

POLICY ON THE NUMBER OF PILOTS REQUIRED ABOARD A SHIP AT ALL TIMES FOR DISTRICTS NOS. 1 AND 1-1

1. Objectives of the Policy

The objective of this Policy is to specify the number of pilots required aboard a ship at all times for navigation safety.

2. Background

To ensure navigation safety, the number of pilots required aboard a ship is determined on the basis of varying parameters, including the type and size of ship, environmental conditions (ice, weather), the expected duration of the transit as well as other relevant factors.

The specific requirements on the number of pilots are set out in Section 35 of the *Laurentian Pilotage Authority Regulations*, among others. This also includes the possibility of requiring two pilots aboard a ship where, owing to the conditions or nature of the voyage, more than one pilot is required to fulfill pilotage duties on the ship.

3. Policy statements and requirements

3.1 Only one pilot is required aboard a ship, except in the following cases where two (2) pilots are required in District No. 1, including:

- a) When required for navigation safety;
- b) On all passenger ships of 100 metres in length or more;
- c) For a ship or composite unit in transit, when the voyage is likely to exceed the safe duration period of a voyage;
- d) When the ship is disabled;
- e) On tankers of 40,000 metric tonnes deadweight or more;
- f) On ships of more than 63,999 tonnes deadweight;
- g) On ships of 240 metres in length or more;
- h) During winter navigation period;
- i) On open deck sailing vessels;
- j) For vessels with breath equal or greater than 32.5 metres.

3.2 Only one pilot at a time is required aboard a ship for a moorage, except in the following cases where two (2) pilots are required, including:

- a) When required for navigation safety;
- b) In District No. 1-1, on all dead ships or ships under tow, of more than one hundred and fifty (150) metres in length, except:
 - (1) If the movage takes place within the same basin; or
 - (2) During movage of a tug and transport barge.

The maximum number of pilots on all towing arrangements is two (2) and, unless the lead tug is subject to compulsory pilotage, both pilots must be on board the ship under tow.

3.3 “Disabled ship” means a ship that is unable to navigate normally due to:

- a) Excessive trim or list;
- b) A defective engine or steering gear;
- c) A lack of normal navigation instruments;
- d) A state rendering it unfit for navigation;
- e) A ship with neither of its two (2) engines operating at 100% capacity;
- f) A ship with a single engine that has one or more defective cylinders;
- g) A ship with a turbocharger problem;
- h) A ship that does not meet the applicable minimum under-keel clearance standards;
- i) A ship with navigation equipment that does not function properly in inclement weather;
- j) A ship with a missing or defective gyrocompass;
- k) A ship with rudder or steering problems;
- l) During the period covered by the *Policy on double pilotage requirements in District No.1 during the pre and post-winter navigation* in sections 3.1 and 3.2, ship with missing or non-functioning navigation equipment.

However, the following are not considered disabled:

- 1) A ship steaming at reduced speed to save fuel or to arrive later at its berth;
- 2) A ship missing a navigation equipment unless in inclement weather situation
- 3) A ship with an out of order generator.

4. References

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

Policy on double pilotage requirements in District No.1 during the pre and post-winter navigation.

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