



13 - POLICY ON THE NUMBER OF PILOTS REQUIRED AT ALL TIMES ON BOARD A SHIP FOR DISTRICT NO. 2

1. Objectives of the Policy

The objective of this Policy is to state the number of pilots required at all times on board a ship for safe navigation in District No. 2.

2. Background

To ensure the safety of navigation, the number of pilots required on board a ship is determined according to parameters which vary according to the type of ship and its dimension, environmental conditions (ice, weather), expected transit duration as well as other relevant factors.

The specific requirements relating to the number of pilots are set out in section 23.38 of the *General Pilotage Regulations*, among others. This also includes the possibility of requiring two pilots on board a vessel when conditions or nature of the voyage require the presence of more than one pilot to carry out the duties on board the ship.

3. Policy Statements and Requirements

- 3.1 Only one pilot is required on board a ship, except in the following cases where two (2) pilots are required in District No. 2, in particular:
- a) When the safety of navigation so requires;
 - b) On a passenger ship over 100 metres in length;
 - c) On a ship or a composite unit which will probably navigate more than 11 consecutive hours;
 - d) On a ship which will probably navigate for more than 10 hours but less than 11 hours at night between 19:00 and 00:59;
 - e) On a tanker of 40,000 deadweight metric tons or more;
 - f) On a ship of over 74,999 deadweight metric tons;
 - g) During the winter navigation period, no later than January 1st and no earlier than March 15th.
 - h) In pre-winter and post-winter periods, for under performing ships when in ice condition, in transit on the St. Lawrence, between Quebec City and Les Escoumins;
 - i) Between Les Escoumins and Cacouna, when the harbour is ice covered;
 - j) During transit on the Saguenay River from Les Escoumins, when a notice to reduce speed to protect the ice cover issued by the Canadian Coast Guard is in effect;

- k) Departures from Quebec City for tugs undertaking a tow operation within the district;
 - l) Departures from Quebec City by a ship with a draft greater than 11.5 m;
 - m) For voyages from Quebec City to Les Escoumins, two pilots must be assigned to any vessel whose speed is less than 11 knots.
- 3.2 The “pre-winter period” is the period just before the determination of the winter navigation period by the Authority. The pre-winter period is declared by the Authority after consultation with the CPBSL according to the following criteria, in particular:
- 3.2.1 Water temperature;
 - 3.2.2 Speed reduction in the Saguenay River;
 - 3.2.3 Ice formation in the district;
 - 3.2.4 The closing of the Delta anchorage;
 - 3.2.5 Temperature below 0°C at night and during the day for several consecutive days.
- 3.3 The “post-winter period” is the period after the winter navigation period as declared by the Authority, but before the summer navigation period. It is declared by the Authority, after consultation with the CPBSL, typically on March 15, unless particular winter conditions on the St-Lawrence or Saguenay River are still present;
- 3.4 The end of the post-winter period is declared by the Administration after consultation with the CPBSL according to the following criteria, in particular:
- 3.4.1 Water temperature;
 - 3.4.2 Saguenay River is ice free;
 - 3.4.3 Small ice cover in the rest of the district;
 - 3.4.4 Île d’Orléans ice bridge is no longer present;
 - 3.4.5 Opening of Delta anchorage;
 - 3.4.6 No more significant ice in the North Traverse nor large pieces on banks; and
 - 3.4.7 Temperature above 0 C at and day for several consecutive days
- 3.5 Ships identified as performing, according to *17 - Policy on performing Ships for the Purposes of Pre- and Post-Winter Periods in District No. 2*, are not subject to the requirement of having two pilots on board during the pre- and post-winter periods, unless otherwise governed by this policy or the *General Pilotage Regulations*;

4. References

5. Responsibility/Additional Information

- 5.1 This Policy is approved and issued under the authority of the Chief Executive Officer.
- 5.2 The Executive Management, Marine Safety and Efficiency is responsible for the establishment, implementation, maintenance, and continuous improvement of the Policy.
- 5.3 For any comments or inquiries related to the Policy and its application, please contact the following person:

Executive Management
Marine Safety and Efficiency
Laurentian Pilotage Authority
999 boul. De Maisonneuve Ouest, suite 1410
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6. Related Documentation

- 6 – Consultation Policy on the Winter Navigation Period
- 14 – Policy on Safe Trip Duration and Rest Periods for District No. 2
- 17 – Policy on performing Ships for the Purposes of Pre- and Post-Winter Periods in District No. 2

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