

## **PORT NOTICE**

# **Application to Shift Ship Along a Continuous Berth without a Pilot**

*(Maximum of 30 Metres)*

## **PN/028**

**OPS-LEG-28**

**General Manager, Operations**

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## PREFACE

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

## SCOPE

This Port Notice applies to port users that seek application to shift a vessel along a Continuous Berth without the appointment of a Pilot in the compulsory pilotage area and limited to a maximum of thirty (30) metres.

## DEFINITIONS

Term	Definition
<b>Continuous Berth</b>	A stretch of uninterrupted wharf face that is located within thirty (30) metres of the original position when the ship was made fast upon arrival.
<b>Port Management Officer</b>	A person appointed under section 22 of the <i>Port Management Act 2015 (NT)</i> by Darwin Port
<b>Warp or warping</b>	The method of moving a vessel without engines and without the assistance of tugs, by hauling on mooring lines attached to a fixed object, such as a bollard.

## DIRECTION

### Application to Shift Ship

Port users that seek to undertake a planned or unplanned operation that involves shifting of a ship by “Warping” it along a continuous section of wharf without the assistance of tugs and/or primary means of propulsion must do so by applying through Darwin Harbour Control:

- not less than four (4) hours before the scheduled activity is planned to occur, when planned during regular working hours Monday to Friday from 06:00 to 18:00; or
- not less than twelve hour (12) before on weekends and public holidays or outside regular working hours.

The applicant must complete the relevant wharf variant [application form](#) and submit it to Harbour Control. The application prohibits port users from vacating one allocated berth to another within the compulsory pilotage area described in Part 8, *Pilotage, Division 2 Pilotage Areas and Authorities* of the *Ports Management Act 2015 (NT)*.

The Applications to Shift Ship particular to specific wharfs are attached as Annexures to this Port Notice and available on the [Darwin Port website](#) on the [Forms and Permits](#) page. The detailed list is:

- **Annexure 1:** [Application to Shift Ship \(East Arm Wharf\)](#)
- **Annexure 2:** [Application to Shift Ship \(Marine Supply Base\)](#)
- **Annexure 3:** [Application to Shift Ship \(Bulk Liquids Berth\)](#)

### General Conditions and Restrictions

Darwin Port has completed a detailed HAZID identifying the risks associated with the activity of Warping ships along a Continuous Berth. Factors such as the height of the tide, current velocity and direction, seasonal influences and other salient issues influence the qualified risk outcomes. Therefore, the maximum permissible horizontal distance any ship can warp is thirty (30) metres.

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Other restrictions that Darwin Port will consider with any application is that the final location must be greater than fifteen (15) metres from the bow or stern of adjacent ships on the same Continuous Berth. In the case of a car carrier or RoRo vessel, that extends to the nearest point of the vehicle ramp in the deployed position and not the transom.

Mooring line repositioning is limited to one (1) only at either end of the ship at a time. For example, if relocating a headline, that line must be relocated to its new bollard and tensioned before the next mooring line can be moved. Wherever possible, the applicant must avoid repositioning groups of lines, e.g. the headlines first, then all the breast lines and then all the spring lines. Instead, Port users must move one of each, for example one headline, followed by a spring, then the breast line. The cycle can be repeated until the final mooring plan is achieved and vessel made safe.

Darwin Harbour is prone to sudden and unpredicted weather and tidal characteristics. A port user seeking to shift a ship, must also consider as part of their application the following:

- the wind speed must be less than fifteen (15) knots and not be from a direction that results in a “blow-off” situation; and
- during the wet season, the move must be planned to occur outside the periods of the day where the likelihood of thunderstorms is higher. For example, not during the period of late morning through to late afternoon otherwise the application may be withdrawn or deferred if thunderstorms are prevalent within thirty (30) kilometres of the harbour.

In the event of a Darwin Port provided gangway or access ladder or brow, the port user will need to arrange for it to be removed prior to shifting the ship and for it to be replaced once the ship is all fast in its new position.

### **Additional Restrictions Assessment**

Upon receipt of an *Application to Shift Ship*, Darwin Harbour Control will assess the application to ensure compliance with the conditions and restrictions above. If there are any deviations, then Harbour Control may have to escalate the application to a Port Management Officer or General Manager, Operations for review and approval. That being the case the reviewing Port Management Officer and/or General Manager, Operations may impose additional conditions in the application under Section C of the relevant form.

Port users must be aware that applications that yield a significant or high risk (as determined by Darwin Port), may result in the rejection of an application and the appointment of a Pilot and/or tugs at the port user’s expense and possibly a deferral in the application until circumstances change.

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## **Application to Shift Ship Part A: Particulars of the Move**

Applicants must complete this section with the following information:

- Vessel's name;
- Vessel's freeboard;
- The date and time of the planned move;
- The reason for the move and distance in the same section described above; and
- Confirmation that stevedores are booked. (The repositioning of ship's mooring lines is not permitted by ship's personnel)

## **Application to Shift Ship Part B: Move Plan**

Port users must complete part B of the form illustrating the initial and final position of the ship and the safe mooring arrangement. This information is used to update the berth plan in the Darwin Port ship management application software (referred to as Klein) as well as planning for subsequent ship arrivals seeking an adjacent berth.

To support the application, port users are encouraged to submit a more comprehensive shift ship Warping plan if their principals have one to expedite the assessment and approval process.

### **Pre-Move Meeting**

Once the Application to Shift Ship has been approved by Darwin Port, it will be conditional that a pre-move meeting is held between all stakeholders at the base of the gangway or accommodation ladder. The stakeholders that must be in attendance as a minimum are:

- Master of the vessel;
- Responsible officer at each end of the ship;
- Duty Darwin Port Landside Operator; and
- Stevedores,

The risk-based discussion must include the following agenda items as a minimum:

- The move plan highlighting the current and final position of the ship along the Continuous Berth;
- Additional conditions documented in the *Application to Shift Ship*, approved by Darwin Port;
- The sequence in which the lines will be repositioned and then tensioned;
- The hazards associated with parting lines like snap back and safe zones;
- Communications between the ship and shore;
- Weather assessment – likelihood of threatening thunderstorms and squalls;
- Resources and PPE that will be within the waterside hazardous zone; and
- Emergency equipment to assist with a man overboard.

## **REVIEW STATEMENT**

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

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## REFERENCES

- Document - HAZID *Warping Ships Along a Continuous Berth without a Pilot (Maximum of 30 Metres)*
- OPS-SWI-15 *Warping a Ship Along a Continuous Berth without a Pilot (Maximum of 30 Metres)*
- Form: *Application to Shift Ship Along a Continuous Berth (East Arm Wharf Variant)*
- Form: *Application to Shift Ship Along a Continuous Berth (Marine Supply Base Variant)*
- Form: *Application to Shift Ship Along a Continuous Berth (Bulk Liquids Berth Variant)*



**PETER DUMMETT**

**Port Operator**

**Darwin Port 12 December 2022**

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## ***Annexure 1: Application to Shift Ship (East Arm Wharf)***

### Part A: Particulars of the Move (Applicant to Complete)

Vessel Name: \_\_\_\_\_ Vessel Location: \_\_\_\_\_  
 Current Metre Mark Aft: \_\_\_\_\_ m Current Metre Mark Forward: \_\_\_\_\_ m  
 Date of the Planned Move: \_\_ / \_\_ / 20 \_\_ Time of the Planned Move: \_\_ : \_\_ (24hrs)

State the purpose for requesting to shift ship and please provide the horizontal distance:

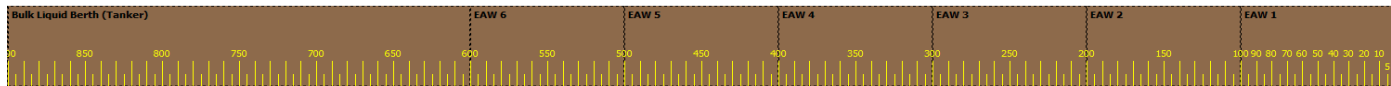
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- |  |                              |                             |
|--|------------------------------|-----------------------------|
| Is the move less than thirty (30) metres?                        | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Is the move with engines or tugs?                                | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Will the move require the repositioning of mooring lines?        | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Is the ship equipped with warping drums?                         | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Has the Warping Plan been submitted as part of this application? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Are Stevedores booked? (Qube/Linx/other)                         | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

Final Metre Mark Aft: \_\_\_\_\_ m Final Metre Mark Forward: \_\_\_\_\_ m

### Part B: Move Plan (Applicant to Complete)

Please Illustrate Ship's INITIAL Position including Mooring Arrangement



Illustrate ship's initial position and mooring arrangement here

Please Illustrate Ship's FINAL Position including Mooring Arrangement



Illustrate ship's final position and mooring arrangement here

**Notes:**

By signing Part A and B you are confirming that you have read, understood and will comply with Port Notice PN/028 - *Application to Shift Ship Along a Continuous Berth* and that the vessel's master confirms that it is safe to do so, that they will comply with the requirements thereof and that the information contained in this application is true and complete.

**Reminder:**

- Prior to commencing the move, please contact Darwin Harbour Control on VHF Ch10 and again upon completion (when vessel is all fast again).
- A Darwin Port Pilot can be made available at the master's discretion and cost.
- Darwin Port may place additional conditions on this application if deemed necessary.

**Submit application to - [HarbourControl@darwinport.com.au](mailto:HarbourControl@darwinport.com.au)**

Print applicant's name: \_\_\_\_\_ **Master** **Agent** **Owner**

Contact phone No./email: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_/\_\_/20\_\_

### Part C: Approval Criteria (Darwin Port Delegate to Complete)

Is the move scheduled during Tropical Cyclone Season?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
Is the tide a flooding or ebbing	Flood	<input type="checkbox"/>	Ebb	<input type="checkbox"/>	Slack High <input type="checkbox"/> Slack Low <input type="checkbox"/>
Is the wind forecast to be <15kn over the time of the proposed move?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
Will the final position of the ship be >15m of any adjacent ships?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
Will the move be <30m?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
Has this application been assessed for escalation to a PMO or GMO for approval?	Yes PMO	<input type="checkbox"/>	Yes GMO	<input type="checkbox"/>	No HCO Approval <input type="checkbox"/>

Approved:       Approved subject to the below conditions:       **Not Approved:**

Conditions: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Darwin Port delegate's name: \_\_\_\_\_ HCO       PMO       GMO

Signature: \_\_\_\_\_ Date: \_\_/\_\_/20\_\_



## ***Annexure 2: Application to Shift Ship (Marine Supply Base)***

## Part A: Particulars of the Move (Applicant to Complete)



Vessel's Name: \_\_\_\_\_ Vessel's Freeboard: \_\_\_\_\_ m  
 Current Metre Mark Aft: \_\_\_\_\_ m Current Metre Mark Forward: \_\_\_\_\_ m  
 Date of the Planned Move: \_\_ / \_\_ / 20 \_\_ Time of the Planned Move: \_\_ : \_\_ am or pm

State the purpose for requesting to shift ship and please provide the horizontal distance:

- |  |                              |                             |
|--|------------------------------|-----------------------------|
| Is the move less than thirty (30) metres?                        | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Is the move with assistance of engines or tugs?                  | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Will the move require the repositioning of mooring lines?        | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Is the ship equipped with warping drums?                         | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Has the Warping Plan been submitted as part of this application? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Are Stevedores booked? (Qube/Linx/other)                         | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

Final Metre Mark Aft: \_\_\_\_\_ m Final Metre Mark Forward: \_\_\_\_\_ m

## Part B: Move Plan (Applicant to Complete)

Please Illustrate Ship's INITIAL Position including Mooring Arrangement	Please Illustrate Ship's FINAL Position including Mooring Arrangement
<p style="text-align: center;">Illustrate ship's initial position and mooring arrangement here</p> 	<p style="text-align: center;">Illustrate ship's final position and mooring arrangement here</p> 

**Notes:**

By signing Part A and B you are confirming that you have read, understood and will comply with Port Notice PN/028 - *Application to Shift Ship Along a Continuous Berth* and that the vessel's master confirms that it is safe to do so, that they will comply with the requirements thereof and that the information contained in this application is true and complete.

**Reminder:**

- Prior to commencing the move, please contact Darwin Harbour Control on VHF Ch10 and again upon completion (when vessel is all fast again).
- A Darwin Port Pilot can be made available at the master's discretion and cost.
- Darwin Port may place additional conditions on this application if deemed necessary.

Submit application to - [HarbourControl@darwinport.com.au](mailto:HarbourControl@darwinport.com.au)

Print applicant's name: \_\_\_\_\_ Master  Agent  Owner

Contact phone No./email: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_/\_\_/20\_\_

## Part C: Approval Criteria (Darwin Port Delegate to Complete)

Is the move scheduled during Tropical Cyclone Season?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>		
Is the tide a flooding or ebbing	Flood	<input type="checkbox"/>	Ebb	<input type="checkbox"/>	Slack High	<input type="checkbox"/> Slack Low <input type="checkbox"/>
Is the wind forecast to be <15kn over the time of the proposed move?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>		
Will the final position of the ship be >15m of any adjacent ships?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>		
Will the move be <30m?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>		
Has this application been assessed for escalation to a PMO or GMO for approval?	Yes PMO	<input type="checkbox"/>	Yes GMO	<input type="checkbox"/>	No HCO Approval	<input type="checkbox"/>

Approved:  Approved subject to the below conditions:  Not Approved:

Conditions: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Darwin Port delegate's name: \_\_\_\_\_ HCO  PMO  GMO

Signature: \_\_\_\_\_ Date: \_\_/\_\_/20\_\_

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## ***Annexure 3: Application to Shift Ship (Bulk Liquids Berth)***

## Part A: Particulars of the Move (Applicant to Complete)

Vessel's Name: \_\_\_\_\_ Vessel's Freeboard: \_\_\_\_\_ m  
 Current Metre Mark Aft: \_\_\_\_\_ m Current Metre Mark Forward: \_\_\_\_\_ m  
 Date of the Planned Move: \_\_ / \_\_ / 20 \_\_ Time of the Planned Move: \_\_ : \_\_ (24rs)

State the purpose for requesting to shift ship and please provide the horizontal distance:

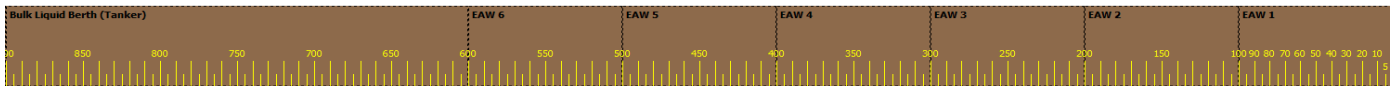
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- |  |                              |                             |
|--|------------------------------|-----------------------------|
| Is the move less than thirty (30) metres?                        | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Is the move with engines or tugs?                                | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Will the move require the repositioning of mooring lines?        | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Is the ship equipped with warping drums?                         | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Has the Warping Plan been submitted as part of this application? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Are Stevedores booked? (Qube/Linx/other)                         | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

Final Metre Mark Aft: \_\_\_\_\_ m Final Metre Mark Forward: \_\_\_\_\_ m

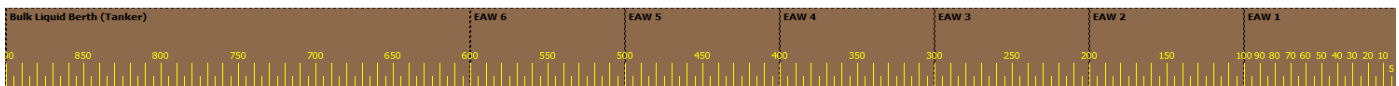
## Part B: Move Plan (Applicant to Complete)

Please Illustrate Ship's INITIAL Position including Mooring Arrangement



Illustrate ship's initial position and mooring arrangement here

Please Illustrate Ship's FINAL Position including Mooring Arrangement



Illustrate ship's final position and mooring arrangement here

# APPLICATION TO SHIFT SHIP

Bulk Liquids Berth Variant (Page 2 of 2)

**Notes:**

By signing Part A and B you are confirming that you have read, understood and will comply with Port Notice PN/028 - *Application to Shift Ship Along a Continuous Berth* and that the vessel's master confirms that it is safe to do so, that they will comply with the requirements thereof and that the information contained in this application is true and complete.

**Reminder:**

- Prior to commencing the move, please contact Darwin Harbour Control on VHF Ch10 and again upon completion (when vessel is all fast again).
- A Darwin Port Pilot can be made available at the master's discretion and cost.
- Darwin Port may place additional conditions on this application if deemed necessary.

Submit application to - [HarbourControl@darwinport.com.au](mailto:HarbourControl@darwinport.com.au)

Print applicant's name: \_\_\_\_\_ Master  Agent  Owner   
 Contact phone No./email: \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_/\_\_/20\_\_

**Part C: Approval Criteria (Darwin Port Delegate to Complete)**

Is the move scheduled during Tropical Cyclone Season? Yes  No

Is the tide a flooding or ebbing Flood  Ebb  Slack High  Slack Low

Is the wind forecast to be <15kn over the time of the proposed move? Yes  No

Will the final position of the ship be >15m of any adjacent ships? Yes  No

Will the move be <30m? Yes  No

Has this application been assessed for escalation to a PMO or GMO for approval? Yes PMO  Yes GMO  No HCO Approval

Approved:  Approved subject to the below conditions:  Not Approved:

Conditions: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Darwin Port delegate's name: \_\_\_\_\_ HCO  PMO  GMO   
 Signature: \_\_\_\_\_ Date: \_\_/\_\_/20\_\_