

HARBOUR MASTER'S INSTRUCTION 05-2021



Date of Issue: 24 August 2021

HMI 05-2021

Fremantle Ports - Enhanced 48 Hour Notice of Arrival process and requirements

Compliance with these requirements is mandatory for all vessels calling at the Port of Fremantle.

Fremantle Ports works towards a continual improvement process to enhance maritime safety for all vessels operating within Fremantle Ports. Accordingly, an enhanced 48-hour Notice of Arrival form and process is being implemented. The process also provides incident prevention safeguards for safety of life, marine environment and the port infrastructure.

The form provides for critical and important information to be received by the Harbour Master's office from the master of a vessel. This is to make a detailed appraisal of the vessel's operational status in relation to safe navigation of the vessel while within the limits of the Port of Fremantle.

The form must be sent to through the Agents and uploaded into 'VOYAGER'.

Key points regarding the new requirements are

- The 48-hour Notice of Arrival is considered as a 'true and accurate declaration' of the vessel's operational condition, by the master. Vessel masters and agents are required to be fully familiar with these requirements and clarify in case of any queries. Any willful misdeclaration may result in delays to the vessel berthing OR rejection to call at the Port of Fremantle.
- Any malfunctioning equipment / machinery declaration that affects the vessel's statutory certificates, MUST be accompanied by a Flag State / Classification society dispensation to operate and the relevant Risk Assessment.
- In case of any malfunctioning equipment / machinery, the AMSA forms 18 and 19 but also be sent to the Harbour Master's office for review and assessment. Additional requirements from AMSA will continue to apply.
- Vessels with malfunctioning equipment / machinery may be subject to additional assessment and requirements which may include but not be limited to rectification prior to berthing, followed by physical verification of repairs and endorsement by the vessel's Classification Society. However, this will be decided on a case-to-case basis taking into consideration, the criticality of the equipment and the risk to Fremantle Ports navigable waters and infrastructure.
- In case the vessel has a 'condition of class' or similar endorsement, this must be submitted along with the notice of arrival form.

The new form is appended to this Harbour Master's Instruction for reference.

Any queries regarding the above process must be submitted to the email address:

harbourmaster@fremantleports.com.au

A handwritten signature in blue ink that reads 'Savio Fernandes'.

Captain Savio Fernandes
Harbour Master



FREMANTLE
PORTS

48HR NOTICE OF ARRIVAL

Agents are required to upload this form directly into VOYAGER

Revision 0 Aug 21

After Hours email: Movements@fremantleports.com.au

FPA 1. GENERAL VESSEL INFORMATION

Vessel Name:		IMO Number:	
Vessel Email:		Vessel Phone Number:	
Agent:		Purpose of Visit:	
ETA Fremantle:	Berth:	Arrival Displacement:	
LOA (m):	Beam (m):	DWT:	
Bridge to Bow Distance (m):		Bridge to Stern Distance (m):	

Estimated arrival drafts (m)

Forward:	Midship:	Aft:
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Does the vessel have any existing Conditions of Class?

If YES, details to be provided:

FPA 2. COMPANY / TECHNICAL MANAGEMENT

Company Name (Document of Compliance) holder:	
Name of DPA / Tech Manager:	
Contact Ph #:	Contact Email:

FPA 3. PILOT BOARDING ARRANGEMENT

Are the vessels Pilot boarding arrangements and accommodation ladders in good working condition?	
If NO, details to be provided: (Vessels noted with defective pilot ladders may be refused a Pilot until the situation is rectified)	
Description of Pilot Ladder arrangement: E.g: only approved Pilot ladder, Combination ladder. If Combination, does gangway have a trapdoor design?	
Date of Pilot ladder installed:	

FPA 4. MAIN ENGINE / AUXILIARY ENGINES / EMERGENCY GENERATOR/BOW THRUSTER

Can the vessel comply with the manoeuvring table speeds during pilotage?	
Power ratio between Ahead & Astern speed:	
What is the IMO 2020 compliance method being used by the vessel when at the Port of Fremantle?	
If using EGCS, type of scrubbers?	
Is the main engine fully functional with no known defects?	
If NO, details and nature of defect to be provided:	

Are all auxiliary engines (generators) and emergency generator fully functional with no known defects?	
If NO, details and nature of defect to be provided:	
Is the Bow thruster (if applicable) fully functional with no known defects?	
If NO, details and nature of defect to be provided:	
Are both main air compressors fully operational and can the vessel provide 12 consecutive starts on the main engine in accordance with the SOLAS requirements?	
If NO, reasons to be provided:	

FPA 5. STEERING

Is the steering gear system including emergency steering system fully functional with no known defects?	
If NO, details and nature of defect to be provided:	
Date of last Emergency Steering Drill:	

FPA 6. NAVIGATION

Are all navigational charts for Fremantle current and updated versions? (ENCs & Paper charts as applicable)	
Is all bridge and navigation equipment in good working order?	
If NO, details and nature of defect to be provided:	

FPA 7. MOORING AND TOWAGE

Types of Mooring lines?	
Are all mooring lines in good condition and without joints & splices?	
SWL of centreline of aft mooring bitts and fairleads (for towage purposes):	
SWL of centreline forward mooring bitts and fairleads (For towage purposes):	
If mooring bitts and fairleads used for towage are not at C/L Fwd & Aft, provide SWLs of bitts and fairleads at alternate location:	
Are both anchor windlasses and anchors fully operational with no known defects?	

If NO, details and nature of defect to be provided:	
Are all mooring winches fully operational with no known defects?	
If NO, details and nature of defect to be provided:	
Date of last brake rendering capacity test for all mooring winches and windlasses:	

FPA 8. PASSAGE PLAN

Has the vessel plotted the passage plan up to the designated berth in the port? (Note: Vessels that do not have a passage plan may incur additional pilotage time and charges)

FPA 9. DOCUMENTS REVIEWED PRIOR TO ENTRY INTO FREMANTLE PORT

Port Information Guide	Local Marine Notices	Harbour Master Instructions
Covid Arrival Declaration	Covid Removal Declaration	Covid Crew Change Declaration
Covid Departure Declaration	Fremantle Ports Crew List	Crew Temperature Logs

FPA 10. I DELARE THAT THE ABOVE FACTS ARE TRUE AND ACCURATE

Full name of Master:	Signature:
Date and time of declaration:	

NOTES

1. Bridge & Navigational equipment includes: Both Radars & ARPAs / Gyro Compass / Magnetic Compass / AIS / VHF Sets / Windscreen & Window Wipers / Binoculars / Forward and Aft Whistles / Navigation Lights / Main Engine Telegraph / ME RPM Indicators inside wheelhouse and outside on Bridge wings / Rudder angle indicators inside wheelhouse and outside on Bridge wings / ECDIS / Echo Sounder / Speed log / Course recorder / VDR.
2. Vessels that cannot be operated from Bridge & Engine Control Room for maneuvering will not be accepted without Harbour Masters Office approval.
3. Latest class survey status report to be attached.
4. Vessels with defective equipment will be assessed on a case-to-case basis and may require additional controls and rectification prior to berthing.
5. Fwd & Aft mooring stations layout diagram to be attached.
6. All AMSA forms 18 & 19 related to Sections FPA 3 / FPA 4 / FPA 5 / FPA 6 / FPA 7 must also be sent to the email harbourmaster@fremantleports.com.au