

PACIFIC PILOTAGE AUTHORITY

1000 – 1130 West Pender Street
Vancouver, B.C
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NOTICE TO INDUSTRY

Date Issued: March 4, 2016 **Notice Number:** 02/2016

Subject: Positioning of container cranes during arrival and departure of vessels

Geographic Area: Vancouver and Prince Rupert Container Terminals

Communication:

There have been a number of occasions where a departing or arriving vessel has been faced with container cranes in the boomed down position, or the crane was left in a position where the vessel could touch it should the bow or stern overhang the dock during the arrival or departure maneuver.

In general the terminals are diligent but there have been a few instances where this occurred without any communication to the Pacific Pilotage Authority.

As confirmed by a recent risk assessment, vessels need to approach the berth at a shallow angle to reduce the forces on the fenders. For vessels arriving or departing and passing a vessel at an adjacent berth, the boomed down cranes are an obstacle at either end of the vessel working in that it forces the arriving vessels to approach at larger angles to the berth. A solution is to keep the working cranes away from the bow and stern during the arrival or departure of a vessel from an adjacent berth.

Details:

To reiterate the requirements:

- Cranes should be stowed at the mid-ship point at the arrival/departure berth and boomed up, i.e. away from the bow/stern of the vessel.
- If the crane booms are in the lowered position due to breakdown, maintenance or other reasons, the PPA and BCCP must be informed well in advance and provided with the height of the crane boom from CHS vertical datum. A joint discussion between PPA, PMV, the terminal and BCCP will determine if additional mitigation measures are required, and the dispatched pilot will be informed.
- Cranes in operation at the adjacent berths should be as far away as is practical from the arriving / departing vessel.
- If the adjacent berth is vacant, cranes at that berth should be stowed at the mid-ship position and boomed up, or as far away as practical from the berth being approached.

- The decision to move with a boom down shall be made jointly between the BCCP, PPA, PMV, the terminal and ship's master.
- If the pilot arrives to find such a situation without notification the decision will be made as above.

If there are any queries, concerns or a wish to meet to further discuss the contents of this notice, please contact the PPA at marineops@ppa.gc.ca or by telephone at 604-666-6771.

Kind regards,

Brian Young
Director, Marine Operations