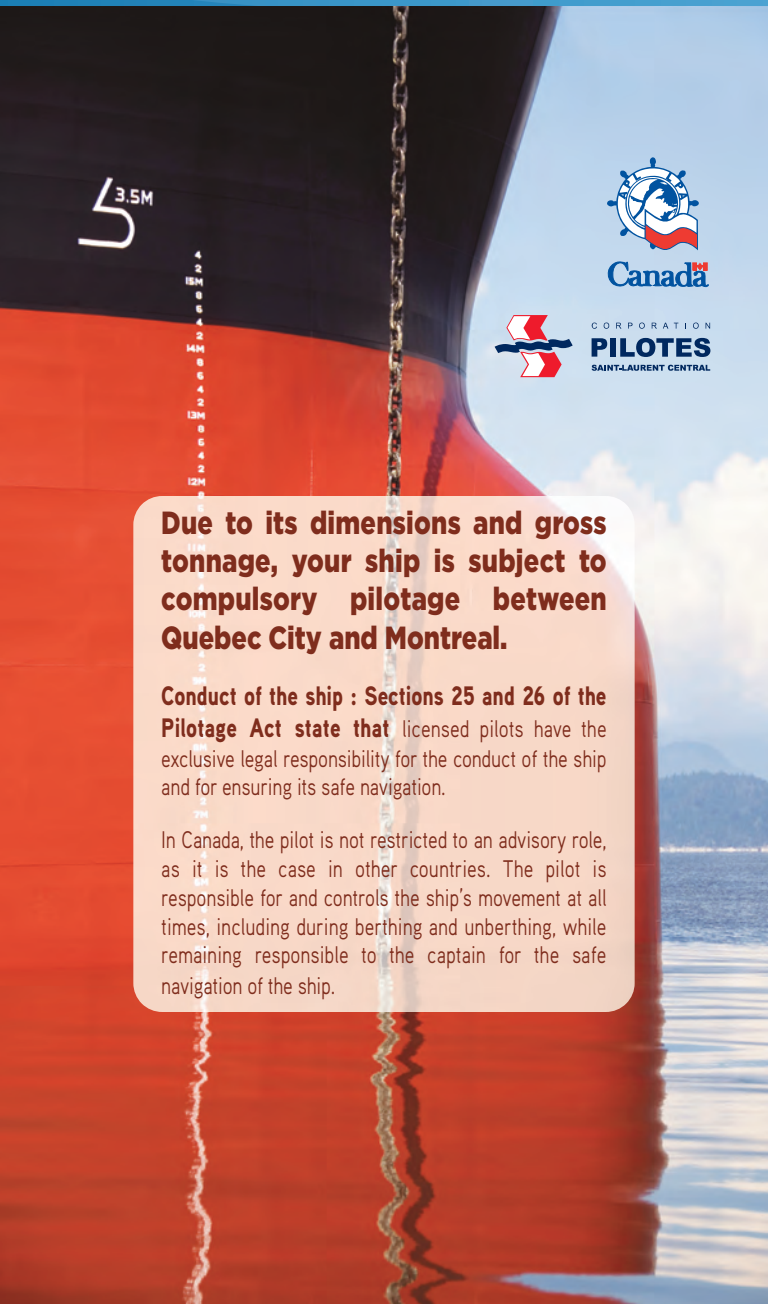
# Pilot-Captain
## INFORMATION EXCHANGE




Canada

CORPORATION
PILOTES
SAINT-LAURENT CENTRAL

**Due to its dimensions and gross tonnage, your ship is subject to compulsory pilotage between Quebec City and Montreal.**

**Conduct of the ship : Sections 25 and 26 of the Pilotage Act state that** licensed pilots have the exclusive legal responsibility for the conduct of the ship and for ensuring its safe navigation.

In Canada, the pilot is not restricted to an advisory role, as it is the case in other countries. The pilot is responsible for and controls the ship's movement at all times, including during berthing and unberthing, while remaining responsible to the captain for the safe navigation of the ship.

# Table of Contents


Anchors 3

Details of anchoring, berthing and unberthing manoeuvres 4

Ice - Presence of ice 4

Large scale and large length vessels 5

Main engine 3

Radars 3

Radio communications 3

Smoke-free environment 5

Steering 3

Transit speed 3

Tugs - Use of tugs 4

Under-keel clearance for manoeuvres alongside 4

**Description of the dredged Shipping Chanel 6**

Quebec to Trois-Rivières

Trois-Rivières to Montreal


May 2013

# INSTRUCTIONS CONCERNING NAVIGATION

## THE CAPTAIN MUST READ THE FOLLOWING INSTRUCTIONS AND ENSURE THAT THE CREW ABIDES BY THEM.

**Steering:** Competent and well-rested helmsmen must be provided.

**Radars:** At least one stabilised radar must be in good operating condition and **made available to the pilot at all times**.

**Anchors:** The anchors must be **ready for deployment at all times**. A member of the crew equipped with a radio must be ready to let the anchors go without notice.

**Main engine:** The main engine must be **ready for manoeuvering at all times** without notice.

**Radio communications:** **The pilot is in charge of radio communications** with MCTS centres and other ships. Because these communications take place **in French**, the pilot must inform the officer of the watch of the traffic expected to be encountered and/or arrangements made for meeting and passing other ships.

**Transit speed:** The ship's transit speed is **determined by the pilot** in accordance with meteorological conditions or other specific considerations.

- The minimum under-keel clearances for ships in transit between Montreal, Trois-Rivières and Quebec City are set out in **Notice to Mariners 264/1995** as amended from time to time by Fisheries and Oceans Canada. These minimum depth clearances take into consideration the precise relationship between ship's speed and squat.

- From Île aux Raisins to the Ste-Anne de Sorel wharf and from the downstream end of Île Saint-Ours to Île aux Vaches, a **voluntary speed reduction is in effect, with the approval of the maritime industry**, to minimise erosion of the banks from wave action. Ships must limit their speed to 12 knots in the water, i.e. 10 knots over the ground when transiting upstream and 14 knots over the ground when transiting downstream.

- The Canadian Coast Guard enforces **mandatory winter speed limits** to protect the ice cover, which helps ensure that the channel current removes ice formed upstream. In specific areas between Trois-Rivières and Montreal, **as determined and broadcasted by the Coast Guard**, the ship's speed is limited to 9 knots over the ground when transiting upstream and 11 knots over the ground when transiting downstream.

**Under-keel clearance for manoeuvres alongside a dock:** For the berthing and unberthing of a ship in port, **the minimum tolerance in effect** for under-keel clearance is **31 centimetres (1 foot)**.

**Details of anchoring, berthing and unberthing manoeuvres:** At an appropriate time during the voyage or prior to departure, the **pilot shall inform the bridge team about the planned manoeuvre**, the number and position of tugs, the handling sequence for mooring lines and any other procedures specifically required under the existing conditions.

**Use of tugs:** Wind strength and direction, the ship's handling characteristics, the under-keel clearance, the strength and direction of the current where the ship is to berth or unberth from, the position of cranes or loading arms on the dock, the presence of other vessels in the vicinity and ice conditions often determine whether the assistance of one or more tugs is required.

**The captain and the pilot must discuss the need for tugs and how many are required**, taking into consideration:

- The protection of the ship
- The protection of port facilities
- The protection of nearby ships
- Issues of health and safety for the crew and for mooring line handling teams
- Environmental protection

**Presence of ice:** In winter conditions, t**he ship must comply with the guidelines set out in Transport Canada's complementary documents** TP 5064 "Ice Navigation in Canadian Waters" and TP 14335F "Winter Navigation on the River and Gulf of St. Lawrence."

**If the ship is equipped with an alternator**, it must not be coupled to the propeller shaft in order to guarantee a stable supply of electricity, notwithstanding the additional load on the engine and propeller shaft caused by navigating through ice.

**Smoke-free environment:** The captain must ensure that the ship's crew complies with the *Non-smokers' Health Act*. The Laurentian Pilotage Authority supports pilots in their desire to work in a smoke-free environment.

## LARGE SCALE AND LARGE LENGTH VESSELS:

**Notice to shipping Q0227/2013** allows large scale and large length vessels to engage in the St-Lawrence waterway between Quebec and Montreal. It defines:

- A **large scale vessel**: A ship whose overall length does not exceed 300.00m and whose width is equal to or greater than 32.50m, but not exceeding 44.00m
- A **large length vessel**: A ship whose overall length is between 270.00m and 300.00m and whose width does not exceed 44.00m.

This Notice is available on the Canadian Coast Guard's website **www.marinfo.gc.ca**

The pilot has in hand the Canadian Coast Guard's document VN-301 **"Directives for the transit of large scale and large length vessels in the St-Lawrence waterway between Quebec and Montreal"**, also available on the above mentioned Marinfo website.

This document contains essential information to **manage safe meeting and overtaking situations involving large scale and large length vessels**, in specific sectors of the navigable waterway which have been identified as medium and high risks sectors.

# **Description** of the dredged Shipping Channel

## Quebec to Trois-Rivières

| | | | |
|---|---|---|---|
| Quebec to: | Bécancour Harbour | | 59 M |
| | Port of Trois-Rivières | | 71 M |
| Channel width: | 245m | | |
| Maintained depth At Chart Datum *: | 11.30m | | |
| | 10.70m | between Q16 & D46 | |
| | 11.00m | between D46 & D77 | |

## Trois-Rivières to Montreal

| | | | |
|---|---|---|---|
| Trois-Rivières to: | Sorel Harbour | | 28 M |
| | Port of Montreal Limit | | 32 M |
| | Port of Montreal Entrance | | 59 M |
| | Saint-Lawrence Seaway | | 63 M |
| Channel width: | 245m | | |
| | 300m | between S2 & S12 | |
| | | S102 & S110 | |
| Maintained depth At Chart Datum *: | 11.30m | | |
| | 11.00m | between M177 & ISH | |
| | 10.70m | between ISH & M207 | |
| | 9.00m | between M187& M192 | |

* *The available water depth in the shipping channel varies under the effect of tides between Quebec and Trois-Rivières and, between Trois-Rivières and Montreal, due to seasonal variations of the river's water level.*