

# Pilot-Captain

## INFORMATION EXCHANGE

## INSTRUCTIONS CONCERNING NAVIGATION

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



**“ Because of its size or tonnage, your ship is subject to compulsory pilotage between Les Escoumins and Quebec, including the Saguenay River.**

**Conduct of the vessel:** The Pilotage Act states that the presence of a pilot is compulsory on Canadian vessels over 3300 gross tons and foreign flag vessels over 35 meters in length. Licensed pilots are responsible for navigating the ship and ensuring its safe navigation.”

In Canada, the pilot is not restricted to an advisory role, as 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.



### General Provisions

- Licensed pilots have exclusive statutory authority for the conduct of the vessel and for ensuring its safe navigation. In Canada, the pilot is not simply an adviser as is the case in other countries. The pilot is responsible for and has control of the vessel's movement at all times, including berthing and unberthing operations, while answering to the captain for the safe navigation of the vessel.
- The pilot is in charge of radio communications with the MCTS and other vessels. Since communications are carried out in French, the pilot must inform the master or officer of the watch about traffic conditions, agreements with other vessels for meeting and passing, and all other relevant matters.
- The master must be able to provide competent and well-rested helmsmen at all times. Use of an AutoTrack steering and speed control system is prohibited.
- The speed of the vessel under the conduct of the pilot must be adapted at all times to the prevailing circumstances, taking into account, among other things, the Rules of the Road, Notices to Mariners, Notices to Shipping, temporary speed restrictions for the safety of individuals, the protection of marine mammals, infrastructures, works, ice cover, etc. Special attention must be paid to fast-moving vessels and vessels that produce high waves.
- The captain must ensure that the crew of the vessel complies with the Non-Smokers' Health Act. The Laurentian Pilotage Authority supports the pilots' desire to work in a smoke-free environment.
- Safety standards, published jointly by the CLSLP and the LPA, are available at [www.cbbsl.ca](http://www.cbbsl.ca) / and [www.pilotagestlaurent.gc.ca](http://www.pilotagestlaurent.gc.ca)

### 1) Seasonal Conditions

Winter ice conditions in the Saguenay River can be severe enough to cause damage to vessels, even those with an ice class rating.

The following topics will be discussed:

Presence of ice, fog, marine mammals, buoyage (winter, summer), dredging in the Traverse, and others

### 2) Specifics of the Pilotage Mission

In accordance with the under-keel clearance table for the North Traverse published in ATL 111, a sufficient under-keel clearance margin must be maintained at all times and for all vessels transiting the North Traverse.

Work sharing between pilots: When two pilots are assigned to a vessel, they must share the work based on the anticipated specifics of the pilotage mission.

The pilot must promptly inform the master or officer of the watch of any situation or change that may have an impact on the pilotage mission.

The following topics will be discussed:

- Tides and currents
- Transit channels
- Relevant water levels
- Expected delays
- Boarding device
- Use of tugboats and berthing and unberthing procedures
- General vessel conditions: engine cooling, bridge equipment, anchors...