

PACIFIC PILOTAGE AUTHORITY

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Vancouver, B.C
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NOTICE TO INDUSTRY

Date Issued: 28 April 2016 **Notice Number:** 04/2016

Subject: Load verification of ships' bollards used for tug escort operations

Geographic Area: Compulsory Pilotage Waters, BC

Details: The Pacific Pilotage Authority, Port of Vancouver and the BC Coast Pilots have agreed that ships' bollards used for tethered tug escort operations in the 'Movement Restricted Area' must be verified under load prior to transiting Second Narrows inbound. If the inbound ship requires a tethered escort through First Narrows, the load verification can be carried out in English Bay. If not, it can occur prior to passing Terminal Dock light once the tugs are tethered in Vancouver Harbour.

Guideline:

The pilot will recommend to the master that the bollards be verified under load prior to transiting Second Narrows. If in agreement, the pilot(s) will advise the ship's captain of the following procedure:

- (1) The SWL, location and condition of the bollards to be used for the tethered tug operation will be verified by the master and pilot.
- (2) The pilots' expectations on which bollards are to be used and the method of securing the tugs' line will be communicated with the master and crew (refer to PPA notice to industry 10/2015).
- (3) For the purposes of the load verification the escort tug must be rated for 65 tonnes bollard pull or higher.
- (4) Technical information for the bollard(s) and any operational restrictions will be shared with the tug master on the agreed marine VHF channel.
- (5) The ship's master shall ensure that all deck personnel are well clear of the area when the bollard load verification is performed.
- (6) Once the tug is secured to the bollard, the pilot will reconfirm that the deck of the ship is clear of all personnel, and then inform the tug master to perform the bollard load verification at full astern propulsion.

- (7) The speed of the vessel through the water must be five (5) knots or less at the time of the procedure to ensure the safety of the tug and its crew. If cavitation is an issue for the tug, the ship's speed shall be reduced further to conduct the load verification.
- (8) The tug will pull back at full astern propulsion for at least 30 seconds and the line load indicated (highest and sustained) on the tugs' gauge will be shared with the pilot. (This assumes that the SWL of the bollard exceeds the forces that can be created by the tug).

Please contact the undersigned at marineops@ppa.gc.ca or if there are any queries or concerns.

Brian Young
Director Marine Operations