

PORT NOTICE

Tug Assistance Requirements

PN/014

OPS-LEG-14

General Manager, Operations

Partnering in growth, connecting people and supporting potential

PREFACE

This Port Notice is issued pursuant to Section 57 of the *Ports Management Act 2015 (NT)*.

SCOPE

This Port Notice applies within the gazetted Port of Darwin as detailed in Figure 1.



Figure 1.

DIRECTION

Attachment 1 to this Port Notice sets out matrices showing the tug types and numbers to be used on vessels manoeuvring within the Port of Darwin.

Where the wind exceeds 20 knots or where other unusual circumstances occur, the type and number of tugs may be varied by the assigned marine pilot in consultation with the Port Management Officer.

Ships' agents, Pilots and the Shipping Supervisor are to allocate the appropriate types and numbers of tugs shown in the matrices set out in Attachment 1 to this Port Notice to each vessel movement within the Port of Darwin.

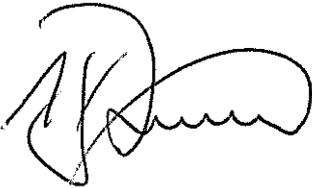
It is an offence for the master of a vessel to fail to comply with this Port Notice.

REVIEW STATEMENT

This Port Notice will be reviewed biennially by the Port Management Officer.

REFERENCES

- *Ports Management Act 2015 (NT)*
- Technical and Safety Standards for Pilotage and Provision of Pilotage Services for the Port of Darwin.

A handwritten signature in black ink, appearing to read 'Peter Dummett'.

Peter Dummett
Port Operator
Darwin Port
16 November 2023

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TUG/ WORK BOAT ASSISTANCE REQUIREMENTS excluding MSB and Bladin Point Terminal																				
PORT SIDE ALONGSIDE											STARBOARD SIDE ALONGSIDE									
Vessel LOA	up to 90m		>90 - 120m		>120 -160m		>160 -200m		>200m		up to 90m		>90 - 120m		>120- 160m		>160- 200m		>200m	
	in	out	in	out	in	Out	in	out	in	out	in	out	in	Out	in	Out	in	out	in	out
TIDE AHEAD ←											TIDE AHEAD ←									
NO BT	W	W	C	C	AC	AC	AA	AA	AAA	AAA	W	W	C	C	AC	AC	AA	AA	AAA	AAA
YES BT~	\	\	\	\	C	C	A	A	AA	AA	\	\	\	\	A	C	AA	AA	AA	AA
High Side V/L *	WW/C	W	C	C	AC	AC	AA	AA	AAA	AAA	W	W	WC	C	AC	AC	AA	AA	AAA	AAA
Draft >8m	\	\	\	\	AA	AA	AA	AA	AAA	AAA	\	\	\	\	AA	AA	AA	AA	AAA	AAA
Tanker/BLB	C	C	AC	AC	AA	AA	AA	AA	AAA	AAA	C	C	AC	AC	AA	AA	AA	AA	AAA	AAA
CIGB	WC	C	WC	C	\	\	\	\	\	\	WC	C	WC	C	\	\	\	\	\	\
DLNG(+BT)* **	\	\	\	\	\	\	\	\	AAA	AAA	\	\	\	\	\	\	\	\	AAA	AAA
→ TIDE ASTERN											→ TIDE ASTERN									
NO BT	WC	C	WC	C	AC	AC	AA	AA	AAA	AAA	WC	C	WC	C	AC	AC	AA	AA	AAA	AAA
YES BT~	C	C	C	C	C	C	AA	AA	AAA	AAA	C	\	C	\	A	A	AA	AA	AA	AA
High Side V/L *	C	C	WC	C	AC	AC	AA	AA	AAA	AAA	C	C	C	C	AA	AC	AA	AA	AAA	AAA
Draft >8m	On Consultation										On Consultation									
Tanker/BLB	Tankers & vessels >140m at the BLB should only berth with tide ahead. For other vessels, above requirements apply.																			
CIGB	WC	C	WC	C	\	\	\	\	\	\	WC	C	WC	C	\	\	\	\	\	\
DLNG (+BT)* **	\	\	\	\	\	\	\	\	AAA	AAA	\	\	\	\	\	\	\	\	AAA	AAA
Tug and Barge**	W	W	WW	WW	\	\	\	\	\	\	W	W	WW	WW						

* If expected tidal current >2 knots, an additional tug may be required.
 * High Sided vessel includes PCC, Livestock, Container deck cargo, Special Cargo, RoRo. This excludes Passenger vessels which shall be assessed individually.
 ** Vessel LOA refers to combined length of tug and barge. Based on normal operating conditions. Extra assistance maybe required for strong winds, large tides or when visibility from the wheelhouse is restricted due to the height of deck cargo.
 *** Based on vessel with adequate working BT. If no BT, an additional A class tug may be required should the environmental conditions deem necessary.
 Passenger V/L Passenger vessels usually berth with tide ahead and will be assessed individually based on manoeuvring capabilities.
 BT - Bow Thrusters Bow Thrusters shall be in accordance with the minimum bow thruster graph.
 Stern Thrusters May be used in lieu of 1 tug in consultation with DP Marine Pilot having due consideration to manoeuvring capabilities and expected conditions.
 Boxed in v/1 Vessels manoeuvring with less than 140% of ships length between adjacent vessels may be required to take an additional tug.

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N - N Class Tug

Minimum 70 tonnes Bollard Pull.

A - A Class Tug

Minimum 48 tonnes Bollard Pull.

C - C Class Tug

Minimum 10 tonnes Bollard Pull.

W - W Class

Approved work Boat with sufficient bollard pull and manoeuvrability.

TUG/ WORK BOAT ASSISTANCE REQUIREMENTS for MSB																
Vessel LOA	PORT SIDE TO								STARBOARD SIDE							
	35 to 50m		>50 to 70m		>70 to 100m				35 to 50m		>50 to 70m		>70 to 100m			
	in	out	in	out	in	out			in	out	in	out	in	out		
	FLOOD TIDE								FLOOD TIDE							
twin screw	\	\	W	W	C	C			\	\	W	\	C	C		
twin screw with BT	\	\	\	\	\	\			\	\	\	\	\	\		
single screw	W	W	WW	C	WC	WC			W	\	WW	W	WC	C		
single screw with BT	\	\	W	W	W	C			\	\	\	\	C	C		
	EBB TIDE								EBB TIDE							
twin screw	\	\	\	W	C	C			\	\	W	\	C	C		
twin screw with BT	\	\	\	\	\	\			\	\	\	\	\	\		
single screw	W	W	WW	C	C	C			W	W	C	C	WC	C		
single screw with BT	\	\	\	\	W	C			\	\	\	\	C	C		

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TUG ASSISTANCE REQUIREMENTS for Bladin Point Jetties 1&2								
PORT SIDE TO								
Vessel LOA	up to 160m		161 to 200m		201 to 250m		over 250m	
	in	out	in	out	in	out	in	out
TIDE AHEAD ← (flood)								
NO BT	AA	AA	AA*	AA	ANN	ANN	ANNN	ANNN
Accepted BT	AA	A	AA	AA	NN	NN	ANNN	ANNN
→TIDE ASTERN (ebb)								
NO BT	AA	AA	AA*	AA	ANN	ANN	ANNN	ANNN
Accepted BT	AA	AA	AA	AA	ANN	ANN	ANNN	ANNN

Bow Thrusters Bow Thrusters (BT) shall be in accordance with the minimum bow thruster graph and must be capable of operating at full capacity for a period not less than sixty (60) minutes.

A Class Tug Minimum 48 tonnes Bollard Pull

N Class Tug Minimum 70t bollard pull

* Spring tide = increase to 3 x A class

The Above is based on normal operating conditions. Extra assistance maybe required for strong winds and/or large tides.

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