

GUIDANCE NOTE NO: 32/98

REVISION NO: 8

Issue of Temporary Permit to Serve – Inland Waters

Inland Waters (Gazetted Smooth Water Limits) are defined in Guidance Note No. 33/98

Applicants requiring a temporary permit to serve for the operation of Class 1E, 2E and 3E vessels within Inland Waters only, 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 the 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. 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 five (5) years for inland waters operations;
4. Class 1E vessels with inboard engines;
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. Hold a valid Senior First Aid certificate (on Class 3E, fishing vessels, a one day basic first aid/accident action certificate is acceptable);
6. Provide verification of satisfactory completion of the minimum amount of training (under a qualified instructor) as specified for the particular vessel and operation
7. Pass a practical and oral assessment onboard the vessel and demonstrate knowledge based on the syllabus in Attachment 'A';
8. 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.
9. Provide 2 signature labels;
10. Provide 2 colour passport photographs.

A practical and oral assessment onboard the vessel will only be undertaken after Items 1-6 and 8-9 have been completed and provided to the Marine Safety Branch.

The permit will be valid initially for a maximum of 2 years for daylight operations only and may be revalidated for 2 year periods thereafter provided the eyesight test and first aid certificates remain valid. A revalidation fee of \$25 is applicable.

Note:

1. For night-time operations:
 - vessel(s) operation including appropriate lighting must be approved by the Marine Safety Branch; and
 - applicants must pass the colour vision section of the eyesight test and provide written verification of training and competence for the night time operation from the owner of the vessel.
2. For vessels with safety manning that requires a marine engine driver qualification onboard, applicants also need to pass an additional practical assessment of their engineering competence. An additional fee of \$33 is applicable.

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. Some larger vessels also require that the master hold an 'Elements of Shipboard Safety Certificate'. Details of course dates are available from the Marine Safety Branch Office.
4. An appropriate radiotelephony certificate is required if the vessel has a VHF/HF radio on board.
5. Persons who hold interstate certificates of competency are required to have their certificate(s) recognised by the Marine Safety Branch before operating in Northern Territory waters and also need to hold a valid Senior First Aid certificate.

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

Signed by: Sri Srinivas
Date Issued: 28 February 2008

For further information contact Marine Safety Branch:

2nd Floor, Energy House, 18-20 Cavenagh, Darwin NT 0800, GPO Box 2520, Darwin NT 0801

Telephone: 08 8924 7100, Facsimile: 08 8924 7009

Email: marinesafety@nt.gov.au

<http://www.nt.gov.au/dpi/>

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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.