

PACIFIC PILOTAGE AUTHORITY

1000 – 1130 West Pender Street
Vancouver, B.C
V6E 4A4



NOTICE TO INDUSTRY

Date Issued: 08 December 2015

Notice Number: 10/2015
(replaces Notice 02/2015)

Subject: Escort tug rules in Boundary Pass & Haro Straits for ships carrying liquids in bulk with a Summer Deadweight (SDWT) of 40,000 or greater.

Geographic Area: Boundary Pass / Haro Strait, English Bay & Straits of Georgia

Communication: The tug escort criteria mentioned below was developed through simulated exercises.

Details:

These rules apply to ships with a Summer Deadweight Tonnage (SDWT) of 40,000 or greater transiting Haro Strait and Boundary Pass carrying liquids in bulk in excess of 6000 tonnes.

1. Two (2) pilots will be dispatched to ships carrying liquids in bulk, fully or partially loaded, with a SDWT of 40,000 or greater. Both pilots are to be on the bridge when transiting between three (3) miles north of East Point and the Victoria Pilot Station or vice versa when inbound.
2. When placing pilot orders, the timing of the tidal currents at East Point must be taken into consideration to avoid pilots' bridge watches exceeding eight hours.
3. The ships' engines must be ready for immediate maneuvering when under pilotage.
4. Two (2) ship's officers and two (2) crewmembers are to be on the bridge at all times when underway.
5. To assist with tethered tug requirements or in an emergency, crewmembers must be on standby when transiting between three (3) miles north of East Point and Race Rocks or vice versa when inbound.
6. Tethered Escort Tug(s) Requirements for Boundary Pass & Haro Strait:
 - i. An "Escort Tug" is defined as a tug powered by two (2) or more omni-directional thrusters capable of safely applying steering and braking forces to a ship via a towline at speeds of six (6) knots and more. For safety, the towline length needs to be adjustable using a winch that is controlled from the safety of the tug's wheelhouse. The tug master shall be situated in the wheelhouse with clear sight lines to afford the tug operator a near 360° view (*masts, exhausts and other small items may restrict the view by a few degrees*). The tug company offering a tug for this service must prove the tug's ability to safely absorb the potential towline forces generated at the expected escort speeds, when applied at 90° to the tug centreline at the towing point. The tug operator must also demonstrate that in the event of a failure of any element of the tug's propulsion/steering system during any indirect operation, that the tug has a "fail safe"

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configuration of tow-point to the centre of effort (underwater), such that the tug will always yaw into the direction of applied force and not across it.

- ii. The escort tug will be equipped with an operational tension meter.
- iii. The escort tug will be capable of operating in the Indirect, Powered Indirect & Direct Escort Mode when tethered.
- iv. The escort tug will be tethered from a position two (2) miles north of East Point to the vicinity of Brotchie Ledge or vice versa inbound.
- v. The escort tug must remain in attendance with the ship until in the vicinity of Race Rocks when outbound and meet the ship in the vicinity of Race Rocks when inbound.
- vi. Passage planning will maintain a minimum grounding line of six (6) cables. For reasons of safety, where the grounding line is less than six (6) cables, the speed shall be reduced from 10 knots to a speed such that the escort tug(s) can reasonably be expected to bring the ship under control within the navigational limits of the waterway.
- vii. The emergency towing arrangements required by SOLAS may also be used if suitable for escort/pull-back requirements provided that such use does not in any way compromise the deployment and use of the emergency towing arrangements for their SOLAS purpose.
- viii. The following recommendations apply where separate strong points and chocks are provided specifically for tug escort and pull-back duties. In such cases:
 - a. the major components and supporting structure should be designed for a load that is a minimum of twice the SWL rating
 - b. towing arrangements should be adequate for towing line angles up to 90° from the ship's centre line to both starboard and port in the horizontal plane and to 30° below horizontal in the vertical plane
 - c. the fairlead (chock) should be located on the stern as close as possible to the centre line of the ship. (If the emergency towing arrangement is used, the strong point should be located so as to facilitate towing from either side of the stern and to minimize the stress on the towing system - see Resolution MSC.35(63))
 - d. the fairlead (chock) opening should be oval or have well-rounded corners
 - e. the towing or connection point should be aligned longitudinally with the fairlead (chock) and clear of all obstructions
 - f. the fairlead (chock) should have a minimum diameter of 600 mm and a minimum height of 300 mm
 - g. in accordance with OCIMF recommendations, each fitting should be clearly marked by bead weld outline with its SWL, expressed in metric tonnes (letter 't') or Kilo Newtons (letters KN) to avoid any confusion
 - h. the ship should have onboard a copy of the manufacturer's type-test certificate for the fittings or a certificate confirming that the fittings are constructed in strict compliance with a recognized standard that specifies design load, safety factor and load application. The ship should also hold a certificate attesting to the strength of the strong point used for the escort tug or have the information in its approved/official mooring and towing plans.

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- i. All vessels to be escorted as per this notice must have, at the stern, accessible hard points (bitts and fairleads) of adequate SWL to withstand bollard pull forces as per the matrix below.

Vessel Size	Minimum Bollard Pull of the Escort Tug Required	SWL of Bollards and Fairleads on Ship
$L_{OA} + \text{Beam} < 265\text{m}$	50 tonnes Static 80 tonnes Indirect	80* tonnes or more
$L_{OA} + \text{Beam} \geq 265\text{m}$ but $\leq 295\text{m}$	65 tonnes Static 100 tonnes Indirect	150* tonnes or more
$L_{OA} + \text{Beam} > 295\text{m}$	To be determined	To be determined

*(determination of SWL must be in compliance with OCIMF guidelines)

7. Escorted ship speeds through the water:

- i. The speed of ships being escorted shall not exceed 10 knots through the water.
- ii. The speed shall take into consideration weather and sea conditions, manoeuvring and other characteristics of the ship, traffic density and other factors that may affect the manoeuvring of the ship.
- iii. The escort speeds indicated may be adjusted to respond to prevailing conditions.

8. All ships requiring tug escorts must conduct a pilot to ship master to tug master pre-escort conference. Exchange of information shall include:

- i. planned speed of escort transit
- ii. passage plan
- iii. SWL of hard points used for the tethered escort tug(s)
- iv. positioning of escort tug relative to ship being escorted
- v. VHF frequency used for communications
- vi. predicted weather and sea conditions including weather limitations
- vii. any other relevant information

9. Additionally for crude oil carriers of 40,000 SDWT or greater in product:

- i. When outbound ships are clear of First Narrows one of the two tethered tugs may depart when released by the pilot(s). The other tethered tug shall keep well clear and away to the opposite side of the ship during pilot transfers to/from the ship in English Bay. The tug may untether from the ship if necessary during the pilot transfer period.

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- ii. The tug will remain tethered until the ship reaches the 'QA' buoy, at which time it will untether and run approximately three quarters ($\frac{3}{4}$) of a mile ahead of the ship to act as an early warning to small craft in the area
- iii. The laden tanker will make a Safety Call ("SÉCURITÉ") on the appropriate VHF channel at First Narrows, off Point Atkinson, off Point Grey, prior to East Point and prior to Turn Point and whenever else it is necessary when risk of collision with another ship is deemed to exist or when doubt exists as to the actions or the intentions of another ship.
- iv. As per section 6(iv) of this notice the tug will again be tethered from two (2) miles north of East Point and remain so until it is in the vicinity of Race Rocks. The escort tug shall be untethered before the pilot disembarks.
- v. Subject to item (vi) below, the BC Coast Pilots will remain on duty on the bridge until the ship is west of the TSS rotary in the vicinity of Race Rocks (or if the prevailing conditions make disembarking unsafe, then just east of Race Rocks).
- vi. The pilots will be taken off by helicopter hoist west of Race Rocks after the escort tug is untethered. If the conditions do not allow for the use of a helicopter then the pilot(s) shall disembark to a pilot boat at an agreed-to position.
- vii. Once the pilots have boarded off, the tug will run ahead of the ship until the ship is in the vicinity of "J" buoy.

Sub-sections v, vi & vii above will be phased in subject to the coming into service of the proposed crude oil export projects. 24-hour helicopter service off Race Rocks is expected to be fully implemented by 01 January 2018.

10. Nothing in these rules relieves the master from compliance with the Collision Regulations and the safe navigation of his ship. A departure from these rules may be required for safety purposes in response to prevailing circumstances and conditions.

If there are any queries, concerns or a wish to meet to further discuss these issues please feel free to contact PPA's marine operations team at marineops@ppa.gc.ca or by telephone at 604-666-6771.

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CEO