



Date Adopted: 18/03/19
 Last Review: 18/03/19
 Next Review: 04/03/21
 Business Division: Compliance, Safety and Sustainability

REQUEST TO IMMOBILISE VESSEL MAIN ENGINES
Form to be submitted no more than 48 Hours prior to arrival

Vessel:	Port/Berth:
Requests permission to IMMOBILISE THE MAIN ENGINES to carry out:	
<i>(Example: Main Engine Unit overhaul or Main Engine Cylinder Sleeve replacement 3 &4)</i>	
Immobilisation from: _____ Hours	Date: _____
Immobilisation to: _____ Hours	Date: _____
Will the immobilisation result in ANY restrictions of Main Engine, Speed and or Manoeuvring, during the vessels next movement: (If "YES" – please specify restrictions below)	YES <input type="checkbox"/> NO <input type="checkbox"/>
<i>Example: Maximum dead slow ahead (4kts) for 30 minutes or maximum slow ahead (8kts) for 15 minutes. This assessment should be made in consultation with the chief engineer to determine if a running in period is required</i>	
Time required to mobilise engine in an emergency is _____	hours _____
Is vessel Handling DG's Class 1, 5.1 or 9 ?	YES <input type="checkbox"/> NO <input type="checkbox"/>
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 speed/rpm/manoeuvring responses on departure from the berth unless declared above. If the vessel is found NOT able to provide the full range of speed/rpm/manoeuvring and it has not been declared above, it will result in cancellation of the movement until a risk assessment is conducted to determine the conditions of safe transit.	
Signed _____	Date _____
Master	

Request to immobilise main engine has been **approved/declined** by the **Duty Pilot** (in consultation with the Harbour Master if required), if approved this request is subject to the following conditions:

1. Weather forecast is equal to or lesser than when engine Immobilisation was approved.
2. Consent is obtained from VTS prior to vessel immobilising main engine via VHF radio and upon completion of immobilisation.
3. The vessel is to fly flag signals "R" over "Y" during daylight hours.
4. The Master must declare if the vessel is carrying/loading/discharging Ammonium Nitrate or Xyanthates (DG's class 5.1 or 9)
5. The authorization is subject to cancellation without notice in the event of a severe weather warning.
6. Main Engines are to be mobilised at least 3 hours prior to the scheduled departure of the vessel and engine trials conducted, subject to VTS approval.
7. **Please note:** If there are ANY restrictions to the Main Engine, Speed and or Manoeuvrability of the vessel due to the work undertaken the departure windows and or towage requirements may be subject to change.
8. Conditional Requirements:

Duty Pilot
 Tasmanian Ports Corporation Signed

Date :