

# PACIFIC PILOTAGE AUTHORITY

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## NOTICE TO INDUSTRY

**Date Issued:** July 27<sup>th</sup> 2010

**Notice Number:** 04/2010

**Subject:** **Second Narrows MRA Tips.**

**Geographic Area:** Vancouver Harbour/ Haro Strait

**Communication:** This Notice is as a result of a joint meeting on MRA issues held July 20<sup>th</sup> at the PPA.

### **Details:**

#### *MRA Changes to take note of:*

- (1) **Windows** can be calculated on **both high water slack and low water slack** (VFPA Harbour Operations Manual Section 3.3.1) provided the minimum 10% under keel clearance and the minimum channel width of 2.85 times the vessel beam (VFPA Harbour Operations Manual Sect 3.3.3) is taken into account.

Note: A MINIMUM TIDE HEIGHT OF 7 FEET (2.13 metres) IS NO LONGER A REQUIREMENT FOR A TRANSIT OF THE NARROWS

- (2) ALL vessels with an overall length (LOA) plus breadth greater than 265 metres require two pilots and will be subject to daylight transits of the Narrows, as defined in the MRA regulations (VFPA Harbour Operations Manual).
- (3) Tankers greater than 185 metres LOA are **restricted to daylight** transits through the MRA when **IN PRODUCT** (some cargo on board means in product). NOTE: Tankers, less than 265 metres LOA plus breadth, in ballast, are not confined to daylight transits.
- (4) Loaded (In product) tankers greater than 40,000 Summer DWT intending to transit Second Narrows require a minimum of two (2) tugs that, when inbound must be tethered prior to transiting First Narrows and when outbound be tethered until clear (west) of First Narrows.
- (5) Vessels with a draft over 12 metres and LOA greater than 200 metres require a minimum of one (1) tug tethered on the bow providing a minimum bollard pull of 30 tonnes and two (2) tugs tethered on the stern providing a minimum combined bollard pull of 110 tonnes. The minimum acceptable bollard pull rating for either one of the two tugs tethered astern is 40 tonnes.

#### NOTE:

- a. The Safe Working Loads (SWL) of the bitts and fairleads in this case must be 30 tonnes or more at the bow and a sufficient amount at the stern to withstand a combined load of 110 tonnes spread over two tugs (e.g. 55 + 55, 60 + 50, 70 + 40, etc.).
- b. The SWL of double-bitt bollards can be doubled, provided the eye of the tow line is placed over only one bitt of the double-bitt bollard in accordance with OCIMF

recommendations. (e.g.: Bitts rated at SWL 32 tonnes can count as 64 tonnes provided the fairleads have a SWL rating of 64 tonnes or more. Hence such a vessel would meet the MRA requirements.

- c. If the vessel is equipped with an Emergency Towing System as per international regulations (with towing bitts and a center lead aft of 200 tonnes SWL), then, if usable, both tugs can be secured using this system.

(6) Haro Strait and Boundary Passage:

While this area does not fall under the MRA regulations, it is important to mention here (for vetting purposes) that a single large tug is used for escort work in Haro Strait and Boundary Passage. All Panamax and Aframax tankers must have, at the stern, accessible hard points (bitts and fairleads) of adequate SWL to withstand bollard pull forces of 80 tonnes (or more) and 150 tonnes (or more) respectively.

Tankers are equipped with Emergency Towing equipment of 200-tonne SWL at the stern. However, in some cases these systems are not accessible for use by escort tugs. Vessels' operators/agents need to ensure that, in addition to meeting all the MRA requirements, vessels are also suitably equipped to withstand the bollard pull forces generated by the tugs, as mentioned above, during the escort in Haro Strait & Boundary Passage.

If there are any queries, concerns or a wish to meet to further discuss these issues please feel free to contact me at [oberkev@ppa.gc.ca](mailto:oberkev@ppa.gc.ca) or by telephone at 604-666-6771.

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