

SAILING DIRECTIONS CORRECTIONS

PUB 120 **2 Ed 2001** **LAST NM 30/03**

Page 43—Line 35/R to Page 44—Line 59/L; read:

Pilotage is compulsory in all coastal water of British Columbia under the jurisdiction of the Pacific Pilotage Authority (PPA). Compulsory pilotage may be waived, as follows:

1. Vessels entering a compulsory pilotage area for the purpose of embarking a licensed pilot, until the ship reaches the place arranged for boarding and the licensed pilot has boarded.

2. Vessels leaving a compulsory pilotage area after the pilot has disembarked in the course of the vessel's departure.

The pilotage region of the PPA consists of all Canadian waters in and around the province of British Columbia. The pilotage region is divided into five areas, as follows:

1. Area 1.—All waters of the Fraser River.

2. Area 2.—All Canadian waters between Vancouver Island and the mainland. Its S limit is near the pilot boarding position at the lighted buoy off Brochie Ledge near Victoria. Its N limit is a line between Cape Caution and Cape Sutil, on the N end of Vancouver Island.

3. Area 3.—All Canadian waters on the W coast of Vancouver Island.

4. Area 4.—All Canadian waters on the mainland N of Vancouver Island. This area extends 5 to 15 miles off the E shore of Vancouver Island.

5. Area 5.—All Canadian waters in and around the Queen Charlotte Islands. This area extends 3 to 20 miles off the W shore of Fecate Strait, leaving a channel through the strait that is not within a compulsory pilotage area. The area also extends 3 to 5 miles off the W and N shores of the Queen Charlotte Islands.

Arrival messages.—The master, owner, or agent of a vessel that is to arrive in a compulsory pilotage area shall notify the PPA of the vessel's ETA in **Coordinated Universal Time (UTC)** at the pilot boarding station, as follows:

1. At Victoria Harbor Cautionary Lighted Buoy—At least 12 hours prior to arrival. The ETA shall be confirmed or corrected 4 hours prior to arrival.

2. Off Cape Beale, at the entrance to Trevor Channel in Barkley Sound—At least 48 hours prior to arrival. The ETA shall be confirmed or corrected 12 hours prior to arrival.

3. Off the Triple Islands, near Prince Rupert—At least 48 hours prior to arrival. The ETA shall be confirmed or corrected 12 hours prior to arrival.

4. At such places that the PPA may designate—At least 48 hours prior to arrival. The ETA shall be confirmed or corrected 12 hours prior to arrival.

Radio messages from ships requiring pilotage shall be addressed to Pilots Victoria and sent via any Canadian Coast Guard Marine Communications and Traffic Service Center by radiotelephone. The pilot message shall include the following information:

1. The time in **UTC** that the pilot is required on board.
2. The place the vessel is to boarded.
3. The pilot service to be performed.
4. Whether or not the vessel is granted radio pratique.

5. The name, nationality, length, breadth, draft, and gross tonnage of the vessel.

Departure messages.—The master, owner, or agent of a vessel that is subject to compulsory pilotage shall notify the PPA in advance of the **Local Time** that a pilot is required to be on board a vessel that is to go:

1. From one place in a compulsory pilotage area to any other place in a compulsory pilotage area;

2. From one place in a compulsory pilotage area to a place outside a compulsory pilotage area; or

3. From a place outside a compulsory pilotage area to any place in a compulsory pilotage area.

A notice to obtain a pilot for departures and moves shall be given by calling a Pilot Dispatch Center, as follows:

1. The master, owner, or agent of a ship departing from a place where pilotage service is required shall place a Notice of Requirement in **Local Time** with the PPA at least 12 hours before the pilot or pilots are required to be on board the transportation to the ship specified in the Pilotage Order, or, at least 12 hours before the pilot or pilots are required to be on board the ship, if berthed at a place where pilots are based.

2. The Pilot Order Time as specified in a Notice of Requirement may be delayed once or cancelled without payment of cancellation fees if prior notice of delay or cancellation is received by the PPA not less than:

a. 6 hours in the case of long jobs, i.e. pilotage assignment involving ports, places, or harbors on the W coast of Vancouver Island, and ports, places, or harbors N of 50°N, excluding Port Alberni, Campell River, Duncan Bay, Prince Rupert, and Kittimat.

b. 4 hours in the case of Roberts Bank, English Bay, Fraser River Ports, all anchorages and berths E of Berry Point, and airports at Vancouver, Victoria, and Cassidy.

c. 3 hours in all other cases.

The PPA may agree to waive the 12 hour Notice of Requirement providing the master, owner, or agent gives reasonable cause for not complying.

All Notices of Requirement scheduled between the hours of 1200 and 1700 shall be confirmed, delayed, or cancelled by 0900 daily. Any subsequent delays or cancellations will incur the appropriate detention or cancellation fees.

All Notices of Requirement scheduled between the hours of 1700 and 2100 shall be confirmed, delayed, or cancelled by 1200 daily. Any subsequent delays or cancellations will incur the appropriate detention or cancellation fees.

In cases of emergency involving danger to life, limb, or property, the PPA shall waive any Notice of Requirement and dispatch the first available pilot to cover the emergency.

Pilot boarding.—Should rough weather at Cape Beale or the Triple Islands prevent a pilot from boarding, the vessel should follow the pilot boat into more sheltered waters where embarkation is more practical.

In clear weather vessels should indicate their desire for a pilot, by day, by hoisting the International Code flag "G" and, by night, by a signal of four long flashes on their signal lamp.

In fog or thick weather vessels should make a whistle signal of four long blasts. A repetition of this signal will assist the pilot boat in locating the vessel.

Pilot boats do not cruise on station but leave the pilot station on shore, subject to a vessel's ETA, in ample time to meet the vessel at the boarding station.

The attention of mariners is drawn to Rule 35(i) of the International Regulations for Preventing Collision at Sea, which reads: "A pilot vessel when engaged on pilotage duty may in addition to the signals prescribed in paragraphs (a), (b), and (g) of this Rule sound an identity signal consisting of four short blasts." Mariners are advised that pilot vessels on the coasts of Canada adhere to this rule for sound signals.

The pilot boats are fitted with radar to assist in locating and tracking vessels during periods of low visibility.

The pilot station at Victoria is equipped with VHF radiotelephones and maintains a 24-hour watch on VHF channel 16. All pilot vessels are similarly equipped and may be contacted on either VHF channel 16 or VHF channel 17.

(Can PAC 200; Can NM 6W/03, Section 4) 31/03