

# PACIFIC PILOTAGE AUTHORITY

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## NOTICE TO INDUSTRY

**Date Issued:** 05 May 2017 **Notice Number:** 04/2017

**Subject:** Fairview Container Terminal – Tugs for ship berthing/unberthing

**Geographic Area:** Prince Rupert, BC

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

**Guidelines:** Either side alongside; with fully operational bow thruster

Length Overall	Current Strength	Wind	Tug Bollard Pull Berthing	Tug Bollard Pull Unberthing
270m - 300m	0 – 1 knot	0 - 20 knots	1 x 20t + 1 x 50t	1 x 20t + 1 x 50t
		> 20 knots	1 x 30t + 1 x 50t	1 x 30t + 1 x 50t
	1 – 2 knot	0 - 20 knots	1 x 30t + 1 x 50t	1 x 30t + 1 x 50t
		> 20 knots	2 x 50t	2 x 50t
301m – 335m	0 – 1 knot	0 -20 knots	2 x 50t	2 x 50t
		> 20 knots	1 x 50t + 1 x 65t	1 x 50t + 1 x 65t
	1 – 2 knot	0 - 20 knots	1 x 50t + 1 x 65t	1 x 50t + 1 x 65t
		> 20 knots	2 x 65t	2 x 65t
335m – 370m	0 – 1 knot	0 -20 knots	2 x 65t	2 x 65t
		> 20 knots	1 x 65t + 1 x 80t	1 x 65t + 1 x 80t
	1 – 2 knot	0 -20 knots	1 x 65t + 1 x 80t	1 x 65t + 1 x 80t
		> 20 knots	1 x 65t + 1 x 80t	1 x 65t + 1 x 80t
> 370m	A risk assessment and simulations will be required to determine tug requirements and berthing/unberthing restrictions			

Note: Winds in excess of 35 knots exceed the limitations of the tug packages above

## 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. Near misses & incidents during berthing & unberthing at the terminal have shown that the use of the bow thruster alone (without tugs) is not adequate for safe operations.
4. In all cases, pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.

Please contact the PPA at [marineops@ppa.gc.ca](mailto:marineops@ppa.gc.ca) if there are any queries or concerns.

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