|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Questions are followed by answer fields. Use the ‘Tab’ key to navigate through | | | | | | | | | | | | |
| **Marine Pollution Regulations 2003 s37(4)**  This form is to be submitted to the NT Government **and** Australian Maritime Safety Authority: | | | | | | | | | | | | |
| **NT Government**  Email to:   * [pollution@nt.gov.au](mailto:pollution@nt.gov.au) and * [marinesafety@nt.gov.au](mailto:marinesafety@nt.gov.au) and * [rhm@nt.gov.au](mailto:rhm@nt.gov.au) | | | | | **Australian Maritime Safety Authority**  General Manager, Response through Joint Rescue Coordination Centre (JRCC) Australia  Facsimile: +61 2 6230 6868 AFTN: YSARYCYX  Email: [rccaus@amsa.gov.au](mailto:rccaus@amsa.gov.au) | | | | | | | |
| **Note:** sections of the ship reporting form that are not relevant should be omitted from the report.  If there is insufficient space on this form, attach additional information. | | | | | | | | | | | | |
| **A.** | **Name of Ship** | | | | |  | **Call Sign** | | | | | |
|  |  | | | | |  |  | | | | | |
|  | **Ship’s IMO** | | | | |  | **Flag State** | | | | | |
|  |  | | | | |  |  | | | | | |
|  | **Name of Ship’s Master** | | | | |  | **Ship’s Master contact details** | | | | | |
|  |  | | | | |  |  | | | | | |
| **B.** | **Date and time of event (time must be expressed as Coordinated Universal Time UTC)** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| **C.** | **Position: latitude and longitude** | | | | | | | | | | | |
| **or** |  | | | | | | | | | | | |
| **D.** | **Position: true bearing and distance** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| **E.** | **True course (as a three digit group)** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| **F.** | **Speed (in knots and tenths of a knot as a 3-digit group)** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| **L.** | **Route information (details of intended track)** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| **M.** | **Full details of radio stations and frequencies being guarded** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| **N.** | **Time of next report (time must be expressed as Coordinated Universal Time UTC)** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| **P.** | **Types and quantities of cargo and bunkers on board** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| **Q.** | **Brief details of defects, damage, deficiencies or other limitations (this must include the condition of the vessel and the ability to transfer cargo, ballast or fuel)** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| **R.** | **Brief details of actual pollution (this must include the type of oil, an estimate of the quantity discharged, whether the discharge is continuing, the cause of the discharge and if possible, an estimate of the movement of the slick)** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| **S.** | **Weather and sea conditions including wind force and direction, and relevant tidal or current details** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| **T.** | **Name, address, telephone and facsimile numbers of the vessel’s owner and representative (manager, operator, or their agents)** | | | | | | | | | | | |
|  | **Owner** | | | | | **Representative** | | | | | | |
|  |  | | | | |  | | | | | | |
|  | **Company IMO** | | | | | **Company IMO** | | | | | | |
|  |  | | | | |  | | | | | | |
|  | **Address** | | | | | **Address** | | | | | | |
|  |  | | | | |  | | | | | | |
|  | **Telephone** | **Facsimile** | | | | **Telephone** | | | | **Facsimile** | | |
|  |  |  | | | |  | | | |  | | |
| **U.** | **Details of length, breadth, tonnage and type of ship** | | | | | | | | | | | |
|  | **Type of vessel** | |  | **Length** | | | |  | **Breadth** | |  | **Tonnage** |
|  |  | |  |  | | | |  |  | |  |  |
| **X.** | 1. **Action being taken with regard to the discharge and movement of the ship** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
|  | 1. **Assistance or salvage efforts which have been requested or which have been provided by others** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
|  | 1. **The master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned** | | | | | | | | | | | |
|  |  | | | | | | | | | | | |
| End of form | | | | | | | | | | | | |