

PACIFIC PILOTAGE AUTHORITY

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NOTICE TO INDUSTRY

Date Issued: 05 May 2017

Notice Number: 05/2017

Subject: Ridley Island Grain Terminal – Tugs for ship berthing/unberthing

Geographic Area: Prince Rupert, BC

Details: Tug guidelines for ship berthing/unberthing based on bollard pull rating.

Guidelines:

Length Overall	Current strength	Wind Speed	Tug Bollard Pull Berthing	Tug Bollard Pull Unberthing
L _{OA} < 180m	0 - 1.0 knot	0 - 20 knots	2 x 20t	2 x 20t
		> 20 knots	2 x 25t	2 x 25t
	> 1.0 knot	0 - 20 knots	2 x 25t	2 x 25t
		20 - 30 knots	2 x 30t	2 x 30t
		> 30 knots	2 x 40t	2 x 40t
181m - 210m	0 - 1.0 knot	0 - 20 knots	1 x 20t + 1 x 30t	2 x 20t
		> 20 knots	2 x 30t	2 x 30t
	> 1.0 knot	0 - 20 knots	2 x 30t	2 x 30t
		20 - 30 knots	2 x 35t	2 x 35t
		> 30 knots	1 x 40t + 1 x 50t	2 x 40t
211m - 240m	0 - 1.0 knot	0 - 20 knots	2 x 30t	1 x 20t + 1 x 30t
		> 20 knots	2 x 35t	2 x 35t
	> 1.0 knot	0 - 20 knots	2 x 40t	2 x 40t
		20 - 30 knots	2 x 50t	2 x 50t
		> 30 knots	2 x 65t	2 x 65t

Notes:

1. All ship berthing tugs must have certification indicating sustained bollard pull rating in metric tonnes.
2. Tug requirements will be reviewed annually by the PPA.
3. In all cases, pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted current, freshet, ship's draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.
4. When tractor tugs are used for berthing/unberthing, a line boat must be ordered in addition due to the size of the tractor tugs not being suitable to run mooring lines. Vessels with L_{OA} less than 200m generally do not need to run mooring lines to the buoys. In cases where the pilot orders one tractor and one smaller tug, the smaller tug can run the lines.

Please contact the PPA at marineops@ppa.gc.ca if there are any queries or concerns.

Brian Young
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