

PACIFIC PILOTAGE AUTHORITY

1000 – 1130 West Pender Street
Vancouver, B.C
V6E 4A4



NOTICE TO INDUSTRY

Date Issued: 05 November 2019 **Notice Number:** 07/2019
(replaces Notice 10/2015)

Subject: Escort tug rules for ships carrying liquids in bulk

Geographic Area: English Bay, Strait of Georgia, Boundary Pass, Haro Strait & Juan de Fuca Strait

Communication: The tug escort criteria mentioned below was developed through simulated exercises, live trials and consultation with stakeholders.

Application: These rules apply to ships with a Summer Deadweight Tonnage (SDWT) of 40,000 or greater when transiting Haro Strait and Boundary Pass and carrying liquids in bulk in excess of 6000 tonnes. The SDWT is determined from the vessels' compliance with the statutory requirements for the maximum deadweight.

Details:

1. Two (2) pilots will be dispatched to ships carrying liquids in bulk, fully or partially loaded, with a SDWT of 40,000 or greater. Both pilots are to be on the bridge when transiting between three (3) miles north of East Point and the Victoria Pilot Station or vice versa when inbound.
2. When placing pilot orders, the timing of the tidal currents at East Point must be taken into consideration to avoid pilots' bridge watches exceeding eight hours.
3. The ships' engines must be ready for immediate maneuvering when under pilotage.
4. Two (2) ship's officers and two (2) crewmembers must always be on the bridge when underway.
5. To assist with tethered tug requirements or in an emergency, an adequate number of crewmembers must be on standby when transiting between three (3) miles north of East Point and Race Rocks or vice versa when inbound.
6. Tethered Escort Tug(s) Requirements for Boundary Pass & Haro Strait:
 - i. An "Escort Tug" is defined as a tug that is escort-rated with a corresponding Certificate of Classification.
 - ii. The escort tug will be equipped with an operational tension meter.
 - iii. The escort tug will be capable of operating in the Indirect, Powered Indirect & Direct Escort Mode when tethered.
 - iv. The escort tug will be tethered from a position two (2) miles north of East Point to the vicinity of Brotchie Ledge or vice versa inbound.
 - v. The escort tug must remain in attendance with the ship until in the vicinity of Race Rocks when outbound and meet the ship in the vicinity of Race Rocks when inbound.
 - vi. Passage planning will maintain a minimum grounding line of six (6) cables. Where the grounding line is less than six (6) cables, the speed shall be reduced from 10 knots to a speed such that the escort tug(s) can reasonably be expected to bring the ship under control within the navigational limits of the waterway.

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- vii. The emergency towing arrangements required by SOLAS may also be used if suitable for escort/pull-back requirements provided that such use does not in any way compromise the deployment and use of the emergency towing arrangements for their SOLAS purpose.
- viii. The following recommendations apply to bollards and fairleads provided specifically for tethered tug escort services. In such cases:
 - a. the major components and supporting structure should be designed for a load that is a minimum of twice the SWL rating
 - b. towing arrangements should be adequate for towing line angles up to 90° from the ship's centre line to both starboard and port in the horizontal plane and to 30° below horizontal in the vertical plane
 - c. the fairlead (chock) should be located on the stern as close as possible to the centre line of the ship. (If the emergency towing arrangement is used, the strong point should be located so as to facilitate towing from either side of the stern and to minimize the stress on the towing system - see Resolution MSC.35(63))
 - d. the fairlead (chock) opening should be oval or have well-rounded corners
 - e. the towing or connection point should be aligned longitudinally with the fairlead (chock) and clear of all obstructions
 - f. the fairlead (chock) should have a minimum diameter of 600 mm and a minimum height of 300 mm
 - g. each fitting should be clearly marked by bead weld outline with its SWL/TOW, expressed in metric tonnes (letter 't') or Kilo Newtons (letters KN) to avoid any confusion
 - h. the ship should have onboard a copy of the manufacturer's type-test certificate for the fittings or a certificate confirming that the fittings are constructed in strict compliance with a recognized standard that specifies design load, safety factor and load application. The ship should also hold a certificate attesting to the strength of the strong point used for the escort tug.
 - i. All Panamax (LOA+B<265m) and Aframax (265<LOA+B<295m) tankers must have, at the stern, accessible hard points (bits and fairleads) of adequate SWL/TOW to withstand bollard pull forces (spike loads) of 80 tonnes (or more) and 150 tonnes (or more) respectively. Refer to tug matrix below for guidance.

Vessel Size	Minimum Bollard Pull of the Escort Tug Required	SWL of Bollards and Fairleads on Ship
LOA + Beam < 265m	50 tonnes Static 80 tonnes Indirect	80 tonnes or more
LOA + Beam ≥ 265m	65 tonnes Static 100 tonnes Indirect	150 tonnes or more

7. Escorted ship speeds through the water:

- i. The speed of ships being escorted shall not exceed 10 knots through the water.
- ii. The speed shall take into consideration weather and sea conditions, manoeuvring and other characteristics of the ship, traffic density and other factors that may affect the manoeuvring of the ship.
- iii. The escort speeds may be adjusted to respond to prevailing conditions.

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8. All ships requiring tug escorts must conduct a pilot to ship master to tug master pre-escort conference. Exchange of information shall include:
 - i. planned speed of escort transit
 - ii. passage plan
 - iii. SWL of hard points used for the tethered escort tug(s)
 - iv. positioning of escort tug relative to ship being escorted
 - v. VHF frequency used for communications
 - vi. predicted weather and sea conditions including weather limitations
 - vii. any other relevant information

9. Additionally, for crude oil carriers of 40,000 SDWT or greater in product:
 - i. When outbound ships are clear of First Narrows one of the two tethered tugs may depart when released by the pilot(s). The other tethered tug shall keep well clear and away to the opposite side of the ship during pilot transfers to/from the ship in English Bay. The tug may untether from the ship, if necessary, during the pilot transfer period.
 - ii. The tug will remain tethered until the ship reaches the 'QA' buoy, at which time it will untether and run approximately three quarters ($\frac{3}{4}$) of a mile ahead of the ship to act as an early warning to small craft in the area.
 - iii. The laden tanker will make a Safety Call ("SÉCURITÉ") on the appropriate VHF channel at First Narrows, off Point Atkinson, off Point Grey, prior to East Point and prior to Turn Point and whenever else it is necessary when risk of collision with another ship is deemed to exist or when doubt exists as to the actions or the intentions of another ship.
 - iv. As per section 6(iv) of this notice the tug will again be tethered from two (2) miles north of East Point and remain so until it is in the vicinity of Race Rocks.
 - v. The BC Coast Pilots will remain on duty on the bridge until the ship is west of the TSS rotary in the vicinity of Race Rocks (or if the prevailing conditions make disembarking unsafe, then just east of Race Rocks).
 - vi. The pilots will be taken off by helicopter hoist west of Race Rocks after the escort tug is untethered.
 - vii. Once the pilots have boarded off, the tug will run ahead of the ship until the ship is in the vicinity of "J" buoy.

Sub-sections v, vi & vii above will be fully implemented prior to the TMEP coming into service.

10. Nothing in these rules relieves the master from compliance with the Collision Regulations and the safe navigation of his ship. A departure from these rules may be required for safety purposes in response to prevailing circumstances and conditions.

Please contact PPA at marineops@ppa.gc.ca for any queries and/or clarifications.

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