

# Vessel Immobilisation

## Port Notice

**PN/017**

***Work Safe. Live Safe.***

## VERSION CONTROL

VERSION	DATE	POSITION	NAME	REASON FOR CHANGE
0.1	18/10/2013			Initial Version
0.2	12/11/2013			PMG feedback incorporated
1.0	13/11/2013			Approved
2.0	31/03/2015			Review – introduction of <i>Ports Management Act</i>
2.1	28/10/2016	Executive Assistant	Alleen Breward	Rebranding
2.2	28/06/2017	GMO	Ian Niblock	Amendments to reflect multi engine vessels
2.3	28/06/2017	GML	Sarah-Jane Archdale	Legal review
2.4	29/06/2017	GMO	Ian Niblock	QA content
2.5	29/06/2017	Executive Assistant	Alleen Breward	Update logo
3.0	29/06/2017	CEO	Terry O'Connor	Approval

## TABLE OF CONTENTS

1. TITLE.....	4
2. REFERENCE LEGISLATION.....	4
3. SCOPE.....	4
4. DEFINITIONS.....	4
5. NOTICE.....	5
6. RESPONSIBILITY .....	5
7. MAIN ENGINE REPAIR WORK .....	5
8. DEFECT OR DEFICIENCY CAUSING IMMOBILISATION .....	5
9. SUBMITTING AN APPLICATION.....	6
10. GENERAL CONDITIONS.....	6
11. DURING TROPICAL CYCLONE SEASON.....	6
12. OUTSIDE TROPICAL CYCLONE SEASON.....	6
13. HIGH WIND WARNING FOR DARWIN HARBOUR.....	6
14. CONSIDERATIONS FOR APPROVAL.....	7
15. REVIEW STATEMENT .....	7

## 1. TITLE

Port Notice – Vessel Immobilisation

## 2. REFERENCE LEGISLATION

- *Ports Management Act 2015 (NT)*
- Darwin Port Cyclone Management Procedures

## 3. SCOPE

This Port Notice applies to all regulated vessels, foreign vessels and domestic commercial vessels within the gazetted port limits of Darwin as contained in figure 1. Vessels undergoing maintenance out of the water at an approved location or within an allocated berth at the Francis Bay Mooring Basin are excluded.



Figure 1 – Darwin Port Limits

## 4. DEFINITIONS

**Agent** is defined as the person or organisation responsible for the administrative details of a vessel during its visit to the Port of Darwin.

**Domestic Commercial Vessel** has the same meaning as in the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cth)*.



**Foreign Vessel** had the same meaning as the *Navigation Act 2012 (Cth)*.

**Immobilisation** is defined as any maintenance, repair work, defect or deficiency that means that a vessel's engine(s) are not available for safe movement.

**Master** in relation to a vessel, means the person having lawful command or charge of the vessel, but does not include a pilot.

**Regulated Australian Vessel** has the same meaning as the *Navigation Act 2012 (Cth)*.

**Tropical Cyclone Season** is for the period from 01 November until 30 April.

## 5. NOTICE

All vessels specified above within the gazetted port limits shall at all times:

- Be maintained in a state of readiness;
- Have her engine(s) available for manoeuvring (or 'to manoeuvre'); and
- Have draught, trim and stability within safe limits.

## 6. RESPONSIBILITY

A vessel's agent is responsible for advising the vessel Master that this Port Notice is in effect and must provide the Master with the appropriate documents and assistance to ensure compliance.

The Master of vessels specified above within the gazetted port limits of Darwin shall not allow the vessel's main engine(s) to be immobilised or maintenance work on systems that affect the manoeuvrability of the vessel to be carried out without the permission of the Port Management Officer.

The Master must ensure that Darwin Harbour Control is advised throughout the period of immobilisation.

## 7. MAIN ENGINE REPAIR WORK

A Master or agent may apply to the Port Management Officer for permission to immobilise main engine(s) on the form available on the Darwin Port website.

In the following circumstances, approval will not be granted for vessels with a single main engine:

- Tankers working cargo; and
- If Class 1 or Class 7 Dangerous Goods are on board

Where a vessel has two or more main engines and maintenance is to be conducted on one at a time, an application to immobilise must be made as above.

## 8. DEFECT OR DEFICIENCY CAUSING IMMOBILISATION

Where a vessel suffers a defect or deficiency whilst within the gazetted port limits that renders her main engine, or one of her main engines, immobile the Master, or agent, shall as soon as practicable notify the Port Management Officer, providing a summary of the defect or deficiency and the expected time of repair.

## 9. SUBMITTING AN APPLICATION

The Application to Immobilise form is available from the Darwin Port website on the *Policies, Procedures, Plans and Forms* page [Application to Immobilise](#) and is to be submitted to [harbourcontrol@darwinport.com.au](mailto:harbourcontrol@darwinport.com.au).

## 10. GENERAL CONDITIONS

The following general conditions apply to all approved immobilisations:

- All work must be completed and the vessel ready to depart no less than two hours prior to the allocated pilot on board time;
- The vessel shall be securely and adequately moored or anchored throughout;
- Where the vessel is alongside a wharf, mooring lines shall be closely monitored at all times;
- Where the vessel is at anchor, her position shall be closely monitored throughout to determine if the anchor is dragging;
- The Darwin Harbour Control will be notified on VHF Channel 10 at the commencement and completion of works;
- The vessel is to closely monitor the local weather forecast and prevailing conditions and ensure that adequate measures are in place; and
- Additional restrictions may be placed on the vessel by the Port Management Officer.

Where the vessel is required to move berth or anchorage, a separate application to immobilise shall be submitted for each berth or anchorage.

Where mooring lines are parting or failing to hold the ship in position or the anchor is dragging, Darwin Harbour Control is to be notified immediately and prompt action is to be taken to secure the vessel.

## 11. DURING TROPICAL CYCLONE SEASON

During Tropical Cyclone Season the time to remobilise in the event of an emergency must not exceed the notice of readiness requirements in the Darwin Port Cyclone Management Procedures.

Additional requirements, such as stand by tugs, may be required as determined by a risk assessment. All conditions required by the Port Management Officer as annotated on the form must be complied with throughout the period the vessel is immobilised.

## 12. OUTSIDE TROPICAL CYCLONE SEASON

Outside of Tropical Cyclone Season applications to immobilise shall normally be approved by the Port Management Officer. However, if the need for maintenance arises at short notice or outside normal working hours, the Harbour Control Officer may approve the application.

## 13. HIGH WIND WARNING FOR DARWIN HARBOUR

When there is a current high wind warning for Darwin Harbour, applications to immobilise shall only be approved by the Port Management Officer.

#### 14. CONSIDERATIONS FOR APPROVAL

The following considerations will be considered when approving applications:

- Tropical cyclone outlook;
- Weather forecast;
- Whether work shall be completed two hours prior to the allocated Pilot on board time;
- The vessel must be allocated the anchorage or berth for the entire period;
- The number of main engines;
- The time taken to remobilise in event of an emergency;
- Dangerous goods or cargoes being handled in the vicinity of the berth; and
- Any other risk factor present on the wharf or water.

#### 15. REVIEW STATEMENT

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

A handwritten signature in black ink, appearing to read 'Terry O'Connor', is positioned above the printed name and title.

**TERRY O'CONNOR**  
Chief Executive  
Port Operator  
29 June 2017