Correction		LBP	
LPP		-	
Telex		Fax.No	
Email Address and, if attachments are acceptable, size limit if any.			
Do any fixed obstructions, ship's gangways/ accommodation ladders or open hatch covers protrude beyond ship's side? If so, state details.			
Confirm all cargo holds will be clean, dry, safe and ready in all respects to load with no crew or other personnel in holds or bilges.			
State number, type and condition of all mooring lines. Note: Lines must be synthetic or similar, floating type. <u>Wire mooring ropes are not acceptable</u>			
Will the vessel be loading to its summer draft or have a discharge port draft restriction?			
If your vessel is already part-loaded, please advise berthing displacement and drafts. Advise nature and stowage of cargo already on board. Refer Port of Gladstone procedures for criteria for berthing partly loaded vessels.			
Are accommodation ladders arranged to face aft or forward when rigged? Delete as applicable		AFT / FORWARD	
Confirm and provide a copy of the current certificate of insurance evidencing that the vessel is insured against hull and machinery risks with a reputable international insurer.			

Confirm and provide a copy of the current certificate of insurance evidencing that the vessel is insured against protection and indemnity risks with a P&I Club that is a current member of the International Group of P&I Clubs.	
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3. The Loading Sequence/Plan, and any requirement to access cargo holds must be:
 - a. in BLU Code format as per attached.
 - b. submitted by the vessel at least 7 days prior to arrival of the vessel at the Fairway Buoy.
 - c. agreed by the Ship's Master 72 hours prior to the vessel berthing.
 - d. signed off by the Load Master and the Ship's Master at berthing.

4. The hatch loading sequence is to include:
 - a. arrival and proposed sailing drafts fwd and aft. Note that Port procedures require that ships should be ballasted or loaded in order to have an even keel or trimmed by the stern with the forward draft not less than 2% of the LOA and the propeller fully submerged.
 - b. berthing displacement tonnage
 - c. total deballast time.
 - d. air draft prior to first pour.

Terminal requirements in compiling the hatch loading sequence include:

- a. the vessel completes loading one coal type before commencing another coal type/grade on multiple coal type/grade vessels
- b. the maximum number of passes is two (2) passes per hatch plus a maximum of two (2) trim passes. Any further passes required to complete loading of the vessel will be subject to discussions between the Ship's Master and the Load Master.
- c. the trim passes must be of one coal type and a minimum of 500 tonnes each. Suggested trimming tonnages (total) are:

Cape	Panamax	Handymax
3,000 tonnes	1,500 to 2,000 tonnes	1,000 to 1,500 tonnes

- d. a maximum air draft of 21 metres from Chart Datum to top of hatch cover is required upon commencement of loading and is to be maintained during loading.
 - e. loading with a travelling shiploader at up to a maximum of 8,250 tph.
5. Please advise the length/width of each hatch (in metres) and the distance between hatch centres:

Hatch	1	2	3	4	5	6	7	8	9
Hatch Length (m)									
Hatch Width (m)									
Hatch Centres	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	
Distance (m)									
Length of cargo area from the forward coaming of the forward-most hatch to the after coaming of the aft-most hatch into which cargo is to be loaded:									

Vessel pre-arrival Questionnaire

Vessel pre-berthing

6. Please confirm or arrange the following and make available for the attending Load Master:
- Make hatch covers ready and ensure 1st loading hatch is open once vessel is all fast/secure
 - Please have all ballast tanks sounded and provide initial ballast tank report.

Note that vessels are to berth Starboard side to.

Mooring Arrangements

7. Typical mooring arrangements are:
- all Panamax size vessels or larger to use 4 headlines, 2 breast lines and 2 spring lines fore, and 4 stern lines, 2 breast lines and 2 spring lines aft of the vessel.
 - all Handysize\Handymax size vessels to use 3 headlines, 2 breast lines and 2 spring lines fore, and 3 stern lines, 2 breast lines and 2 spring lines aft of the vessel.

Environmental Requirement

8. Terminal operations may require minimal hosing of shiploaders (head and telescopic chutes) for maintenance reasons. It is a requirement that vessels accept run off from this hosing into cargo hatches.

Acknowledgement

The Ship's Master acknowledges receipt and understanding of these guidelines

.....
Ship's Master

.....
Date

ANNEXURE C – WICET LOADING SEQUENCE/PLAN

ANNEXURE D – UNDER KEEL CLEARANCE AND SAILING DRAFT*

Under Keel Clearance

The following Under Keel Clearances apply in the Port of Gladstone:

Vessel Size (Summer DWT)	Under Keel Clearance		
	At Berth	Inner Harbour	Outer Channel
Up to 85,000 DWT	0.5m	0.7m	1.5m
85,000 DWT to 200,000 DWT	0.5m	1.2m	1.8m
Greater than 200,000 DWT	0.5m	1.2m	2.0m

Vessels arriving with a displacement > 100,000 tonnes must have a minimum UKC of 2.00m in the swing basin and must enter the swing basin no earlier than HW – one hour.

Draft Limits

1. The maximum allowable draft of a vessel passing through the channel is based on the dredged depth of the channel plus the tide height less the under keel clearance allowance.
2. Currently the approach channels to the Port are dredged to 16.3m Port Datum which allows a sailing draft of 17.0m on almost every day of the year and up to 18.0m on days with maximum tide height.
3. A computerised UKC (Under Keel Clearance) Program has been adopted by Maritime Services Queensland and GPC for vessels arriving at or departing from Gladstone.

Maritime Safety Queensland predicts maximum drafts for each tide based on this computer program. Optional departure times are also determined by this program.

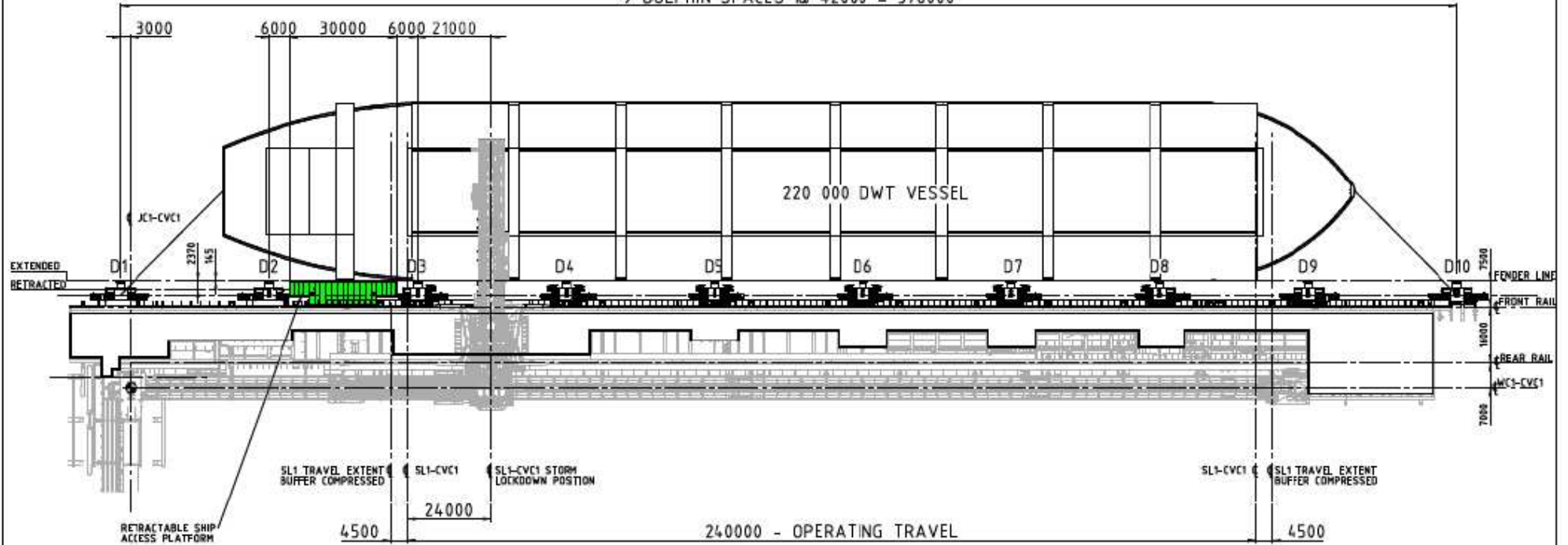
4. Accurate arrival and departure drafts together with navigation and shipping regulations should be obtained from the Regional Harbour Master's Office.

* Refer Annexure G – References, Port Procedures and Information for Shipping – Gladstone.

ANNEXURE E – DRAWINGS



9 DOLPHIN SPACES @ 42000 = 378000



DOLPHIN	QUICK RELEASE MOORING HOOKS
D1	4 x 100T
D2	2 x 100T
D3	2 x 60T
D4	2 x 60T
D5	2 x 60T
D6	2 x 60T
D7	2 x 60T
D8	2 x 60T
D9	2 x 100T
D10	4 x 100T

BERTH 1

FOR INFORMATION

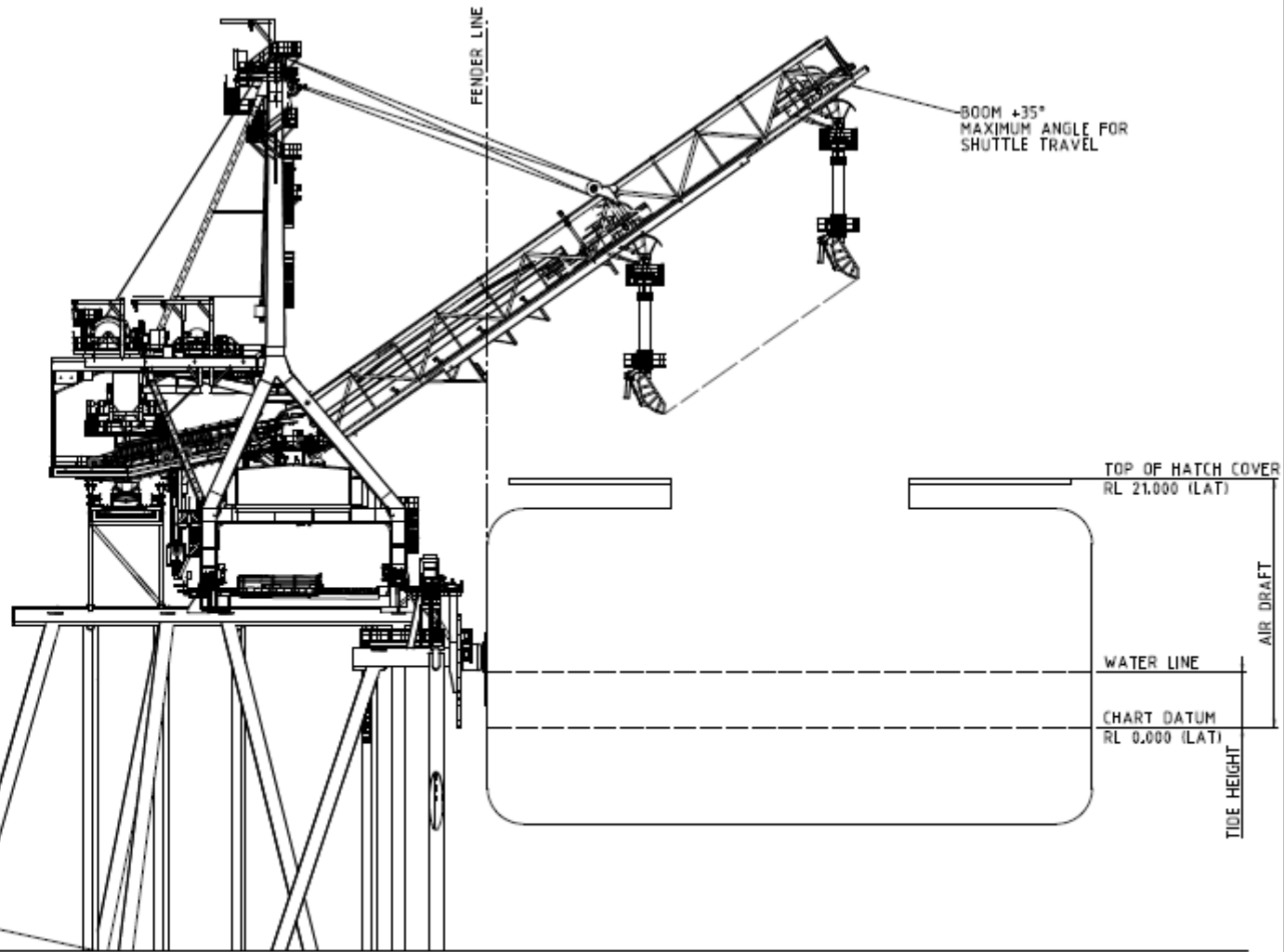
		Project No. H328999 Address: WIGGINS ISLAND COAL EXPORT TERMINAL 100 WIGGINS ISLAND ROAD, WIGGINS ISLAND, TASMANIA 7242 Phone: +61 7 6282 7000 Fax: +61 7 6282 6000 Email: info@wigginsisland.com.au	Project: WIGGINS ISLAND COAL EXPORT TERMINAL Drawing Title: WIGGINS ISLAND COAL TERMINAL LOADING - WHARF - STAGE 1 MOORING DETAILS PLAN LAYOUT 	<table border="1"> <tr> <td>Drawn</td> <td>CRG</td> <td>Checked</td> <td>C. GOODRICH</td> <td>Date</td> <td>26/11/16</td> </tr> <tr> <td>Design</td> <td>EVA</td> <td>Approved</td> <td>K. ABEY</td> <td>Date</td> <td>26/11/16</td> </tr> <tr> <td>Revise</td> <td>LFM</td> <td>Approved</td> <td>L. WILLIAMS</td> <td>Date</td> <td>26/11/16</td> </tr> <tr> <td>Approval</td> <td>SJM</td> <td>Approved</td> <td>S. MARLEY</td> <td>Date</td> <td>26/11/16</td> </tr> <tr> <td>Start</td> <td>Appr</td> <td>Sign</td> <td></td> <td>Date</td> <td></td> </tr> </table>	Drawn	CRG	Checked	C. GOODRICH	Date	26/11/16	Design	EVA	Approved	K. ABEY	Date	26/11/16	Revise	LFM	Approved	L. WILLIAMS	Date	26/11/16	Approval	SJM	Approved	S. MARLEY	Date	26/11/16	Start	Appr	Sign		Date		<table border="1"> <tr> <td>Revision No.</td> <td colspan="2">WIG</td> </tr> <tr> <td>Date</td> <td>N.T.S.</td> <td>Sheet No. A1</td> </tr> <tr> <td>Drawing No.</td> <td>1431-W-SK-0060</td> <td>Rev. A</td> </tr> </table>	Revision No.	WIG		Date	N.T.S.	Sheet No. A1	Drawing No.	1431-W-SK-0060	Rev. A
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Rev.	Date	Revision Details	CRG	EVA	LFM	SJM	Drp. No.	Reference Drawing Title	<small> Approval H32899 is a 50% release between Gurecon Australia Pty Ltd (Gurecon) and HATCH. Gurecon and HATCH are not responsible for the accuracy of the information contained in this drawing. The user of this drawing is advised to check the accuracy of the information contained in this drawing against the relevant project documents. </small>																																			

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BOOM POSITIONS

89.5°	PARK POSITION CYCLONE & BOOM/LOADING CHUTE MAINTENANCE
85°	RAISE POSITION NORMAL RAISED POSITION
35°	SHUTTLE LIMIT SHUTTLE PARKED TRIMMING SPOON SLEW NORTH PARKED TRIMMING SPOON RETRACTOR FULLY EXTENDED FOR ANGLES ABOVE
25°	CABIN TRAVEL LIMIT CABIN TRAVEL PARKED FOR ANGLES ABOVE
12°	CONVEYOR LIMIT CONVEYOR STOPPED FOR ANGLES ABOVE
-12°	LOWER LIMIT MINIMUM ANGLE FOR CONVEYOR OPERATION

Metres	
+5	4,690 HAT
+4	3,910 MHWS
+3	3,060 MHWN
+2	2,310 AHD
+1	1,520 MLWN
0.000	LAT
PORT DATUM = LAT	
DATUM AND TIDAL DATA	



NATURAL SURFACE LEVEL
RL VARIES
RL -21,114 (AHD) DESIGN DREGDED PROFILE
RL -18,800 (LAT)

SHIPLOADER AIR DRAFT



FOR INFORMATION

		SHIPPCON HATCH		Project: WIGGINS ISLAND COAL EXPORT TERMINAL		Drawn By: JPS		Scale: 1:175		Sheet No: A1			
		Project No: H328999		Client: WIGGINS ISLAND COAL EXPORT TERMINAL		Drawn By: JPS		Scale: 1:175		Sheet No: A1			
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Rev. No.		Rev. Description		Date		App.		Rev. No.		Rev. Description			
1		ISSUED FOR APPROVAL		10/10/2011		JPS		1		ISSUED FOR APPROVAL			
2		REVISED		10/10/2011		JPS		2		REVISED			
3		REVISED		10/10/2011		JPS		3		REVISED			
4		REVISED		10/10/2011		JPS		4		REVISED			
5		REVISED		10/10/2011		JPS		5		REVISED			
6		REVISED		10/10/2011		JPS		6		REVISED			
7		REVISED		10/10/2011		JPS		7		REVISED			
8		REVISED		10/10/2011		JPS		8		REVISED			
9		REVISED		10/10/2011		JPS		9		REVISED			
10		REVISED		10/10/2011		JPS		10		REVISED			
11		REVISED		10/10/2011		JPS		11		REVISED			
12		REVISED		10/10/2011		JPS		12		REVISED			
13		REVISED		10/10/2011		JPS		13		REVISED			
14		REVISED		10/10/2011		JPS		14		REVISED			
15		REVISED		10/10/2011		JPS		15		REVISED			
16		REVISED		10/10/2011		JPS		16		REVISED			
17		REVISED		10/10/2011		JPS		17		REVISED			
18		REVISED		10/10/2011		JPS		18		REVISED			
19		REVISED		10/10/2011		JPS		19		REVISED			
20		REVISED		10/10/2011		JPS		20		REVISED			
21		REVISED		10/10/2011		JPS		21		REVISED			
22		REVISED		10/10/2011		JPS		22		REVISED			
23		REVISED		10/10/2011		JPS		23		REVISED			
24		REVISED		10/10/2011		JPS		24		REVISED			
25		REVISED		10/10/2011		JPS		25		REVISED			
26		REVISED		10/10/2011		JPS		26		REVISED			
27		REVISED		10/10/2011		JPS		27		REVISED			
28		REVISED		10/10/2011		JPS		28		REVISED			
29		REVISED		10/10/2011		JPS		29		REVISED			
30		REVISED		10/10/2011		JPS		30		REVISED			
31		REVISED		10/10/2011		JPS		31		REVISED			
32		REVISED		10/10/2011		JPS		32		REVISED			
33		REVISED		10/10/2011		JPS		33		REVISED			
34		REVISED		10/10/2011		JPS		34		REVISED			
35		REVISED		10/10/2011		JPS		35		REVISED			
36		REVISED		10/10/2011		JPS		36		REVISED			
37		REVISED		10/10/2011		JPS		37		REVISED			
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39		REVISED		10/10/2011		JPS		39		REVISED			
40		REVISED		10/10/2011		JPS		40		REVISED			
41		REVISED		10/10/2011		JPS		41		REVISED			
42		REVISED		10/10/2011		JPS		42		REVISED			
43		REVISED		10/10/2011		JPS		43		REVISED			
44		REVISED		10/10/2									

ANNEXURE F – SHIP / SHORE SAFETY CHECKLIST



SHIP/SHORE SAFETY CHECKLIST

For Loading at Wiggins Island Coal Terminal

Date: _____

Port: Port of Gladstone

Terminal: WICET

Available depth of water in berth: 18.8 metres

Maximum air draft: 21 metres minus tide

Ship's Name: _____

Arrival draft (read/calculated): _____

Air draft: _____

Calculated departure draft: _____

Air draft: _____

The Ship's Master and Load Master will complete the checklist jointly. The safety of operations requires that all questions should be answered affirmatively and the boxes ticked. If this is not possible, the reason should be given, and agreement reached upon precautions to be taken between ship and terminal. If a question is considered to be not applicable write "N/A", explaining why if appropriate.

		<u>SHIP</u>	<u>TERMINAL</u>
1.	Is the depth of water at the berth, and the air draught, adequate for the cargo operation?	<input type="checkbox"/>	<input type="checkbox"/>
2.	Vessel personnel are responsible to ensure all lines are on brake and not in tension when other vessels are moving in the vicinity of the berth.	<input type="checkbox"/>	<input type="checkbox"/>
3.	Are mooring arrangements adequate for all local effects of tide, current, weather, traffic and craft alongside?	<input type="checkbox"/>	<input type="checkbox"/>
4.	In emergency, is the ship able to leave the berth at any time?	<input type="checkbox"/>	<input type="checkbox"/>
5.	Is there safe access provided between the ship and the wharf?	<input type="checkbox"/>	<input type="checkbox"/>
6.	Monitoring of safe vessel access is conducted by the ship personnel?	<input type="checkbox"/>	<input type="checkbox"/>
7.	Is the agreed ship/terminal communications system operative?	<input type="checkbox"/>	<input type="checkbox"/>
	<i>Communication Method</i> Telephone		
	<i>Language</i> English		
	<i>Phone numbers</i> Terminal - Refer section 2 of Handbook		
8.	Are the liaison contact persons during operations positively identified?	<input type="checkbox"/>	<input type="checkbox"/>
	<i>Ship contact persons</i> Ship's Master, Chief Officer, Duty Officer		
	<i>Shore contact person(s) (Location)</i> Terminal Supervisor (within Terminal)		
	Shiploader Operator (Shiploader)		
9.	Are adequate crew on board and adequate staff in the terminal, for emergency?	<input type="checkbox"/>	<input type="checkbox"/>
10.	Have any intended repairs to wharf or ship whilst alongside been advised and agreed?	<input type="checkbox"/>	<input type="checkbox"/>
11.	Has a procedure for reporting and recording damage from cargo operations been agreed?	<input type="checkbox"/>	<input type="checkbox"/>



SHIP/SHORE SAFETY CHECKLIST

For Loading at Wiggins Island Coal Terminal

- | | | | |
|-----|---|----------------------------------|--------------------------|
| 12. | Has the ship been provided with copies of port and terminal regulations, including safety and pollution requirements and details of emergency services? | <input type="checkbox"/> | <input type="checkbox"/> |
| | | <i>To
provided
Agent</i> | <i>be
by</i> |
| 13. | Has the Shipper provided the Ship's Master with the properties of the cargo in accordance with the requirements of chapter VI of SOLAS? | <input type="checkbox"/> | <input type="checkbox"/> |
| | | <i>To
provided
Agent</i> | <i>be
by</i> |
| 14. | Is the atmosphere safe in holds and enclosed spaces to which access may be required, have fumigated cargoes been identified, and has the need for monitoring of atmosphere been agreed by ship and terminal? | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. | Do you understand the safe hatch entry process and have you displayed the safe hatch entry poster in a prominent location? | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. | Have the cargo handling capacity and any limits of travel for the loader been passed to the ship/terminal?
<i>Maximum Load Rate of 8,250 tonnes per hour.</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. | Has a cargo loading plan been calculated for all stages of loading/deballasting?
<i>Copy lodged with the Load Master, Terminal and vessel</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. | Have the holds to be worked been clearly identified in the loading plan, showing the sequence of work, and the grade and tonnage of cargo to be loaded each time the hold is worked? | <input type="checkbox"/> | <input type="checkbox"/> |
| 19. | Has the need for trimming of cargo by shiploader in the holds been discussed, and the method and extent been agreed? | <input type="checkbox"/> | <input type="checkbox"/> |
| 20. | Do both ship and terminal understand and accept that if the ballast program becomes out of step with the cargo operation, it will be necessary to suspend cargo operation until the ballast operation has caught up? | <input type="checkbox"/> | <input type="checkbox"/> |
| 21. | Have the procedures to adjust the final trim of the loading ship been decided and agreed?
<i>Note: The terminal conveyor system may contain a maximum of 1,900 tonnes which must be cleared upon completion of vessel loading.</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| 22. | Has the terminal been advised of the time required for the ship to prepare for sea, on completion of cargo work?
<i>Note: Preparation for sea must be completed no later than 1 hour from last coal on board so that the timetable of vessel movements set by Port of Gladstone can be met</i> | <input type="checkbox"/> | <input type="checkbox"/> |

THE ABOVE HAS BEEN AGREED:

Time:

Date:

For Ship:

For Terminal:

Rank:

Position/Title:

ANNEXURE G - REFERENCES

PUBLICATION	LOCATION
Port Procedures and Information for Shipping – Gladstone	http://www.msq.qld.gov.au/Shipping/Port-procedures/Port-procedures-gladstone.aspx
Port facilities and services - Gladstone	http://www.gpcl.com.au/OperationsDevelopment/PortFacilities.aspx
Port Notices and Rules - Gladstone	http://www.gpcl.com.au/OperationsDevelopment/PortNoticesRules.aspx
Australian Maritime Safety Authority MARINE NOTICE 2/2012 The correct use of marine hydrometers	https://apps.amsa.gov.au/MOReview/Attachment/ShowAttachmentInline/228

ANNEXURE H - ACKNOWLEDGMENT OF RECEIPT OF THE WICET TERMINAL HANDBOOK



ACKNOWLEDGEMENT OF RECEIPT OF THE WICET TERMINAL HANDBOOK

The WICET Terminal Handbook was issued to:

Name:

Vessel:

In consideration of the Operator allowing the vessel to use the Terminal, I acknowledge, confirm and agree the following:

- I am the Ship's Master or its representative.
- I have received the WICET Terminal Handbook.
- I have read and I agree with the requirements of the WICET Terminal Handbook, including clause 13 containing indemnities and releases given on behalf of each Ship Party (as defined in clause 13).
- I am authorised to agree to all of the requirements set out in the WICET Terminal Handbook, including clause 13, for and on behalf of each Ship Party (as defined in clause 13).
- I will and each Ship Party will comply with the provisions of the WICET Terminal Handbook (unless otherwise agreed in writing with WICET).
- As the Ship's Master for each return trip, I acknowledge and agree for and on behalf of each Ship Party (as defined in clause 13) that the provisions of the WICET Terminal Handbook will apply and will be complied with (unless otherwise agreed in writing with WICET) for each trip, and this will be confirmed at each successive vessel sign up if requested by the Operator.
- From time to time, WICET may vary or produce addendums to the WICET Terminal Handbook and I will comply with the Handbook as varied and any addendums to it, which will be kept by me with the Handbook.
- I am responsible for the provision of any Port services (including any pilotage, tug or towage services) to, and the safe loading of, the vessel.

Terms used in this acknowledgement have the same meaning as in the WICET Terminal Handbook.

Date of Issue of WICET Terminal Handbook:

Signature:

Master of the MV: