

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
Continuous Berth	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.
Port Management Officer	A person appointed under section 22 of the <i>Port Management Act 2015 (NT)</i> by Darwin Port
Warp or warping	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.

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

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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.

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

PETER DUMMETT
Port Operator
Darwin Port 12 March 2025

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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)*

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