

GUIDANCE NOTE NO: 37/99

REVISION NO: 9

Issue of Temporary Permit to Serve – Sheltered Waters/Partially Smooth Waters.

Sheltered Waters/Partially Smooth Waters are defined in Guidance Note No. 33/98

Applicants requiring a temporary permit to serve for the operation as master of Class 1D, 2D and 3D vessels within Sheltered Waters/Partially Smooth waters need to:

1. Complete an application form;
2. Provide proof of identification – refer to Guidance Note No. 46/2000;
Note: Minimum age requirements for the issue of a permit are as follows:-
 - Coxswain 18 years old
 - Master Class 5/Skipper Grade 3 19 years old
 - Master Class 4/Skipper Grade 2 20 years old
3. Hold a certificate of competency one grade lower (if the temporary permit is for Master Class 5 or above) than the temporary permit applied for (i.e. a person applying for a temporary permit to serve as Master Class 5 must already hold a certificate of competency as Coxswain);
4. Hold a valid Shipboard Safety course certificate;
Please note that the fire-fighting and sea survival elements of a Shipboard Safety course must have been completed within the 5 years prior to the issue of the seafarers' first temporary permit;
5. Satisfactorily complete an eyesight test with an optometrist or doctor (an eyesight test form is available from this office). Note: A pass in the eyesight test is valid for two (2) years;
6. Hold a current Senior First Aid certificate;
7. Provide a letter from the master of the vessel(s), attesting to the competence of the applicant;
8. Provide a letter from the owner of the vessel that there is no other suitably qualified person for the posting and detailing the name of the vessel(s) and proposed area of operation and type of operation (fishing, charter, etc);
9. Have demonstrated sea service experience to merit the granting of the temporary permit;
10. Pass a practical and oral assessment on board the vessel and demonstrate knowledge based on the syllabus in Attachment "A":
11. Pay fees of \$83 (comprising of an application fee of \$30, \$33 for the practical assessment plus \$20 for the issue of the permit). Fees include GST where applicable;
12. Provide 2 signature labels;
13. Provide 2 colour passport photographs.

A practical and oral assessment onboard the vessel will only be undertaken after Items 1-9 and 11-13 have been completed and provided to the Marine Safety Branch.

The permit will be valid initially for a maximum of 12 months for daylight operations only and may be revalidated for 12 month periods thereafter provided the eyesight test and first aid certificate remain valid. A revalidation fee of \$25 is applicable.

Note:

1. For night time operations, applicants must pass the colour vision section of the eyesight test.
2. For vessels with safety manning that also requires a marine engine driver qualification on board applicants also need to pass a practical assessment of their engineering competence. A fee of \$33 is applicable (includes gst).

For all Class 1 vessels with inboard engines, if the master holds the appropriate engineering qualification, the general purpose hand must hold an elements of shipboard safety certificate and be trained in basic engineering duties as per Guidance Note No. 102/2003.

3. An appropriate radiotelephony certificate is required if the vessel has a VHF/HF radio on board.
4. A temporary permit for Class 1D vessels will be restricted to a particular "Declared Sheltered Waters" area of operation, for example, Darwin Harbour, or Bynoe Harbour but **not** 1 nautical mile of Northern Territory Coastline.

Any inquiries relating to the issue of a permit should be directed to the Senior Nautical Adviser, telephone 8924 7133.

Signed by: Sri Srinivas
Date Issued: 28 February 2008

For further information contact Marine Safety Branch:

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SYLLABUS FOR PRACTICAL/THEORY EXAMINATION
FOR ISSUE OF A TEMPORARY PERMIT TO SERVE

1. SAFETY EQUIPMENT/DISTRESS SIGNALS

- (a) Describe the safety equipment required for the vessel(s).
- (b) Where is it stowed.
- (c) Demonstrate the wearing of a lifejacket.
- (d) What distress signals are onboard?
- (e) Demonstrate how they are used.
- (f) What other means you can use to indicate a distress situation.

2. EMERGENCY PROCEDURES

- (a) List action taken in the event of an electrical fire in engine compartment.
- (b) Action taken in the event of flooding.

3. RECOGNITION OF ENGINE FAULTS

- (a) Overheating.
- (b) Loss of oil pressure.
- (c) Lack of fuel.

4. ENGINE CHECKS (PRESTART)

- (a) Fuel system
- (b) Lube oil.
- (c) Battery system.
- (d) Water intake valve.

5. ENGINE CHECKS (POST START)

- (a) Cooling water flow.
- (b) Fuel or water leaks.
- (c) Oil pressure.

6. PRECAUTIONS TAKEN WHEN REFUELLING VESSEL.

7. ABILITY TO USE COMMUNICATION EQUIPMENT ONBOARD

8. RULES OF THE ROAD

- (a) Head on.
- (b) Crossing.
- (c) Overtaking.
- (d) Giving way.

VESSEL HANDLING

- 1. UNBERTHING (In various wind/current conditions)**
- 2. BERTHING (In various wind/current conditions)**
- 3. MAN OVERBOARD PROCEDURES**
 - (a) Incorporating short turn around
 - (b) Using current and wind to advantage.
 - (c) Steps in recovering person
 - (d) Speed and position of vessel in conjunction with person.
 - (e) Communication with crew
- 4. COMING UP TO FIXED OBJECT OR MOORING**
 - (a) Utilising wind and current to advantage.
 - (b) Speed of vessel.
 - (c) Maintaining directional control of vessel ahead and astern.
- 5. EMERGENCY STOP MAINTAINING DIRECTIONAL CONTROL**
- 6. DISCUSS RESPONSIBILITIES OF MASTER AND CREW.**
- 7. ACTION TAKEN IN THE EVENT OF A STEERING MALFUNCTION**
- 8. DEMONSTRATE STOP/START PROCEDURES.**