

Port of Dampier – Availability and Use of Auxiliary Engines (Generators) and Emergency Generator

Number: D22/2023

Date: 29/08/2023

Date of Effect:	14/09/2023
Details:	Availability and Use of Auxiliary Engines (Generators) and Emergency Generators
Former Notice:	Nil
Charts & Publications:	Aus 57, 59 & 60
Further Notice:	Nil
Attachments:	NA

This Marine Notice details the Harbour Master's requirements for vessel operators, owners and Masters regarding the availability and condition of Auxiliary Engines and Emergency Generators within the Port of Dampier.

This is in response to several incidents related to the failure of Auxiliary Engines and / or Emergency Generators.

Requirements for Auxiliary Engines and Emergency Generators in Port Waters:

Emergency Generators

1. Emergency Generators must be tested within 24 hours prior to arrival for good working order.
2. Any defects identified, must be immediately reported to the Harbour Master and rectified prior to berthing.

Auxiliary Engines

1. All planned maintenance must be completed, and Auxiliary Engines tested, prior to the vessel's berthing.
2. Any defects or lack of performance issues must be reported to the Harbour Master immediately.
3. Following the report of any defect, the Master must demonstrate that adequate controls are in place to guarantee sufficient capacity and redundancy. These

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Mariners and other port users are requested to notify the Harbour Master on the discovery of new dangers or suspected dangers to navigation within the Port.

controls will be reviewed by the Harbour Master prior to berthing approval being granted.

Additional requirements for Bulk Carriers of 100,000 DWT or above:

The Standby Auxiliary Engine must be kept on Running Standby, during manoeuvring and transit of the Port.

For the purpose of this notice:

1. A **'Standby Auxiliary Engine'** is the Auxiliary Engine reserved for redundancy in case of a failure of the on-load Auxiliary Engine, and
2. A **'Running Standby'** means that the Standby Auxiliary Engine must be kept running during the entire duration of the manoeuvring and transit of the Port, however it is not required to be 'on load'.

For example:

On a typical Bulk Carrier, during manoeuvring, two Auxiliary Engines could be on load, the third Standby Auxiliary Engine must be Running Standby and in readiness to put on load immediately in emergency.

Vessels unable to comply with the above requirement must notify the Harbour Master immediately. The Marine team will evaluate each vessel on a case-by-case basis.



Mike Minogue
Harbour Master (Port of Dampier)