



Last Reviewed
September 2013

Vessel Operational Parameters

Fremantle – Rottnest Voyage Cancellation Guidelines

During periods of bad weather, these guidelines are to be used for assessing whether a voyage should proceed or be cancelled.

At all times the safety of the passengers (and of course the vessel) is the top priority.

Generally vessels and schedules should not be affected until sustained (10 minute average) wind speeds reach 34 knots and the combined sea and swell significant wave height from the Rottnest wave rider buoy reaches 4.5 metres.

www.fremantleports.com.au/Shipping/Weather/RottnestIsland.asp

When the conditions are in the West through North quadrant, the Cottesloe wave rider buoy should be consulted and generally schedules should not be affected until the significant wave height of this buoy reaches 2.5 metres.

Once this threshold has been reached, it is then considered **Marginal** as to whether a voyage should take place.

Unless Fremantle Ports have closed the harbour (black ball, cone, black ball), **the following conditions must be met** when considering delaying or cancelling a voyage.

1. Confirmation via the “*sea breeze*” website or other recognised source that sustained winds = > than 34 knots has been achieved for a minimum of two consecutive 10 minute periods in the previous 30 minutes at the Rottnest site.
2. **Assessment of the sea state from Fremantle Ports website** www.fremantleports.com.au/Shipping/Weather/RottnestIsland.asp and whether it is increasing or decreasing, and the logging of that data for future reference.
3. **Assessment of any approaching frontal system and its estimated arrival time and likely impact on current conditions.**
4. **Consultation with the Operations/Duty Manager** along with other **Master/s** on duty for the day.

The above guidelines are to help the Operations/Duty Managers and Masters make safe and consistent decisions during periods of poor weather.

Decisions are a shared responsibility of the vessel owners (represented by the Operations/duty Manager) and Master of the vessel.

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