

# PORT NOTICE

## Vessel Immobilisation

### PN/017

**OPS-LEG-17**

**General Manager, Operations**

## PREFACE

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

## SCOPE

This Port Notice applies to all Regulated Australian Vessels, Foreign Vessels and Domestic Commercial Vessels within the gazetted port limits of the Port of Darwin as detailed 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 – Gazetted Port Limits of Darwin**

## DEFINITIONS

Term	Definition
<b>Agent</b>	The person or organisation responsible for the administrative details of a vessel during its visit to the Port of Darwin.
<b>Domestic Commercial Vessel</b>	The same meaning as in the <i>Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cth)</i> .
<b>Foreign Vessel</b>	The same meaning as the <i>Navigation Act 2012 (Cth)</i> .
<b>Immobilisation</b>	Means any maintenance, repair work, defect or deficiency that means that a vessel's engine(s) are not available for safe movement.
<b>Master</b>	In relation to a vessel, means the person having lawful command or charge of the vessel, but does not include a pilot.
<b>Regulated Australian Vessel</b>	The same meaning as the <i>Navigation Act 2012 (Cth)</i> .
<b>Tropical Cyclone Season</b>	The period from 01 November until 30 April.

## NOTICE

All vessels specified in part 3 above must 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.

## RESPONSIBILITY

An international or visiting 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 a vessel specified in part 3 above must 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 a Port Management Officer.

The Master must ensure that Darwin Harbour Control is advised throughout a period of immobilisation by calling on VHF Ch. 10.

## MAIN ENGINE REPAIR WORK

A Master or Agent may apply to a Port Management Officer for permission to immobilise the 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.

## **DEFECT OR DEFICIENCY CAUSING IMMOBILISATION**

Where a vessel suffers a defect or deficiency whilst within the Port of Darwin rendering her main engine, or one of her main engines, immobile the Master, or Agent, must as soon as practicable notify a Port Management Officer, providing a summary of the defect or deficiency and the expected time of repair.

## **SUBMITTING AN APPLICATION**

The Application to Immobilise form is available from the Darwin Port website on the Forms and Permits page; [Darwin Port - Application to Immobilise](#) and is to be submitted to [harbourcontrol@darwinport.com.au](mailto:harbourcontrol@darwinport.com.au).

## **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 must be securely and adequately moored or anchored throughout;
- Where the vessel is alongside a wharf, mooring lines must be closely monitored at all times;
- Where the vessel is at anchor, her position must 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 immobilisation works;
- The Master must 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 must 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 must be notified immediately and prompt action is to be taken to secure the vessel.

## **DURING A 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 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.

## **OUTSIDE TROPICAL CYCLONE SEASON**

Outside of Tropical Cyclone Season applications to immobilise shall normally be approved by the Harbour Control Officer.

## **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.

## CONSIDERATIONS FOR APPROVAL

The following considerations will be considered when approving applications:

- Tropical cyclone outlook;
- Weather forecast;
- Whether work can 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.

## REVIEW STATEMENT

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

## REFERENCES

- Darwin Port Cyclone Procedures
- *Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cth)*
- *Navigation Act 2012 (Cth)*
- *Ports Management Act 2015 (NT)*

A handwritten signature in black ink, appearing to read 'D. Lambourn'.

**DARREN LAMBOURN**

**Port Operator**

**Darwin Port**

**14 July 2021**