

PACIFIC PILOTAGE AUTHORITY

1000 - 1130 West Pender Street

Vancouver, B.C. V6E 4A4

www.ppa.gc.ca

Dispatchers - Vancouver - 24 Hours a Day

(604)-666-6776

1-800-663-0407

VHF-Channel 17

Greg Brannon

Lawrence Giesbrecht

Barry Law

Bruce Northway

Chris Robertson

Gary Tupper

Jack Young

Day Dispatcher

Day Dispatcher

Relief Dispatchers

Graham Spence

Al Mortensen

Dispatchers - Victoria - 24 Hours a Day

(250)-363-3878

1-800-523-8709

VHF-Channel 17

Jim Bell

Cheryl Morrow

Cam Slack

Mike Mitchell

Relief Dispatchers

Iain Scott

David Harvey

Nick Van Kraay

Dispatch Cellular (Emergency only)

Victoria (250)-812-0782

Vancouver (604)-838-8440

Accounts - Vancouver (0800-1630 Mon. - Fri.)

(604)-666-6771

Fax - Vancouver

(604)-666-6093

Fax - Victoria

(250)-363-3293

Telex - Victoria

049-7236

ORDERING A PILOT

1. Any vessel over **350 Gross Registered Tons** is subject to compulsory Pilotage, unless exempt or Pilotage is waived by the Authority.

2. PILOT BOARDING STATIONS

The following locations are the Pilot Boarding Stations for ships wishing to enter the compulsory Pilotage area.

- a) BROTCHIE LEDGE

48° - 22' - 30" NORTH

123° - 23' - 30" WEST

- b) CAPE BEALE (no pilot boat, helicopter by arrangement)

48° - 47' - 12" NORTH

125° - 12' - 48" WEST

- c) TRIPLE ISLAND

54° - 17' - 36" NORTH

130° - 52' - 40" WEST

- d) PINE ISLAND (temporary pilot station May – October)

50° - 58' - 00" NORTH

127° - 46' - 00" WEST

(1.5 miles due west of Pine Island light)

3. PILOT BOAT

No persons other than Pilots or Authority Employees shall be allowed to use the "Pilot Boat" for boarding or debarking purposes.

4. ORDERS FOR PILOTS CAN ONLY BE ACCEPTED FROM:

- a) Ships' Masters
- b) Ships' Agents or their accredited representatives.

5. ALL ORDERS MUST GIVE THE FOLLOWING INFORMATION:

- a) Agency placing the order
- b) Agency representative placing the order
- c) Place where pilot is to go aboard
- d) Place of destination
- e) Time required
- f) Specific landing instructions (if any) master's best estimate of speed, or deepest draught for a particular assignment)
- g) Any other pertinent information (i.e. master's best estimate of speed, or deepest draught for a particular assignment).

6. a) All orders must be placed not less than 12 hrs. before the pilot is required on board the vessel or not less than 12 hrs. before the pilot is required to be on board transportation to the vessel if the vessel is at a place where no pilots are based.

- b) Notwithstanding - 6(a). The Master, Owner, or Agent of a ship that is to arrive in a compulsory Pilotage area, shall notify the Authority of the estimated time of arrival of the vessel at:

- I. Brotchie at least 12 hrs. prior to arrival, with final confirmation or correction 4 hrs. prior to arrival.
- II. Cape Beale at least 48 hrs. prior to arrival, with confirmation or correction 12 hrs. prior to arrival.
- III. Triple Island at least 48 hrs. prior to arrival, with confirmation or correction 12 hrs. prior to arrival.
- IV. Pine Island (temporary May – October), 48 hrs. prior to arrival, with confirmation or correction 12 hrs. prior to arrival.

7. The Pilot Order Time may be delayed once or cancelled without payment of cancellation fees if prior Notice of Cancellation is received by the Authority not less than:

- a) 6 hours, in the case of Long Jobs* (This means 6 hrs. prior to transportation if the pilot has to travel outside his home base in order to board the vessel, in the case of Airport travel, 7 hours will apply.
- b) 4 hours, in the case of jobs originating at Delta Port, Roberts Bank, Fraser River Terminals, and anchorages and berths east of 2nd Narrows, Airports at Vancouver, Victoria and Nanaimo.
- c) 3 hours in all other cases; the 3 hours applies to all English Bay Anchorages.

**A long job is defined as an assignment North of Duncan Bay and North of Tofino on the West Coast of Vancouver Island excluding Port Alberni.*

Cancellations:

A pilot order time may be delayed once or cancelled without payment of cancellation fees subject to the time parameters listed in item 7.

However, once a pilot has been dispatched the time of the order may legally be delayed once or cancelled, the agent must make his choice at this time; it cannot go both ways. Further, if an order is delayed from the original order time and then delays again and is then cancelled, the cancellation charge will apply plus all accrued detention hours from the time that the one legal change stipulates.

8.
 - a) All orders scheduled between 1200 hrs. and 1700 hrs. must be confirmed, delayed or cancelled by 0900hrs. daily.
 - b) All orders scheduled between 1700 hrs. and 2100 hrs. must be confirmed, delayed, or cancelled by 1200 hrs. daily.
 - c) Agents are requested to make their best effort to ensure that orders scheduled to commence during the period from 2000 hrs. to 1059 hrs. the following morning shall be placed prior to 1700 hrs. daily.
 - d) All orders for shifts in and out of Grain berths scheduled for 1700 hrs. daily must be confirmed or cancelled before 1200 hrs. daily.
 - e) Pursuant to the normal requirements of the 12 hour notice, the following change is now in effect..... "If a ship is berthed at a place where pilots are based, Notices of Requirement will be received between 2300 hours and 0700 hours for assignments that are to be dispatched at 0800 hours or later."
This amendment will enable agents to place a new order that would be dispatched at 0800 hours or later, or to replace an existing order that may be subjected to cancellation or detention charges if it is retained.
9. It is understood that even though 12 hrs. notice is the time required for a Notice of Assignment, some flexibility exists depending on circumstances and the availability of pilots.
10. In cases of Emergency, involving danger to life, limb, or property, the Authority will waive any Notice of Requirement and immediately dispatch a pilot to cover the emergency.
11. Agents must arrange transportation to or from vessels anchored at outports, i.e. Plumper Sound, Houston Pass Anchorage, etc., for pilots boarding or debarking. The launch for taking a pilot to the vessel should be set up for 1 hr. prior to the ship's departure time.
12. Under normal circumstances, orders for pilots to ships proceeding to the West Coast of Vancouver Island from Puget Sound will only be taken for boarding in Puget Sound or at Brotchie boarding station off Victoria.

- 13.** Agents placing orders for vessels leaving Port Moody Berths or Anchorages in that area should time the departure of the vessel 1 1/2 hrs. before slack tide at 2nd Narrows Bridge. If the vessel in question is Starboard side into Port Moody, and therefore requires turning, the departure time should be set 2 1/2 hrs. before slack tide at 2nd Narrows Bridge and daylight is required for this manoeuver.

14. SECOND NARROWS

To be transited at or near slack tide, stemming the current.

Tugs are required for escorting deep sea vessels through Second Narrows.

Vertical Clearance (Air Draft)

The limiting factor for a complete transit of the Second Narrows Bridge is 44 Meters (145 Ft.)

Low Tide

When the Slack Tide at Second Narrows is less than 2.13 Meters (7 Ft.) no deep sea vessel will transit at that time. Pilots' recommendations are that no transits will take place if tide is less than 6 Ft. In special cases the Harbour Master may allow a vessel to transit if the tide is less than 7 Ft., however special permission must be obtained

15. SEYMOUR NARROWS

To be transited at or near Slack Tide.

Vertical Clearance 58 Metres (180 Ft.)

16. AGENTS PLACING CALLS TO DISPATCH

When calling dispatch it is of great help to the dispatcher if he knows at the outset what type of call he is dealing with, such as "A New Order" or "A change in an existing order". Agents are therefore requested to use the following format for placing a New Order:

- a) This is ____ of ____ Agency, I wish to place a New Order.
- b) Name of Vessel and Call Sign.
- c) Name of Agency.
- d) Name of Agent placing call.
- e) From.
- f) To.
- g) Time and Date required.
- h) Landing instructions (if any).
- i) Draught if pertinent.
- j) Any other special requirements.

When making a change the following format is requested:

- a) This is ____ of ____ Agency, I wish to make a change in the order for ____ (ship). This ship is currently at ____ Berth or Inbound.
- b) Then give the change you wish to be made.

The reason for the above is that different computer programs have to be activated for the different functions. If a dispatcher knows which function is about to happen he/she can start the procedure as soon as the agent tells him/her and as a result time can be saved.

17. TWO PILOTS SHALL BE ASSIGNED TO A SHIP WHERE:

- a) The ship requires the services of a Pilot on Bridge watch for a period in excess of eight consecutive hours, or
- b) The ship will travel more than 105 consecutive miles under Pilotage, or
- c) The ship has requested two Pilots, or
- d) In other cases agreed between the authority and the company from time to time.

The following ports call for an automatic two (2) "Pilot Assignment"

- Kitimat
- Stewart

Most remote log anchorages require two pilots inbound and outbound in some cases.

The exception to the automatic 2 pilot requirement is Kitimat. The Pacific Pilotage Authority will take orders for a one pilot assignment into or out of Kitimat via Caamano Sound subject to conditions listed here:

- **All navaids must be in place and operational.**
- **Vessels planning to use this option must be capable of an absolute minimum speed of 14.5 knots.**
- **During winter months prevailing outflow gales will increase the required minimum speed and weather conditions may further restrict single pilot orders. It is not a recommended routing during winter months. We reserve the right in the interests of safety to dispatch 2 pilots to any assignment that may go over 8 hours.**
- **No shifting of vessels in conjunction with the single pilot assignment.**

The following ports are restricted to daylight arrivals and departures.

- Watson Island
- Any remote log loading facilities or anchorage.

Daylight restrictions may apply for the following ports, subject to the discretion of pilot assigned.

- Gold River
- Port Alice
- Tahsis

18. REMOTE ANCHORAGE CHARGES

A remote anchorage charge equivalent to the helicopter tariff charge will apply to the following:

- 1) Remote areas north of Campbell River and not regularly serviced by a scheduled airline and where access is restricted to the chartering of a float plane or helicopter; or where a vessel charter exceeds two hours
- 2) Stewart
- 3) Port Simpson
- 4) Other ports and harbours as per Item 1, and agreed to by joint decisions with the Authority and Industry.

19. ACCOMMODATIONS FOR PILOTS REQUIRED TO STAY ON BOARD A VESSEL

- a) When a Pilot is required to stay on board a vessel when not actually engaged in the duties of piloting, he must be provided with a cabin which is clean, serviceable, adequate, and equivalent to an officers cabin (including private "working" toilet facilities where available). Under no circumstances is the ship's hospital to be used for a pilot's accommodation.
- b) Food to be supplied as befitting a pilot's position as an officer.
- c) The Authority will not assign a pilot to any ship which does not meet the requirements referred to in (a) and (b).

20. DELAYED SAILINGS AT ANY PORT

When a Pilot boards a vessel at a berth or anchorage at the ordered time, and is informed that the vessel will be delayed he shall, on request be provided quiet, clean accommodation (as described in item 18. of this booklet) while awaiting the readiness of the vessel to sail.

If the Pilot's rest has been interrupted as a result of accommodation standards not meeting the requirements or as a result of inaccurate sailing information to the extent that when the vessel is finally ready to sail the pilot considers he is not sufficiently rested to complete the assignment safely and efficiently, he shall obtain proper rest before proceeding. In this regard the pilot may, after consulting with the Master and Dispatcher, leave the vessel at the berth and obtain adequate rest ashore or on board, or take the vessel to the nearest safe anchorage then obtain rest either on board or ashore. The Master or agent may, in the above circumstances, prefer to cancel the pilot and reorder.

21. PILOT LADDERS

Vessels using Pilot Boarding Stations are requested to comply with Regulation 17, Chapter V of the *International Convention for The Safety of Life at Sea, 1974*, as found in the Canadian Coast Guard's *Annual Notices to Mariners*.

FRASER RIVER BERTHING

Agents are urged to place a request for “Window Times” any time a vessel requires a particular landing at any berth on the Fraser River. For your guidance the following table shows the maximum draft allowed at the various tides at Sand Heads.

The maximum draft for the main channel of the Fraser River is 35 feet on a 13 foot tide at Sand Heads. Allowable drafts will be incremental in accordance with the table shown below. These drafts will remain in effect until further notice.

Draft (Feet)	Tide (Feet)	Draft (Metres)	Tide (Metres)
37'00"	15.0'	11.28m	4.57m
36'00"	14.0'	10.96m	4.26m
35'00"	13.0'	10.67m	3.96m
34'00"	12.0'	10.36m	3.65m
33'00"	11.0'	10.06m	3.35m
32'00"	10.0'	9.75m	3.05m
31'00"	9.0'	9.44m	2.74m
30'00"	8.0'	9.14m	2.44m
29'00"	7.0'	8.84m	2.13m
28'00"	6.0'	8.53m	1.83m
27'00"	5.0'	8.23m	1.52m
26'00"	4.0'	7.92m	1.22m
25'00"	3.0'	7.62m	0.91m
24'00"	2.0'	7.31m	0.61m
23'00"	1.0'	7.01m	0.30m
22'00"	0.0'	6.70m	0.00m

The preceding table is based on the Sand Heads datum of 9.84 feet or 3 metres below geodetic. This information is applicable only to the main River drafts and does not effect any restrictions that may apply at various berths.

1. TUG REQUIREMENTS AT OUTPORTS

Tugs and lines at outports are the responsibility of the Agent. Tug requirements at outports are 5% of the vessel's deadweight tonnage preferably in two hulls with equal available horsepower.

2. UNSERVICEABILITY OF THRUSTERS

If the Agent is aware of the bow or stern thruster being unserviceable, advise dispatch which will pass the information to the pilot.

GENERAL PILOTAGE CHARGES

Pilotage charges are calculated and based on the Tariff as of January 01, 2005 as follows:

1.	Unit Charge:	3.015
	Dead Ship:	6.030
	Pilot Charge (hrs) or part thereof:	\$151.48
	Minimum Charge (Unit Charge plus hours):	\$701.08

Boarding Charges:

Brotchie Ledge	\$287.00
Sand Heads	\$1,027.00
Triple Island	\$2,018.00
Cape Beale	\$4,611.00
Pine Island	\$6,398.00

* Pilot Boat Replacement	\$80.00
Nanaimo Change-over	\$594.00
Helicopter – any place other than a Boarding Station	\$2,346.00

Prince Rupert Pilot Boat Charges:

Numbered Anchorages	\$710.00
Anchorage X & Y	\$410.00
Anchorage Z	\$510.00

Transportation Charges - Per Pilot:

Harbour Assignment	\$130.00
Fraser River Assignment	\$123.00
Northern Assignment	\$1,030.00
Prince Rupert Assignment	\$336.00
Southern Assignment	\$336.00
Cancellation if traveled	\$130.00

Cancellation Charges:

After pilot has been assigned:	\$455.32
In addition \$151.48 per hour or part thereof, from the time that the Pilot left his home until he returns to that home.	

** Pilot Boat Replacement applies to Brotchie, Sand Heads and Triple Island launches.*

2. Pilotage charges are calculated in the following manner:

Length x Extreme Breadth x Deepest Draft /100 x Unit Rate
Pilot Whole # of hours x time charge
Pilot Boat Charge
Transportation Charge

EXAMPLE:

A ship arriving at Brotchie Ledge going to Vancouver Harbour.

L.O.A. 176.61	Extreme Beam 23.27	Deepest Draft 9.02	
176.61 x 23.27 x 9.02 ÷ 100 x 3.015			\$ 1,117.65
Pilot 7 hrs. x 151.48			\$ 1,060.36
Pilot Boat at Brotchie			\$ 287.00
Transportation			\$ 336.00
Pilot Boat Replacement			<u>\$ 80.00</u>
TOTAL			\$ <u>2,881.01</u>

3. Where a Pilot is required to stand a bridge watch for a number of consecutive minutes following a bridge watch of eight consecutive hours, additional charges up to 300% of Time Charge are payable in addition to any other Pilotage Charges.
4. Other factors may play a role in the total calculation and agents should consult the "Pacific Pilotage Tariff Regulations". If questions still arise, contact the Pilotage Authority.
5. If an agent wishes to dispute a bill for Pilotage Charges, the agent is requested to write a letter to the Authority giving all details of the matter being disputed.

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GENERAL INFORMATION

Seattle Pilots-Dispatch	(206)-728-6400
Puget Sound Pilots-Dispatch	(206)-448-4455
Vancouver Traffic	(604)-666-6011
Tofino Traffic	(250)-726-7777
Prince Rupert Traffic	(250)-627-3074
Vancouver Police Department	EMERGENCY 911
Vancouver Police Waterfront Team	(604)-717-2788
Cates Towing	(604)-988-1144
Tymac Launch Services	(604)-685-0756
West Tug (New Westminster)	(604)-522-4604
Jones Marine Services Ltd.	(250)-246-1100
Jones Direct Van. Number	(604)-669-3900
Seaspan	(604)-988-3111
Smit Harbour Towing	(604)-253-8881
Burrard Water Taxi	(604)-293-1160
Black Top Cabs	(604)-681-2181
Yellow Cabs	(604)-981-3311
Richmond Taxi	(604)-278-9191
North Shore Taxi	(604)-986-1111
Delta Sunshine Taxi	(604)-943-1111
Sunshine Cabs	(604)-987-3333

SEAFARERS SERVICE CLUBS

Lighthouse Harbour Ministries 1-260 East Esplanade, North Van. B.C.	(604)-988-5084
Mission to Seamen (Flying Angels Club) 50 N. Dunlevy St., Vancouver, B.C.	(604)-253-4421