

Title: **Concrete Remediation & Dive Work Under Berth 6 – Wharf Remediation & Pile Wrapping**

Port: **Bell Bay**

Reference: HMI EXT HMI 21-40 is hereby cancelled and replaced with updated EXT HMI 21-46

Description: Please be advised that as part of the Berth 6 remedial works, TasPorts have appointed Contractors (Duratec Limited & Tasmanian Divers Group) to commence Concrete Remediation work to extend the design life of the wharf structure and installation of Denso Pile Wrapping to protect the piles under the wharf. The works shall commence from 26 April 2021 and continue through to approximately **30 June 2023**.

Information: The works will include (but are not limited to) over the side wharf access systems, under wharf use of work boats and diving operations under the wharf. The works being undertaken involve installation of work platform deck, hydro blasting, steel augmentation, sacrificial anode installation, gunite spraying, cleaning of the piles, wrapping and installing an outer shell for pile protection.

Details are as follows:

Note – Contractor vessels to call VTS VHF ch14 at commencement and cessation of daily operations and when there are major operational changes and / or issues. Support vessels and all on water / under wharf work crews are to maintain a listening watch on VHF ch14.

- **Notice to Mariners** to be issued as an open advice for the duration of these contracted works;
- **Work Punt** – under wharf work will utilise a work punt for supply of materials and assistance as required;
- **Contractor Support vessel** – the Contractor support vessel may be in use on a daily basis and is removed from the Port when not in use;
- **International Code Flags** – the Alpha Flag shall be displayed by the prominent work boat or from the wharf and be highly visible;

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Concrete Remediation and Diving works may re-commence once a vessel is all fast alongside Berth 6 if the following are completed:

- Contractor to be clear of Berth a minimum of 1 hour prior to vessel arrival. No operational equipment to be left on Berth;
- Confirmation of isolation to be completed by Vessel Master once all fast and Main Propulsion is Isolated. Isolation to remain in place whilst alongside Berth. Signed annexure 1 to be emailed to VTS@tasports.com.au;
- VTS to communicate to Contractor once confirmation of isolation is in place and works may commence;
- Contractor may then commence work under the wharf as per existing permit conditions;
- For scheduled departures, Contractor to be clear of berth a minimum of 1 hour prior to vessel departure time and notify VTS. Vessel to receive confirmation from VTS prior to engaging any propulsion;
- For hatch changes of Woodchip Vessels, Contractor to clear Berth when ship loader stops operation. Once vessel all fast in new position, Contractor to confirm with VTS prior to re-commencing operations.
- In the event of an emergency where the vessel is required to operate Main Engine at the Berth (such as strong wind), confirmation is to be requested with VTS on VHF Ch 14 – VTS to make direct contact with Contractor and confirm safe.
- Vessel not to engage any propulsion until confirmation received by VTS.

Emergency Primary Contact Vessel Traffic Services (VTS): **VHF Ch14** or **(03) 6380 3013**;

Project Manager (TasPorts):
Secondary Contact (Duratec):

Sebastian Raj Mobile **0438 277 870**
Paul Jones Mobile **0437 780 890**



Wendy Doran
Harbour Master

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Annexure 1 - Confirmation of Main Engine Propulsion Isolation

English:

Vessel Name:

Date Alongside:

I, _____ as Master of Vessel _____ hereby confirm the Main Propulsion is isolated and shall not be used whilst the vessel is alongside, Berth 6 Bell Bay. If required in the event of an emergency, confirmation shall first be received by VTS on VHF Ch 14 prior to engaging any propulsion.

Please also send through a picture of the isolation in place on vessel Bridge.

Chinese Translation:

船名：

停泊日期：

本人_____作為本船_____之船長，特此確認本船於貝爾灣（Bell Bay）第6泊位停泊期間，主推進器將停機且不予使用。如在緊急狀況下有所需要，本船將先透過船舶交通管理系統（VTS）特高頻（VHF）第14頻道獲取確認後才啟動任何推進器。

並請發送船橋上推進器已確實停機的照片。

Filipino:

Pangalan ng Sasakyang-dagat:

Petsa sa Daungan (Alongside):

Ako, si _____ bilang Master of Vessel _____ ay nagpapatunay na ang Main Propulsion (Pangunahing Mekanismong Tagabunsod) ay nakabukod at hindi gagamitin habang ang sasakyang-dagat ay nasa tapat ng Berth 6 Bell Bay. Sakaling kailanganin sa emerhensya, kailangan munang tumanggap ng kumpirmasyon ang VTS sa VHF Ch 14 bago ilunsad ang anumang propulsion (mekanismong tagabunsod).

Mangyaring magpadala rin ng larawan ng umiiral na pagbubukod sa sasakyang-dagat na Bridge.

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