

## **PORT NOTICE**

# **Acceptance of Vessels Carrying Bulk Cargoes**

## **PN/023**

**OPS-LEG-23**

**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 vessels wanting to load or discharge bulk cargoes at any of the cargo transfer facilities or terminals in the gazetted port limits of the Port of Darwin as contained in figure 1.



Figure 1 – Port Boundary

## ACCEPTANCE OF VESSELS CARRYING BULK CARGOES

Vessels carrying dry or liquid bulk cargo are subject to a formal acceptance process by Darwin Port. The acceptance process checks the suitability of the vessel to safely load or discharge cargo at a designated facility or terminal. Different information and assessment criteria apply for dry bulk carriers, liquid bulk tankers and gas carriers as detailed below.

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This Port Notice clarifies the current conditions for the loading or discharge of bulk cargoes in the Port of Darwin. If a vessel does not fit within the parameters set out below, the vessel's master, agent, owner, or shipper will need to talk directly with Darwin Port to investigate alternative berthing and/or cargo handling arrangements. For the avoidance of doubt, users are still required to complete Notice of Arrival and/or Access Application after the vessel acceptance process is completed and prior to their arrival at Darwin Port.

## **NOTICE**

The vessel's master, agent, owner, or shipper must submit an Access Application and Vessel Acceptance – Standard Services application to Darwin Port prior to the vessel being fixed to load or discharge a bulk cargo in the Port of Darwin. The application form can be downloaded for the Darwin Port Website:

<https://www.darwinport.com.au/sites/default/files/uploads/2017/Access%20Application%20and%20Vessel%20Acceptance%20-%20Standard%20Services.pdf>

The information and certificates required to be submitted with the application are detailed in the application form for the different classes of ships.

Darwin Port will check the vessel's suitability to load or discharge the nominated bulk cargo based on the currency of all certificates and insurances, and the vessel's compatibility with the transfer facility or terminal's vessel criteria. Confirmation of vessel acceptance, or otherwise, will be accompanied by an Access Application and Vessel Acceptance – Standard Services – Decision Notice.

Any questions regarding this process or vessels not meeting the acceptance criteria should be addressed to the General Manager Operations (GMO) on (08) 8919 0850.

## **VESSEL ACCEPTANCE REQUIREMENTS**

### **Dry Bulk Carriers**

- All certificates and insurances to be current
- Vessel to be in the deadweight range 30,000 tonnes to 75,000 tonnes<sup>1</sup>

### **Tankers calling at East Arm Wharf Bulk Liquids Berth (BLB)**

- All certificates and insurances must be current
- Vessel's arrival deadweight not to exceed 70,000 tonnes
- The parallel body must be 35.2 metres or more forward of the centre line of the vessel's manifold for berthing starboard side to or 35.2 metres or more aft of the centre line of the vessel's manifold for berthing port side to ensure the vessel sits safely on BLB fenders both sides of the Marine Loading Arms.
- Petroleum product tankers must be berthed starboard side to facing seaward<sup>2</sup>.
- Chemical tankers must be berthed starboard side to.

### **LNG, LPG and Condensate Carriers loading at INPEX Bladin Point terminal**

- All certificates and insurances must be current
- Vessels berth port side to facing seaward

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<sup>1</sup> Dry bulk carriers between 25,000 and 30,000 tonnes and between 75,000 and 100,000 tonnes deadweight may be accepted on a case-by-case basis in consultation with Darwin Port.

<sup>2</sup> Petroleum product tankers may be berthed port side to where the parallel body requirements for starboard side to berthing cannot be met

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### **LNG Carriers loading at Santos Wickham Point terminal**

- All certificates and insurances must be current
- Vessels berth starboard side to facing seaward

### **LPG carriers discharging at Kleenheat Channel Island facility**

- All certificates and insurances must be current
- Vessel LOA must not be greater than 100 metres

### **VESSEL ACCEPTANCE CONDITIONS FOR EAST ARM WHARF**

Vessels will be accepted with the following criteria imposed:

- Vessel's propeller is at least 1m below the water
- Stern trim must not exceed 2m
- Should the arrival freeboard be more than 9metres, a combination ladder must be used for pilot transfer
- Pilot ladders and combination ladder arrangements must meet all SOLAS, ILO and IMO guidelines
- All bilge overboard valves must be closed and sealed, Darwin Port reserves its right to inspect the seals at any time
- Any outstanding Port State control defects must be declared in advance to Darwin Port
- Any deficiencies must be reported in advance to Darwin Port General Manager Operations
- Vessel must have corrected copies of charts 25 and AUS 26 on board or must be an ECDIS compliant vessel with up to date ENCs
- Navigational passage plans must be from berth to berth and completed prior to pilot boarding

Additionally, for vessels loading under the EAW ship loader:

- Vessel must maintain a draft and air draft within the bulk loading tolerances whilst alongside; information on air draft and drafts is available on request.
- The stevedore company must also accept the vessel.

Additionally, for product tankers:

- The Darwin Vopak or Crowley terminal representative must accept the vessel.

### **REVIEW STATEMENT**

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

### **REFERENCES**

- *Ports Management Act 2015 (NT)*
- International Safety Guide for Oil Tankers and Terminals (ISGOTT)



**PETER DUMMETT**  
**Port Operator**  
**Darwin Port**  
**14 November 2023**