

8 - POLICY ON CERTAIN SAFETY MEASURES FOR DISTRICT NO. 1

1. Objectives of the Policy

The objective of this Policy is to stipulate certain safety measures relating to the minimum under keel clearances for ships under the conduct of a pilot and experience level for pilots assigned on passenger vessels in District No. 1.

2. Background

Minimum under keel clearances for vessels transiting between Montreal, Trois-Rivières and Québec are established as published in Notice to Mariners no 462 of Edition no 17 of 1995, modified on March 21st 2013 and modified from time to time by Fisheries and Oceans Canada.

Given their characteristics, certain vessels require enhanced pilotage expertise.

3. Policy statements and requirements

- 3.1 The minimum under keel clearances margins take into account that there is a precise relationship between a vessel's speed and the squat effect. For docking and undocking a ship in a port, the minimum standard for under keel clearance is 31 cm (1 foot).
- 3.2 An exception to the safety/manoeuvrability margin is allowed for a vessel whose breadth does not exceed 24 m, at a speed of between 6 and 7 knots. In this case only, a margin of 0.58 m instead of 0.61 m is permitted.

These parameters require that the pilot having the conduct of the ship has taken into consideration other specific elements that affect under-keel clearance such as:

- a) Precise determination of the water level (including tides) during the ship's transit;
- b) The ship's speed;
- c) The effects of wind and waves and the ship's behaviour in these conditions;
- d) The estimation of the ship's draft (ballasted/unballasted); and
- e) Any squat effect caused by the passage of the ship near the bank of the shipping channel or during meeting and passing maneuvers.



- 3.3 Class "A" pilots will be reserved and assigned to passenger vessels greater than 100 m in length.

4. References

Canadian Coast Guard (TC-L95-133; AMA8035-10-1)

Notice to Mariners No. 462 of Edition No. 17 of 1995, Modification: 2013-03-21.

5. Responsibility/Additional information

- 5.1 This Policy has been approved and issued under the authority of the Chief Executive Officer.
- 5.2 The Executive Director, Marine Safety and Efficiency is in charge of the development, implementation, maintenance and ongoing improvement of the Policy.
- 5.3 Any comments or requests for information concerning this Policy and its application should be referred to the following person:

Executive Director
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6. Related documents

7. **Date of publication:** 2021-04-23