

VESSEL IMMOBILISATION FORM

Where practicable, vessel to request immobilisation at least 24 hours prior to vessel's arrival using this form To:

Harbour Control Duty Officer harbourcontrol@poal.co.nz

CC: Auckland Harbourmaster

harbourmaster@at.govt.nz

Vessel Details

Vessel Name		Ship Email	
Berth location		Master's Name	
Agent Name		Master's Signature	
Agent Phone			

I the above-mentioned Master request permission to immobilize my main engine for repairs and routine maintenance

Immobilisation

	HH:MM	Date
Commencing		
Estimated Completion		
In case of emergency, main engine can be ready for use in (hours):		

Harbourmaster's Requirements for Immobilisation:

- ❖ Immobilisation unable to take place:
 - If winds 20 knots or more, or
 - Where a wind speed of more than 20 knots or more is forecast, or
 - If a Tsunami warning is in effect
- ❖ Vessel to call Harbour Control on VHF Ch 12:
 - Prior to commencing immobilisation (to confirm conditions remain appropriate)
 - Maintain a listening watch during period of immobilisation
 - When immobilisation complete
- ❖ Vessel to remain securely moored at all times, with lines properly tended
- ❖ Vessel unable to immobilise when at anchor
- ❖ After immobilisation, main engines/propulsion machinery to be returned to normal operating condition.
- ❖ If testing of main engines/propulsion machinery is required, see below

Testing of Main Engines (or other Propulsion Machinery) when Alongside:

- ❖ Vessel to inform Harbour Control prior to testing main engine/propulsion machinery when alongside
- ❖ Vessel not to test main engine/propulsion machinery
 - When working cargo, e.g. cranes over vessel, hoses connected, etc
 - When other shipping movements are taking place in the vicinity
 - If there punts/workboats/etc operating or moored in the vicinity
 - In Queens-Princes Ferry Basin, no vessel over 500GRT shall test propulsion machinery:
 - Without a Pilot onboard
 - Between the hours of 0730-0900 and 1630-1800 (excluding Sat-Sun)
- ❖ Vessel must be securely moored with crew standing by forward and aft
- ❖ All testing must be kept to a minimum to reduce risk of damage to port infrastructure