

# Acceptance of Vessels Carrying Bulk Cargoes

## Port Notice

**PN/023**

***Work Safe. Live Safe.***

## VERSION CONTROL

VERSION	DATE	POSITION	NAME	REASON FOR CHANGE
0.1	15/03/2017	GMO	Ian Niblock	Initial Version
0.2	16/03/2017	GML	Sarah-Jane Archdale	Legal review
0.3	06/04/2017	GMO	Ian Niblock	Minor update from consultation process
0.4	07/04/2017	HCO	Tracey Small	QA
1.0	07/04/2017	CEO	Terry O'Connor	Approval

## 1. TITLE

Port Notice for the Acceptance of Vessels Carrying Bulk Cargo.

## 2. REFERENCE LEGISLATION

*Ports Management Act 2015 (NT)*

## 3. REFERENCE DOCUMENTS

International Safety Guide for Oil Tankers and Terminals (ISGOTT) fifth edition

## 4. SCOPE

This Port Notice applies to vessels wanting to load or discharge bulk cargoes at East Arm Wharf (EAW) including the Bulk Liquids Berth (BLB).

## 5. PREFACE

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

## 6. 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 Darwin Port facility. There are different information and assessment criteria for dry bulk carriers and liquid bulk tankers.

This Port Notice clarifies the current conditions for bulk cargoes at Darwin Port. If a vessel does not fit within the parameters set out below, the vessel's agent, charterer or owner 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.

## 7. NOTICE

The vessel's agent, charterer or cargo owner shall submit a vessel acceptance application to Darwin Port prior to the vessel being fixed to load or discharge a bulk cargo at East Arm Wharf. The following information shall be provided in the application:

### Dry Bulk Carrier

- Vessel name
- Proposed cargo type, grade and quantity
- Vessel's IMO number
- Estimated arrival date or LAYCAN
- Copies of the following current certificates:
  - International Safety Management Certificate
  - International Ship Security Certificate
  - Classification Society Certificate
  - Hull and Machinery Insurance Certificate
  - P&I Certificate of Entry
  - International Tonnage Certificate
- A copy of the vessel's latest Port State Inspection report and confirmation of how any deficiencies were resolved

Darwin Port will check the vessel's suitability to load or discharge dry bulk cargo based on the currency of all certificates and insurances, the size of the vessel, the vessel's deadweight tonnage when loaded and the vessel's draft.

#### Tankers

- Vessel name
- Proposed cargo, grade(s) and quantities
- Vessel's IMO number
- Estimated arrival date
- A copy of the vessel's current Q88

Darwin Port will check the vessel's suitability to load or discharge liquid bulk cargo based on the currency of all certificates and insurances, the size of the vessel, the vessel's deadweight tonnage and the vessel's draft.

Tanker will also be assessed for compliance with the East Arm Wharf Bulk Liquids Berth parallel body requirements.

Send vessel acceptance requests to [shipping@darwinport.com.au](mailto:shipping@darwinport.com.au)

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.

## **8. 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

- All certificates and insurances to 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 shore loading arms

Petroleum product tankers will preferably be berthed starboard side to and facing seaward. This provides the optimum compliance with the requirements of section 16.4.4 of ISGOTT<sup>2</sup>.

Chemical tankers are normally berthed starboard side to.

## **9. VESSEL ACCEPTANCE CONDITIONS**

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 8m a combination ladder must be used for pilot transfer

<sup>1</sup> Dry bulk carriers between 20,000 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.



- 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 to Darwin Port
- Any deficiencies must be reported to Darwin Port
- Vessel must have corrected copies of charts AUS 24, AUS 26 and AUS 28 on board or must be an ECDIS compliant vessel with up to date ENC's
- 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 tankers:

- The Vopak Darwin terminal must accept the vessel

## 10. REVIEW STATEMENT

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



**TERRY O'CONNOR**  
Port Operator  
Darwin Port  
07/04/2017