

16.13 Request to Immobilise Main Engines



REQUEST TO IMMOBILISE MAIN ENGINES

Vessel		Berth	
Requests permission to IMMOBILISE THE MAIN ENGINES to carry out (Example: Main Engine Unit overhaul or Main Engine crank case inspection)			
Immobilisation from		hrs on	
Immobilisation to		hrs on	
Will immobilisation result in restrictions on Main Engine Manoeuvring Speed or Manoeuvring response on next movement/departure?			
(Example Maximum "dead slow (4kts) for 30 min, or Maximum "Slow" (8kts) for 30 min) <i>This assessment should be made in consultation with the Chief Engineer to determine if a "Running in" period is required.</i>			
If YES, please specify the restrictions:			
Time Required to mobilise in emergency is		hrs	Number of tugs for next movement
Is the Bow Thruster fully operational?			Bow Thruster Power
Vessel LOA		Vessel Draft	Fwd Aft
Vessel handling DG's Class 1; 5.1 or 9			
MASTER'S DECLARATION			
I, declare that, the above information is accurate. I have consulted with the chief engineer and confirm the vessel will be able to provide the full range of Manoeuvring speed/RPM and Manoeuvring response (Dead Slow, Slow, Half & full ahead and Astern) on departure from the berth.			
If the vessel is NOT able to provide the full range of Manoeuvring speed/RPM, it will result in cancellation of the movement till a risk assessment is conducted to determine the conditions for safe transit.			
Signed.....Date.....			
Master			

Request is approved / declined by the Regional Harbour Master

Approval is subject to the following conditions:

1. Consent obtained from the "Townsville Marine Services" prior to the vessel immobilising engines
2. During daylight hours, the ship is to fly signal flags "R" over "Y"
3. Notify "Townsville VTS" on VHF channel 12 prior to the commencement of engine immobilisation.
4. Notify "Townsville VTS" on VHF channel 12 on completion of engine immobilisation.
5. The engine(s) are to be mobilised at least 3 hours prior to the scheduled departure of the ship and engine trials conducted, subject to Port of Townsville approval.
6. The master of the ship must declare if the ship is carrying Ammonium Nitrate or Xanthate's.
7. The authorisation is subject to cancellation without notice in the event of a severe weather warning

.....
Regional Harbour Master (Townsville)

...../...../.....