

# PACIFIC PILOTAGE AUTHORITY

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



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## NOTICE TO INDUSTRY

**Date Issued:** 14 March 2024

**Notice Number:** 02/2024

**Subject:** Escort tug regime for compulsory pilotage area #1

**Geographic Area:** Fraser River

**Communication:** The tug escort criteria was developed through full mission bridge simulations.

**Application:** These guidelines apply to tankers (in product) and LNG carriers (in any condition) when transiting Area #1 of the compulsory pilotage waters of BC.

### Details:

1. Two licensed pilots will be on the bridge of the ship while it is under tug escort.
2. Ships' engines must be ready for immediate manoeuvring when under pilotage.
3. Two (2) ship's officers and two (2) crewmembers must always be on the navigation bridge when the ship is underway.
4. To assist with tethered tug requirements, or in an emergency, sufficient crewmembers must be readily available when transiting between Sand Heads pilot station and the marine terminal.

### Escort Tug Requirements:

5. An 'Escort Tug'
  - i. is defined as a tug that is escort-rated with a corresponding Certificate of Classification
  - ii. must be equipped with an operational tension meter.
  - iii. must be capable of operating in the Indirect, Powered Indirect & Direct Escort Mode when tethered.
  - iv. must have Render/Recover® winches to undertake rescue towing if required.
  - v. must remain in attendance with the ship until it is released by the Pilot or Master.
  - vi. must be capable of operating safely at the recommended escort speed of the ships.
6. For outbound ships: the escort tugs will be tethered before ship departs from the marine terminal. The escort tugs will be untethered before the Fraser River pilot disembarks at Sand Heads. The escort tug(s) may continue to remain tethered if required by the BC coast pilot for the ship's transit through Boundary Passage and Haro Strait.
7. For inbound ships: the escort tugs, if not already tethered for the transit through Boundary Passage and Haro Strait, will be tethered in the Sand Heads area. The escort tugs will remain tethered up to the marine terminal.
8. The speed of the ship shall be such that the escort tug(s) can bring the ship under control within the limits of the navigational channel. Escorted ship speeds:
  - i. 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.
  - ii. may be adjusted as necessary in the prevailing conditions.

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9. The minimum number of escort tugs and the tug line force requirements will be as per the matrix below. The tugs should be able to provide line forces at least 25% higher than the line forces required. The Summer Deadweight Tonnage (SDWT) mentioned in the matrix is the SDWT originally assigned to the vessel at the time of construction.

Ship Particulars	No. of Tugs / Line Force
Tanker: $L_{OA} \leq 180\text{m}$ SDWT $\leq 32,000$	1 tug tethered forward / 60 tonnes 1 tug tethered astern / 60 tonnes
Tanker: $180\text{m} < L_{OA} \leq 230\text{m}$ $32,000 < \text{SDWT} \leq 75,000$	1 tug tethered forward / 60 tonnes 1 tug tethered astern / 60 tonnes
Tanker: $230\text{m} < L_{OA} \leq 270\text{m}$ $75,000 < \text{SDWT} \leq 120,000$	To be determined
LNGC: $210\text{m} < L_{OA} \leq 240\text{m}$ $60,000 < \text{Cu. M} \leq 80,000$	1 tug tethered forward / 60 tonnes 2 tugs tethered astern / 65 tonnes each

## Ship Fittings for Escort Tug:

10. The emergency towing arrangements on the ship required by SOLAS may be used if suitable for tethered tug operations if such use does not in any way compromise the deployment and use of the emergency towing arrangements for their SOLAS purpose.
11. The following recommendations apply where bollards and fairleads are provided specifically for tug escort and pull-back duties:
- the major components and supporting structure should be designed for a load that is a minimum of twice the SWL rating.
  - towing arrangements should be adequate for towing line angles up to  $90^\circ$  from the ship's centre line to both starboard and port in the horizontal plane and to  $30^\circ$  below horizontal in the vertical plane.
  - the fairlead (chock) should be located on the stem/stern as close as possible to the centre line of the ship. (If the emergency towing arrangement is used, the strong point should be so located to facilitate towing from either side of the stern and to minimize the stress on the towing system.
  - the fairlead (chock) opening should have well-rounded corners.
  - the towing or connection point should be aligned longitudinally with the fairlead (chock) and clear of all obstructions.
  - the fairlead (chock) should have a minimum diameter of 600 mm and a minimum height of 300 mm.
  - in accordance with OCIMF recommendations, each fitting should be clearly marked by bead weld outline with its SWL, expressed in metric tonnes (letter 't') or Kilo Newtons (letters KN) to avoid any confusion.
  - 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 or have the information in its approved/official mooring and towing plans.

## BRM:

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12. All ships requiring tug escorts must conduct a pre-escort conference between the pilot, ship master, and tug master. Exchange of information shall include:
- i. planned transit speed during escort.
  - ii. passage plans.
  - 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.
13. Any departure from these guidelines that may be required in the prevailing circumstances and conditions must be discussed between the licenced pilots and the ship's master.

Please contact PPA at [marineops@ppa.gc.ca](mailto:marineops@ppa.gc.ca) for any queries or clarifications on these guidelines.