

 KIMBERLEY PORTS AUTHORITY	VESSEL MASTERS PRE-ARRIVAL DECLARATION – YAMPI SOUND & DERBY	File ref: IFM30
		Version: 1.0 / 215704
		Issue date: Jan 2025

1. GENERAL			
1.1 Vessel name		1.2 IMO Number	
1.3 LOA (m)		1.4 Beam (m)	
1.5 Summer DWT		1.6 Arrival Displacement	
1.7 GT / GRT		1.8 Agent	
1.9 Vessel's E-Mail		1.10 Vessel's Telephone	
1.11 Company Name (as per DOC)			
1.12 Name of DPA / Tech Manager			
1.13 Contact E-Mail (DPA)		1.14 Contact Tel Nos	

2. PORT CALL INFORMATION					
2.1 Purpose of Port Visit					
2.2 Point of arrival		ETA (dd/mm/yyyy HH:MM)			
2.3 Date and time of expected departure from the Port		(dd/mm/yyyy HH:MM)			
2.4 Arrival drafts (m)	Forward	Midship	Aft		
2.5 Estimated departure drafts (m)	Forward	Midship	Aft		
2.6 Does the vessel have any existing Conditions of Class? If yes, details to be provided					
2.7 Pilot required for arrival		If No, PEC number:		Date of PEC Masters last Exempt run in	
		Name of PEC Master			
2.8 Pilot required for departure		If No, PEC number:		Date of PEC Masters last Exempt run in	
		Name of PEC Master			
<i>PEC Masters must ensure that their PEC certificate is valid during the port of call and that the duration from their last Exempt run in the port does not exceed 6 months. Conditions/Restrictions mentioned in the PEC (eg Daylight only) will apply.</i>					
2.9 If transiting through Port Limits (not required for vessels calling KI terminal or CIM transhipment anchorage):					
Pilot's Name		Pilotage service provider			
Point of entry into Port Limits (Location, date and time)					
Details of all planned stops (Location, purpose and duration) within Port limits.					
Point of exit from Port Limits (Location, date and time)					

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3. PILOT BOARDING ARRANGEMENT	Will the Pilot ladder be used for Pilot Transfer?	
3.1 Does the Pilot Boarding Arrangement onboard comply with SOLAS Chapter V, Regulation 23?		
3.2 Does the Pilot ladder comply with the requirements of KPA LMN 08-2023 (or superseding notice)?		
3.3 Date of manufacture for Pilot Ladder in use (as per manufacturers certificate)		
3.4 Date of manufacture for Manropes in use (as per manufacturers certificate)		

4. MAIN ENGINE / AUXILIARY ENGINES / EMERGENCY GENERATOR & THRUSTERS			
4.1 Is the main engine fully functional with no known defects?			
4.2 Are all auxiliary engines (generators), and emergency generator fully functional with no known defects?			
4.3 Are the Bow and Stern thrusters (if fitted) functional with no known defects?			
Total KW of Bow Thruster(s)	kW	Total KW of Stern Thruster(s)	kW
4.4 If 'No' to any of the above (3) questions, details and nature of defect to be provided.			

5. STEERING	
5.1 Is the steering gear system including emergency steering system fully functional with no known defects?	
5.2 If No, details of equipment and nature of defect to be provided:	

6. NAVIGATION	
6.1 Is all bridge and navigation equipment in good working order? ^{*4}	
6.2 If No, details and nature of defect to be provided:	

7. BERTHING & MOORING			
7.1 Bow to Bridge distance:	m	7.2 Stern to Bridge distance	m
7.3 Distance of Bunker Manifold from bow			m
7.4 Type of Mooring Lines (All lines must be in good condition and without joints or splices)			
7.5 Maximum Diameter of mooring lines			mm

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7.6 Number of mooring lines on winches	Forward		Aft	
7.7 Does the vessel fully comply with section 26 in Yampi Sound Port and Terminal Handbook?				
7.8 Confirmation that there is NO Protrusion or overhang from the ships side (e.g. Rubbing Strake, Door Sills, Davits, Lights etc)? Answer 'No' if there is a protrusion or overhang				
If No to 7.8, details of the protrusion must be provided. Suitable plan diagrams clearly indicating the location and size of the protrusion(s) must also be attached with the pre arrival declaration.				

8. DOCUMENTS REVIEWED PRIOR ENTRY INTO THE PORT OF YAMPI SOUND or DERBY (Mandatory)				
Port of Yampi Sound Handbook:		KPA Local Marine Notices:		Terminal Handbook (for KI or CIM)
<i>Copies of above will be obtainable from agents or KPA website</i>				

9. ATTACHMENTS (Must be attached to e-mail with this form, unless already provided earlier)				
Vessel Particulars:		Pilot Card:		Mooring arrangement plans (Fwd and Aft):

10. I DECLARE THAT THE ABOVE FACTS ARE TRUE AND ACCURATE	
10.1 Full name of Master and e-signature	
10.2 Date and time of declaration (dd/mm/yyyy hh:mm)	

Notes:

- This form and details should be uploaded/provided by the master or respective Agents of any vessel equal to or greater than 35.0 metres to the terminal manager / representative no earlier than 6 days before vessels ETA and no later than 2 days (48 hours) before vessels ETA. Ideally it must be submitted soonest after departure from the previous port of call. Submit to:
 - ki.portcontrol@mgx.com.au (For vessels calling MGI terminal).
 - alex@cockatooislandmining.com.au and port@cockatooislandmining.com.au (For vessels calling CIM transshipment)
 - operations@kimberleyports.wa.gov.au, and marine@kimberleyports.wa.gov.au (For all other vessels, including transit).
 Subject of the e-mail must be: "Vessel name - ETA dd/mm/yyyy hh:mm – Yampi Sound Pre arrival Notification".
- If any defect or non-compliance is noted in this form, then the vessel and terminal must inform KPA – marine@kimberleyports.wa.gov.au soonest.
- Required documents are to be attached with this declaration: Vessel particulars, Pilot Card, Forward & Aft Mooring arrangement plan and details of any overhangs (if applicable).
- *Bridge and Navigation equipment include the following: Radar / Magnetic and gyro compasses and repeaters / Hand and NFU steering modes / Steering Gear systems including steering motors, telemotor systems etc / Helm indicators and repeaters / Main engine telegraph / Main engine rpm indicators / Rate of turn indicators / Echo sounders and displays / Whistles / Course recorders / ECDIS / Wind indicators / Speed Log / GPS / Automatic identification system (AIS) / Navigation Lights / Anchors, windlasses, mooring winches etc.
- Any changes to status of the above declaration which may affect the vessel's ability to manoeuvre (sections 4,5,6 in above form) must be notified to the Terminal Manager and KPA at the earliest directly or via vessels agents.
- This is an electronic form – In section 10.1, Masters name is sufficient, and signature is not mandatory if submitted via e-mail by the vessel.
- This form is not required to be printed.