

PORT NOTICE

Vessel Manoeuvring Requirements in Port

PN/006

OPS-LEG-06

General Manager, Operations

Partnering in growth, connecting people and supporting potential

PREFACE

This Port Notice is issued Pursuant to Section 57 of the *Ports Management Act 2015 (NT)*.

SCOPE

This Port Notice applies within the gazetted Port of Darwin as detailed in Figure 1.



Figure 1: Darwin Port Limits

DIRECTION

The master of every vessel shall, when underway within the Port of Darwin, ensure that:

- Automatic steering devices, if fitted, are not used, unless a competent helmsman is standing by in the immediate vicinity of the helm station or wheel and ready to assume hand-steering, otherwise, vessels are to be in hand-steering mode;

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- Any duplicate, secondary or backup steering gear and steering gear power systems are to be fully operational and ready for immediate use whilst vessels are navigating within the port. Emergency steering gear systems should have been recently tested;
- Dual fuel enabled vessels must be operated in a stable fuel supply mode and must avoid any changes to the fuel type being used during manoeuvring;
- The vessel's main engine(s) is always immediately available for reducing speed, stopping or going astern without delay; and
- The vessel's anchors are available for immediate use in an emergency and capable of being dropped without power.

REVIEW STATEMENT

This Port Notice will be reviewed biennially by the Port Management Officer.

REFERENCES

- *Navigation Act 2012 (Cth)*
- *Ports Management Act 2015 (NT)*
- Technical and Safety Standards for Pilotage and Provision of Pilotage Services



PETER DUMMET
Port Operator
Darwin Port
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