

PACIFIC PILOTAGE AUTHORITY

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NOTICE TO INDUSTRY

Date Issued: 25 February 2019 **Notice Number:** 02/2019

Subject: Tug requirements for LPG vessels calling Ridley Terminal

Geographic Area: Prince Rupert

Communication: An escort tug regime for bulk liquid carriers transiting pilotage waters in the North Coast of BC has not yet been finalized. In the interim, and with specific reference to the LPG vessels that will be calling the existing Ridley Terminal berth in Prince Rupert from April 2019 onwards, the details below are provided for your guidance.

Details:

For the inbound passage, the ship will utilize Brown Passage and then proceed on a southeasterly heading towards Prince Rupert. The pilot will join the ship at the Triple Island pilot boarding station. Once the pilot is onboard, the ship will continue southeasterly, first passing to the north of the Rachael Islands and then to the south of East and West Kinahan Islands where the ship will come to an easterly heading before turning to the north and heading up towards the terminal at Ridley Island.

A combined total tug bollard pull of 160 tonnes will be used for berthing and unberthing operations. The berthing tugs will meet the vessel southeast of Kinahan Islands. The 160 tonnes of tug bollard pull may be provided:

- a. preferably with two (2) ASD tugs, each of minimum 80 tonnes bollard pull performance, or
- b. three (3) ASD tugs, one with a minimum of 80 tonnes bollard pull performance and the other two (2) with a combined minimum bollard pull performance of 80 tonnes.

For the outbound passage which follows the inbound route, an escort rated tug of a minimum 80 tonnes bollard pull performance will be used from the berth until the vessel is clear of Triple Island. The tug must be tethered from the berth until west of Rachael Islands, after which the tug may run untethered if agreed upon by the ship's master, the tug's master, and the pilot.

Please contact the PPA at marineops@ppa.gc.ca for further clarifications if required.

Brian Young
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