

PORT INFORMATION GUIDE

PRINCE RUPERT
DECEMBER 2017



PRINCE RUPERT
PORT AUTHORITY

LINKING A WORLD OF OPPORTUNITY



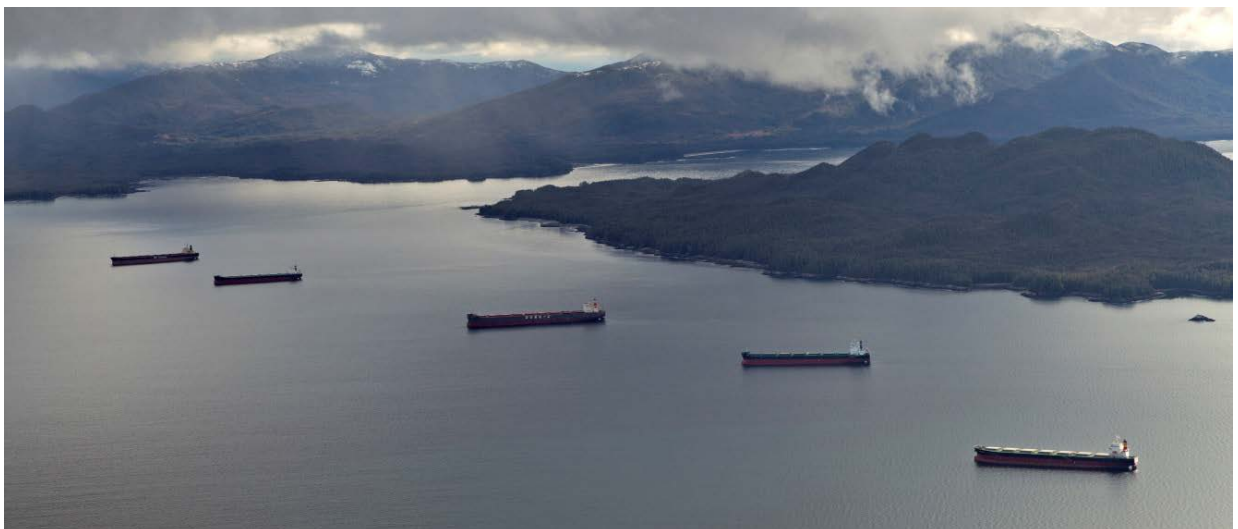
Cover page: Fairview Container Terminal, City of Prince Rupert, and Inner Harbour



Ridley Island and Porpoise Harbour



Prince Rupert Outer Harbour



Outer Harbour Anchorages



Deep water channel looking to Outer Harbour from Fairview Terminal



Prince Rupert Inner Harbour Anchorages

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GENERAL INTRODUCTION

This book has been written for Masters of seagoing vessels, shipping lines, publishers of nautical information and any other party that needs nautical information. This Port Information Guide contains the PRPA Practices and Procedures pursuant to [Section 56](#)¹ of the Canada Marine Act. These Practices and Procedures apply to vessels within the port limits of Prince Rupert and to all persons responsible for the planning, operation, conduct and safe navigation of such vessels.

LEGAL DISCLAIMER

The Prince Rupert Port Authority (PRPA) makes every effort to make and maintain the contents of this document as up-to-date, accessible, error-free and complete as possible; however, the correctness and completeness of these contents cannot be guaranteed. PRPA accepts no liability whatsoever for the occurrences and or consequences of errors, faults or incompleteness or any other omission in connection with the information provided by this document. In case of any discrepancies or inconsistencies between this document and the applicable legislation, including the port by-laws, the latter will prevail. Any substantive change to port by-laws would be reflected in amendments to this manual as soon as practicable.

CONTACT PORT

Prince Rupert Port Authority is a port authority established pursuant to the Canada Marine Act, S.C. 1998 C. 10 as amended and is registered in the International Maritime Organization (IMO) Global Integrated Shipping Information System (GISIS) with the Port Identification Number 221514 and the United Nations (UN) Locator code CAPRR.

CONTACT PERSON FOR PORT INFORMATION

Contact the Port Security Operations Centre, 24/7 +1-250-627-2522

WEBSITE OF THE PORT

www.rupertport.com

WEBSITE OF THIS DOCUMENT

<http://www.rupertport.com>

¹ <http://laws-lois.justice.gc.ca/eng/acts/C-6.7/page-20.html>

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ABBREVIATIONS

ISPS Code	The International Ship and Port Facility Security Code, as incorporated into SOLAS (Code ISPS)
AIS	Automatic Identification System
BCCP	British Columbia Coast Pilots
CBSA	Canada Border Services Agency also referred to as: Customs, Canada Customs
CCG	Canadian Coast Guard
CHS	Canadian Hydrographic Services
CIP	Calling-in Point
Collision Regulations	International Regulations For Preventing Collisions at Sea, 1972, with Canadian Modifications
IMO	International Maritime Organization
LNG	Liquefied Natural Gas
LOA	Length Overall

MARSEC Level I	The level for which minimum security procedures are maintained at all times
MARSEC Level II	The level for which security procedures additional to those of MARSEC Level I are maintained for a limited period as a result of heightened risk of a security threat or security incident
MARSEC Level III	The level for which security procedures additional to those of MARSEC Level I and MARSEC Level II are maintained for a limited period when a security threat or security incident is probable or imminent regardless of whether the specific target is identified
MCTS	Prince Rupert Marine Communications and Traffic Services Centre also referred to as: Prince Rupert Traffic, VTS, Vessel Traffic Service
MFSO	Marine Facility Security Officer
MTSR	Marine Transportation Security Regulations
Occasional-use Marine Facility	A marine facility that, in a calendar year, has 10 or fewer interfaces with vessels to which Part 2 applies where no more than 5 of those interfaces involve a vessel on a fixed schedule with the facility
PPA	Pacific Pilotage Authority
PRPA	Prince Rupert Port Authority also referred to as: the Authority, Port Authority
PSOC	Port Security Operations Centre
TC	Transport Canada
Tonne	Refers to one metric tonne equivalent to 1000 kilograms
UKC	Under Keel Clearance
WCMRC	Western Canada Marine Response Corporation

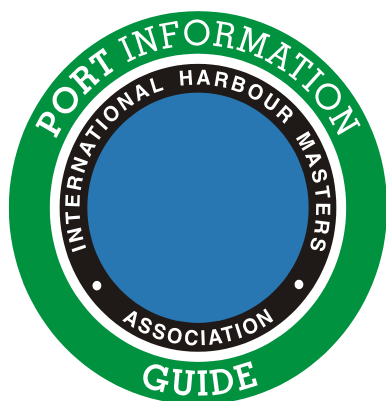
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Date	Page	Correction subject	Source
Aug 2016		Multiple hyperlink updates	
Aug 2016	92	16.9 Surveyors updated	
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July 2017	81	11.4 Tugs section updated	
July 2017	100	16.10 Shipping Agents section updated	



Prince Rupert Port Authority Harbour Patrol Vessel, call sign Charles Hays

1 Foreword Harbour Master



PART I | 1. FOREWORD HARBOUR MASTER

1.1 GENERAL

Welcome to the Port of Prince Rupert, Canada's leading edge port, ideally situated on Canada's pristine Northwest coast of British Columbia. The port's boundaries extend from Tuck Inlet, north of Prince Rupert, to the south of Kitson Island and westward past the Kinahan Islands and include Porpoise Harbour to the east.

As Harbour Master for the Prince Rupert Port Authority (PRPA or the Authority), it is my responsibility to ensure that every vessel transiting our harbour and calling on our terminals does so in a safe, efficient and sustainable manner. My office is responsible for coordinating efficient operations in collaboration with our many local and government partner agencies, which includes oversight of all port-related security and environmental initiatives regarding vessels and cargo. This is done by a staff of over 20 dedicated professionals, whether on the water on our purpose built harbour patrol vessel or from our Port Security Operations Centre (PSOC) operating 24/7, 365 days a year.

The Port of Prince Rupert is well known for its proximity to Asia and as a vital link between the world's most dynamic and fastest growing economies. We've also gained a reputation for the inherent safety found in our naturally deep and ice-free harbour, straightforward and open approaches to ocean shipping lanes, and our ability to accommodate a diversity of vessels that continue to grow every year. Building upon those natural advantages, the Port of Prince Rupert is constantly innovating new best practices and procedures to ensure we are exceeding the expectations of the marine industry and the communities in which we operate.

1.2 PORT REPORT

As North America's closest port to Asia by up to three days, the Port of Prince Rupert is strategically located directly on the Great Circle Route to and from Asia. Shipping traffic continues to grow with over 460 seagoing vessels in 2016 handling over 19 million tonnes of goods. Major cargoes currently handled at the port include containers, coal, grain, wood pellets, specialty cargoes and logs with plans being developed to include LNG, LPG and other bulk commodities.

The Port of Prince Rupert has the deepest natural Harbour in North America with a wide entrance into the inner Harbour ranging in charted depth between 34-44 metres. There are no air draught restrictions and the Port is ice free year round.

Prince Rupert is on the cusp of rapid expansion with several projects underway. In preparation for the projected growth, the PRPA Operations Department and Harbour Master's office is currently constructing a new state of the art Port Security Operations Centre to enhance safety, security, efficiency and sustainability of the Port.

1.3 PORT PERFORMANCE

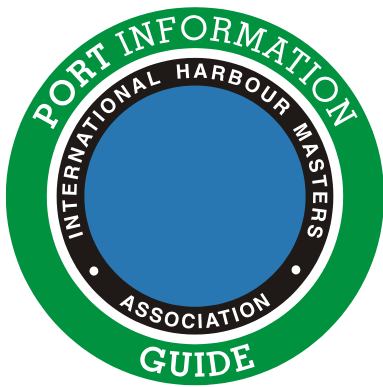
The PRPA measures several performance statistics on a monthly basis which are published [here](http://www.rupertport.com/shipping/performance).² Examples of these statistics include import/export TEUs, tonnage of various cargoes, and number of embarking/disembarking passengers.

² <http://www.rupertport.com/shipping/performance>

PART I | 1. FOREWORD HARBOUR MASTER

Even with the notable growth in cargo throughput, ship calls, and vessel movements, the number of nautical incidents remains very low and the PRPA will continue to maintain that superior level of safety even as throughput is projected to increase to 33 million tonnes of cargo in 2019.

2 Contact Information and Regulations



PART I | 2. CONTACT INFORMATION AND REGULATIONS

2.1 GENERAL

The Harbour Master's Office (the Operations Department of the Prince Rupert Port Authority) is co-located with the Port Security Operations Centre (PSOC), at 200-215 Cow Bay Road, Prince Rupert, British Columbia, which is located in the Cow Bay area, north of downtown Prince Rupert, upstairs in the Atlin Terminal.

Postal address: 200-215 Cow Bay Road, Prince Rupert, British Columbia Canada V8J 1A2

For international callers the Telephone Country Code for Canada is +1.

2.2 CONTACT INFORMATION

Within the Harbour Master's Office and Operations Department of PRPA, the relevant operational section is the Port Security Operations Centre (PSOC).

PORT SECURITY OPERATIONS CENTRE (PSOC)

The PSOC is continuously staffed in order to centrally receive and handle operational maritime requests, questions, messages and reports on behalf of the Harbour Master and Operations Department of PRPA.

For notifications such as ETA, ETD of ships and reports regarding port security, spills, emergencies etc. please contact the PSOC.

For questions related to port security, maritime operations, drills, requests, messages, incident reports and repairs, please contact the PSOC.

CONTACTING THE PSOC

Telephone: 250-627-2522

Fax: 250-627-2622

Email: psoc@rupertport.com

VHF 68

The PSOC's primary responsibility is for the safe, secure and efficient operations of shipping traffic. This is achieved through assigning berths and anchorages in the port area, enforcing regulations, patrolling the port area and keeping traffic ways clear and coordinating information on traffic movements.

This department executes the Prince Rupert Port Authority's Practices and Procedures in accordance with the Canada Marine Act. Prince Rupert Marine Communications and Traffic Services Centre (MCTS) provides all the necessary information regarding positions of ships and traffic movement on VHF 71.

2.3 RULES AND REGULATIONS

The rules and regulations in the port contribute to the safe, efficient, and environmentally responsible handling of shipping traffic. The international rules of the International Maritime

PART I | 2. CONTACT INFORMATION AND REGULATIONS

Organization (IMO), such as the [SOLAS convention](#)³ as amended and its supporting codes (e.g. the [IMDG code](#)⁴ and [IBC code](#)⁵), the [Canada Marine Act](#),⁶ and the [Marine Transportation Security Regulations \(MTSR\)](#)⁷ are in force in the Port of Prince Rupert. Furthermore, this Port Information Guide contains the PRPA Practices and Procedures pursuant to [Section 56](#)⁸ of the Canada Marine Act. These Practices and Procedures apply to vessels within the port limits of Prince Rupert and to all persons responsible for the planning, operation, conduct and safe navigation of such vessels. Safety and security zones have been defined in section 8.5.

The Canadian Coast Guard (CCG) [Notices to Mariners \(NOTMAR\)](#)⁹ provides necessary information to update all charts and nautical publications. It will advise you of new initiatives, services and also some important announcements concerning the maritime community. Notices to Shipping – See Section 7.13.

In accordance with the Canada Marine Act and the [Port Authorities Operations Regulations](#)¹⁰ the Port Authority will direct any entry, departures, anchorages, berthing, and movements.

APPLICABLE REGULATIONS

[Canada Marine Act \(S.C. 1998, c. 10\)](#)¹¹
[Canada Shipping Act, 2001 \(2001, c. 26\)](#)¹²
[Canada Transportation Act \(S.C. 1996, c. 10\)](#)¹³
[Coasting Trade Act \(S.C. 1992, c. 31\)](#)¹⁴
[Marine Transportation Security Act \(S.C. 1994, c. 40\)](#)¹⁵
[Canada Customs Act \[R.S.C., 1985, c. 1 \(2nd Supp.\)\]](#)¹⁶
[Navigable Waters Protection Act \(R.S.C., 1985, c. N-22\)](#)¹⁷
[Pilotage Act \(R.S.C., 1985, c. P-14\)](#)¹⁸
[Transportation of Dangerous Goods Act, 1992 \(c. 34\)](#)¹⁹
[Marine Transportation Security Regulations \(MTSR\)](#)²⁰
[Cargo, Fumigation and Tackle Regulations \(SOR/2007-128\)](#)²¹
[Port Authorities Management Regulations \(SOR/99-101\)](#)²²

³ [http://www.imo.org/About/Conventions/listofconventions/pages/international-convention-for-the-safety-of-life-at-sea-\(solas\),-1974.aspx](http://www.imo.org/About/Conventions/listofconventions/pages/international-convention-for-the-safety-of-life-at-sea-(solas),-1974.aspx)

⁴ http://www.imo.org/blast/mainframe.asp?topic_id=158

⁵ http://www.imo.org/blast/mainframe.asp?topic_id=1174

⁶ <http://laws-lois.justice.gc.ca/eng/acts/C-6.7/>

⁷ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2004-144/>

⁸ <http://laws-lois.justice.gc.ca/eng/acts/C-6.7/page-20.html>

⁹ <https://www.notmar.gc.ca/index-en.php>

¹⁰ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2000-55/page-1.html>

¹¹ <http://laws-lois.justice.gc.ca/eng/acts/C-6.7/>

¹² <http://www.tc.gc.ca/eng/acts-regulations/acts-2001c26.htm>

¹³ <http://lois-laws.justice.gc.ca/eng/acts/C-10.4/>

¹⁴ <http://lois-laws.justice.gc.ca/eng/acts/C-33.3/>

¹⁵ <http://lois-laws.justice.gc.ca/eng/acts/M-0.8/>

¹⁶ <http://laws-lois.justice.gc.ca/eng/acts/C-52.6/>

¹⁷ <http://laws-lois.justice.gc.ca/eng/acts/N-22/>

¹⁸ <http://laws-lois.justice.gc.ca/eng/acts/P-14/>

¹⁹ <http://www.tc.gc.ca/eng/acts-regulations/acts-1992c34.htm>

²⁰ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2004-144/>

²¹ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-128/>

²² <http://lois-laws.justice.gc.ca/eng/regulations/SOR-99-101/index.html>

PART I | 2. CONTACT INFORMATION AND REGULATIONS

[Port Authorities Operations Regulations \(SOR/2000-55\)](#)²³

[Collision Regulations \(C.R.C., c. 1416\)](#)²⁴

[Transportation Safety Board Regulations](#)²⁵

[Plant Protection Policy for Asian Gypsy Moth](#)²⁶

PORT TARIFF

Information regarding the Port of Prince Rupert current Port Tariff can be found [here](#).²⁷

GREEN WAVE

Green Wave is an environmental incentive program which offers reduced harbour dues to vessels that have implemented emission reduction measures and/or other environmental practices to improve their environmental performance. Vessels can qualify for one of three tier levels above the base rate based on environmental performance. Outlined [here](#)²⁸ are the three tiers and necessary criteria to qualify for a discounted rate.

NORTH AMERICAN EMISSION CONTROL AREA (NA-ECA)

The North American Emission Control Area (NA-ECA) is a program to help limit emissions from ships by requiring vessels to burn fuel with a lower content of sulphur in waters up to 200 nautical miles from the coast of Canada. More information can be found [here](#).²⁹

2.4 EXEMPTIONS AND PERMITS

The Harbour Master can grant exemptions from specific regulations. Permission can also be granted for special activities such as repairs, cleaning or drills. Contact the PSOC for permissions. Forms for Dangerous Goods, Diving, and Hot Work can be completed online or downloaded from [here](#).³⁰

2.5 RECENT IMPORTANT AMENDMENTS TO LAW

New regulations for Vessel Air Emissions, Ship to Ship Transfers of Oil, and Greywater can be found in [Transport Canada Ship Safety Bulletin 06/2013](#).³¹

New regulations regarding Importing Wireless Equipment into Canada can be found in Innovation, Science and Economic Development Canada's [Consumer Information](#).³²
New entry requirement now in effect: visa-exempt foreign nationals who fly to or transit through Canada need an Electronic Travel Authorization (eTA). Exceptions include U.S. citizens and travelers with a valid Canadian visa. Further information can be found [here](#).³³

²³ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2000-55/page-1.html>

²⁴ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

²⁵ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-92-446/index.html>

²⁶ <http://www.inspection.gc.ca/plants/plant-protection/directives/date/d-95-03/eng/1321945111492/1321945344965>

²⁷ <http://www.rupertport.com/operations/tariff>

²⁸ http://www.rupertport.com/greenwave_about_2016.pdf

²⁹ http://www.imo.org/blast/blastDataHelper.asp?data_id=28815&filename=190%2860%29.pdf

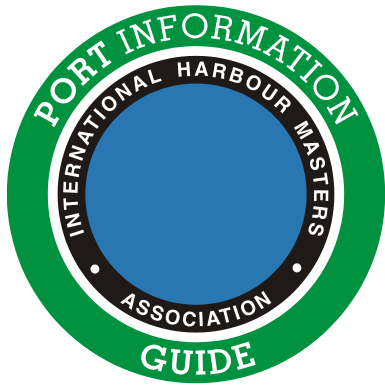
³⁰ <http://www.rupertport.com/operations/permits>

³¹ <https://www.tc.gc.ca/media/documents/marinesafety/SSB-06-2013E.pdf>

³² <http://www.ic.gc.ca/eic/site/smt-gst.nsf/eng/sf10049.html>

³³ http://www.cic.gc.ca/english/visit/eta.asp?utm_source=slash-eta&utm_medium=short-url&utm_campaign=eta

3 Arrival and Departure Checklists



PART II | 3. ARRIVAL AND DEPARTURE CHECKLISTS

3.1 GENERAL

Every vessel either in or seeking to enter the harbour is subject to the orders of the Authority in respect of its entry, departure, draught, berth, anchorage, location, speed, direction and means and method of movement, whether or not such orders are issued through or by a Canadian Coast Guard Vessel Traffic Centre.

For a quick reference of when and what to report please consult the checklists mentioned below.

3.2 ARRIVAL CHECKLISTS

All vessels over 350 gross tonnes that are not a pleasure craft and every pleasure craft over 500 gross tonnes (subject to compulsory pilotage) and are proceeding to any Prince Rupert terminal or anchorage, must give at least 96 hours' notice by submitting the Port Authority's Notice of Arrival (NOA), normally through vessel Agent.

Ships calling at Prince Rupert terminals should refer to the Port Sections Guide at the end of this document for specific terminal information and arrival maneuvering instructions.

Other arrival requirements are outlined in the checklist below.

	Time	Report	How
1	ETA – 96 hours to Canadian waters	Pre-Arrival Information Report (PAIR), see 4.4 and 4.5	Master to TC
2	ETA – 96 hours Triple Island Pilot Station	Dangerous Goods, see 4.8	Agent to PRPA
3	ETA – 96 hours Triple Island Pilot Station	Notice of Arrival, see 4.5	Agent to PRPA
4	ETA – 48 hours Triple Island Pilot Station	ETA to PPA, see 11.3	Agent to PPA
5	ETA – 24 hours to Triple Island Pilot Station	Marine Cargo Report to CBSA, see 4.4	Agent to CBSA
6	When crossing mandatory Call-in-Points (CIP)	Name, CIP, ETA to next CIP	Master to MCTS
7	ETA – 1 hour Triple Island Pilot Station	Initial call to Pilot on VHF 17	Master to Pilot
8	On arrival at Triple Island Pilot Station	Call to VTS on VHF 71 see 11.2	Master to MCTS

*Abbreviations may be referenced on pages 9-10

PART II | 3. ARRIVAL AND DEPARTURE CHECKLISTS

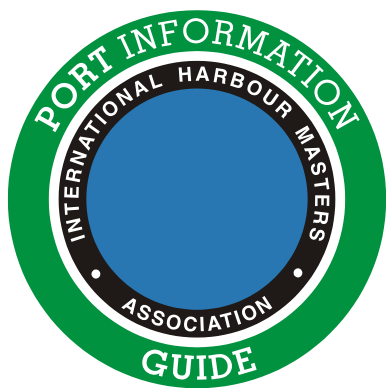
3.3 DEPARTURE CHECKLISTS

For all vessels over 350 gross tonnes that are not a pleasure craft and every pleasure craft over 500 gross tonnes (subject to compulsory pilotage) departing from any Prince Rupert terminal or any anchorage, the vessel must give notices of departure as outlined in the checklist below.

Ships departing from any Prince Rupert terminal should refer to the Port Sections Guide for specific terminal information and departure maneuvering instructions.

	Time	Report	How
1	ETD – 24 hours	ETD, see 4.6	Master/Agent to PRPA
2	ETD – 12 hours	ETD for PPA, see 4.6	Master/Agent to PPA
3	ETD – 6 hours	ETD revisions to PPA, see 4.6	Master/Agent to PPA
4	ETD – 3 hours	Dangerous goods, see 4.8	Agent to PRPA
5	15 minutes prior to departure	VTS VHF 71	Master to MCTS
6	On departure	VTS VHF 71, see 11.2	Master to MCTS

4 Notification



PART II | 4. NOTIFICATION

4.1 GENERAL

Masters of ocean-going vessels arriving at, staying in, or departing from the Port of Prince Rupert are obliged to make previous notification on a variety of subjects as outlined in this section.

4.2 HEALTH

Advanced radio notification to a quarantine station applies only if a condition of health irregularity occurs onboard. Masters should acquaint themselves with Section 12 of the [Quarantine Regulations](#).³⁴ Prince Rupert has a full service hospital, as well as medical service to larger metropolitan areas.

Vessels with individuals suffering from a communicable disease, or have been in close contact with someone with a communicable disease are obligated to inform the Vessel Agent prior to arrival in Canada, who in turn is obligated to inform a Canada Border Services Agency (CBSA) officer or a quarantine officer; the officer will then determine if there is a requirement for further assessment.

4.3 IMMIGRATION

Starting in December 2013, citizens from certain [countries/territories](#)³⁵ will need to give biometrics (fingerprints and photograph) when they apply for a visa. Depending on citizenship, individuals that plan to travel through Canada without stopping or those who are visiting for 48 hours or less may require a transit visa. A transit visa may not be required if travel is from the United States. See [Transit Without Visa Program](#)³⁶ or the [China Transit Program](#)³⁷ for details.

CREW MEMBERS WHO WISH TO GO ASHORE

All crew members that have cleared Customs through the Canada Border Services Agency (CBSA) are permitted to proceed ashore subject to the following:

SHORE LEAVE AT MARSEC I

- Vessels at anchor will provide the MFSO a list of all crew members aboard the vessel. Crew manifest must be presented to the MFSO via email to: psoc@rupertport.com. Any vessel failing to provide this list will not be granted permission for shore leave while the ship is at anchor.
- Vessels wishing to lighter passengers or crew ashore, whether by life boat or water taxi, must provide two (2) hours advance notification to the Port Security Operations Centre via telephone (250) 627-2522 or VHF 68. Lightering by life boat is permitted only at the Northland Cruise Ship Terminal (see picture following this section). Shore leave by life boat is restricted to the inner harbor anchorages during daylight hours only and is weather dependent. Shore leave by water taxi (inner or outer anchorages) is permitted between the hours of 0800 and midnight.

³⁴ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1368/page-1.html

³⁵ <http://www.cic.gc.ca/english/visit/biometrics.asp>

³⁶ <http://www.cic.gc.ca/english/department/twov/index.asp>

³⁷ <http://www.cic.gc.ca/english/department/ctp/eligibility.asp>

PART II | 4. NOTIFICATION

- When at the Northland Cruise Ship Terminal, crew are to remain with their life boat until cleared to proceed by PRPA security. All crew seeking shore leave must present photo identification which will be checked against the crew list for verification. Any crew member not in possession of proper photo identification will be required to return to the ship.
- Upon returning to the Northland Cruise Ship Terminal, crew are to contact the Port Security Operations Centre via the intercom located by the main door. PRPA security will attend, check identification and escort the crew back to their life boat.
- Lightering by life boat is not permitted when a cruise ship is alongside the Northland Cruise Ship Terminal. In these situations, shore leave must be conducted by water taxi.



SHORE LEAVE AT MARSEC II

- All requests for shore leave must be received by the Port Security Operations Centre at least 24 hours in advance.
- Should a water taxi be used to lighter passengers or crew members from a vessel at anchor, the water taxi must only transport to/from the Cow Bay Marina.

SHORE LEAVE AT MARSEC III

- There will be no shore leave authorized while at MARSEC III.

PASSENGERS

Any passengers onboard will be required to clear Customs through CBSA at the same time as the rest of the crew.

Passengers may proceed ashore subject to the same restrictions as crew.

PART II | 4. NOTIFICATION

4.4 CUSTOMS

Prince Rupert is a port of entry and as such has customs facilities operated by [Canada Border Services Agency \(CBSA\)](#).³⁸ The [Advance Commercial Information \(ACI\)](#)³⁹ program requires marine carriers to electronically transmit vessel and cargo information in advance of arrival at the first port in Canada. Reporting timeframes, which vary depending on the type of cargo and origins, are outlined on this link. Recreational boaters can call 1-888-CAN-PASS (1-888-226-7277).

PRE-ARRIVAL INFORMATION REPORT (PAIR)

Note: Pursuant to Marine Transportation Security Regulations, the following pre-arrival information requirement does not apply to fishing vessels, pleasure craft and government vessels.

The Master of the vessels listed below, engaged on a voyage from a port in one country to a port in another country, shall ensure their vessel does not enter Canadian waters unless the Master submits their Pre-Arrival Information Report (PAIR) to [Transport Canada MARSEC West](#)⁴⁰ before entering Canadian waters

Vessels required to submit a PAIR to Transport Canada:

- SOLAS (International Convention for the Safety of Life at Sea) vessel of 500 tonnes gross tonnage or more or is carrying more than 12 passengers;
- NON-SOLAS vessel that is more than 100 tonnes gross tonnage, other than a towing vessel;
- NON-SOLAS vessel that carries more than 12 passengers; or
- NON-SOLAS vessel that is a towing vessel engaged in towing a barge astern or alongside or pushing ahead, if the barge is carrying certain dangerous cargoes.

CANADA'S MARITIME ZONES

Canada measures its territorial waters from baseline (low water line).

[Canadian Territorial Sea](#)⁴¹ consists of a belt of sea 12 nautical miles from the low-water line (baseline) along Canada's coast.

The [contiguous zone of Canada](#)⁴² consists of an area of sea from 12 nautical miles to an outer limit of 24 nautical miles from the low-water line (baseline). Federal law enforcement officials may prevent the entry of person(s) in the contiguous zone of Canada from entry into Canada if there is reasonable grounds to believe an offence may be committed.

The [exclusive economic zone of Canada](#)⁴³ consists of an area of the sea beyond and adjacent to the territorial sea of Canada extending to 200 nautical miles from low-water line along Canada's coast.

³⁸ <http://www.cbsa-asfc.gc.ca/do-rb/offices-bureaux/437-eng.html>

³⁹ http://www.cbsa-asfc.gc.ca/prog/aci-ipecc/marmode_menu-eng.html

⁴⁰ marsecw@tc.gc.ca

⁴¹ <http://laws-lois.justice.gc.ca/eng/acts/O-2.4/page-2.html>

⁴² <http://laws-lois.justice.gc.ca/eng/acts/O-2.4/page-2.html>

⁴³ <http://laws-lois.justice.gc.ca/eng/acts/O-2.4/page-4.html>

PART II | 4. NOTIFICATION

4.5 ETA

Who	What	To	How	When	Remarks
Master of vessels listed in 4.4	Pre-Arrival Information Report (PAIR)	Transport Canada	Email ⁴⁴ report	96 hours prior to entering Canadian waters	PAIR PDF
Master of vessels listed in 4.4	NOA	PSOC	Email ⁴⁵ form	Prior to 96 hours from Triple Island Pilot Station (54°19.00' N, 130° 53.10' W)	ETA changes of 30 minutes or more must be reported
Agent of vessels listed in 4.4	NOA	PRPA Harbour Master	Electronic ⁴⁶ submission	Prior to 96 hours from Triple Island Pilot Station (54°19.00' N, 130° 53.10' W)	ETA changes of 30 minutes or more must be updated
Agent of vessels listed in 4.4	Dangerous Goods	PSOC	Online application ⁴⁷	Prior to 96 hours from Triple Island Pilot Station (54°19.00' N, 130° 53.10' W)	Nil

4.6 ETD

Agents and/or Master must give the Port Authority as much notice as possible with the intended sailing time and any revisions to the estimated time of departure.

LNG, LPG carriers and liquid bulk tankers must give a minimum of 24 hours' notice of the intended time of departure so escort vessels can be arranged.

4.7 SECURITY

All vessels over 350 gross tonnes that are not a pleasure craft and every pleasure craft over 500 gross tonnes (subject to compulsory pilotage) that are proceeding to any Prince Rupert terminal or anchorage must provide a copy of each of the following documents:

⁴⁴ marsecw@tc.gc.ca

⁴⁵ psoc@rupertport.com

⁴⁶ <https://pems.rupertport.com>

⁴⁷ <http://www.rupertport.com/operations/permits>

PART II | 4. NOTIFICATION

- International Ship Security Certificate (ISSC)
- Crew list
- Passenger list
- Attendance list

4.8 DANGEROUS GOODS

All Dangerous Goods that move through the Port of Prince Rupert must be pre-approved by the PRPA. This is done by accurately completing this [online permit application](#)⁴⁸ and receiving a confirmation email by the approving authority. Vessels with explosives on board shall not enter, leave, or remain in the harbour, except with the prior permission of the Port Authority.

Any additional information regarding goods entering or leaving from Port Edward Harbour Authority facilities may be obtained from their [website](#)⁴⁹.

4.9 WASTE

All waste removal must be coordinated through the Vessel Agent including garbage, oily water/bilge fluids, grey water, black water, and hazardous material. Arrangements must be communicated in writing to the [PSOC](#)⁵⁰ by the Agents and/or Masters prior to removal.

4.10 IOPP

All vessels requiring an IOPP Certificate must ensure that a valid, in date copy is sent to the [PSOC](#)⁵¹ 24 hours prior to arrival to Prince Rupert.

4.11 EXPLANATION OF REPORTING CODES

Not applicable.

4.12 MARINE MAMMAL CRITICAL HABITAT

British Columbia's coastal ecosystem sustains populations of whales, porpoises and dolphins (cetaceans). Marine mammals common to BC's coast include southern and northern resident killer whales, humpback, fin, blue and sei whales. Fisheries and Oceans Canada (DFO) has published Species at Risk Act Recovery Strategies and Action Plans for a number of at-risk whale species in the region designating critical habitat. Information can be found [here](#).⁵²

We are committed to conducting operations in a responsible and sustainable manner that safeguards and promotes continual protection of the environment. For these reasons, the Port of Prince Rupert Marine Mammal program has been developed.

⁴⁸ <http://www.rupertport.com/operations/permits>

⁴⁹ <http://peharbour.ca/>

⁵⁰ psoc@rupertport.com

⁵¹ psoc@rupertport.com

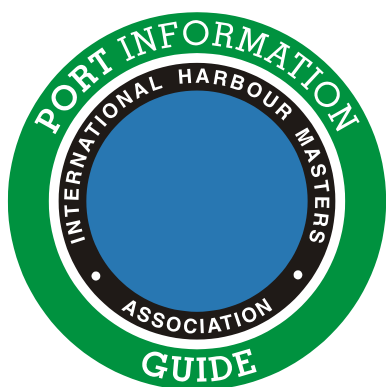
⁵² <http://www.sararegistry.gc.ca/default.asp?lang=En&n=C2460344-1>

PART II | 4. NOTIFICATION

- *Alerting Marine Pilots of whales in the shipping routes:* Marine Pilots are already advised to report whale sightings to Marine Communication and Traffic Services (MCTS). PRPA will continue to work with MCTS and the BC Coast Pilots to report sightings. If a whale or group of whales is known to be present in the shipping route, MCTS will advise pilots and every precaution will be made to avoid them, assuming this does not put the safety of the vessel at risk. In addition, where practical, PRPA requests float plane operators (via the Harbour Master's office) also report whale sightings inside Harbour limits to MCTS. Tug operators will also be looking out for whales, increasing the chance that they may be detected in time to avoid ship strikes.
- *Prince Rupert Port Operations Committee:* this Committee has representation from the following marine operators and stakeholders—Marine Communication and Traffic Services, Coast Guard, Pilots, Pacific Pilotage Authority, Tug operators, ship's agents, etc.). PRPA will continue to remind marine partners of the reporting procedures that are in place, and the need to be vigilant with regard to marine mammal mitigation and reporting.

Vessels navigating within the Port of Prince Rupert and its approaches are required to navigate with care including reporting events of marine mammals as per Section 6.2 of the Port Information Guide.

5 Documentation



PART II | 5. DOCUMENTATION

5.1 GENERAL

PRPA places importance on complying with rules and regulations. Therefore the vessel could be subject to inspection by Transport Canada, Port State Control, Canadian Food Inspection Agency (CFIA), and the Port Authority. To ensure smooth operations, we advise vessels to keep the following documentation and certificates (or certified copies of certificates) available at all times.

5.2 REQUIRED DOCUMENTATION, TO BE AVAILABLE AT ALL TIMES

FOR GENERAL CARGO VESSEL/BULK CARRIER

IOPP (International Oil Pollution Prevention Certificate)
 SOPEP (Ship Oil Pollution Emergency Plan)
 Garbage record book
 Oil record book Part I
 Document of Compliance (in respect to dangerous goods)
[Dangerous goods permit](#)⁵³
 Documentation regarding fumigant used to fumigate bulk cargoes
 International Air Pollution Certificate
 Bunkering Receipt
 Ballast Water Management Transport Canada
 Updated Charts # 3957, 3958, and 3955
 Notice to Shipmaster document
 Vessel Arrival Package (supplied by Agent)
 Ship Energy Efficiency Management Plan (SEEMP)
 Hull and prop maintenance logs
[International Sewage Pollution Prevention Certificate](#)⁵⁴
 Ship Membership Agreement with Western Canada Marine Response Corporation
 Phytosanitary Certificate for Asian Gypsy Moth

FOR OIL/CHEMICAL/GAS CARRIER

IOPP (International Oil Pollution Prevention Certificate)
 SOPEP (Ship Oil Pollution Emergency Plan)
 Garbage record book
 Oil record book Part I and II
 Certificate of Fitness chemical/gas, including product list
 Procedures and arrangements manual
 Cargo record book
 Safety checklist of Port of Prince Rupert
 Material safety datasheet(s)
 Bill of lading
 Shipping document for bulk liquid cargoes
 Ship Membership Agreement with Western Canada Marine Response Corporation

⁵³ <http://www.rupertport.com/operations/permits>

⁵⁴ <http://laws-lois.justice.gc.ca/PDF/SOR-2012-69.pdf>

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Documentation Originals Required	Grain	Timber	Coal	Containers	Pellets	Passenger	LNG/LPG	Tankers
Valid ISSC certificate	X	X	X	X	X	X	X	X
Record of the last 10 ports of call	X	X	X	X	X	X	X	X
Record of safety drills	X	X	X	X	X	X	X	X
Ship Security Officer's (SSO) certificate of Proficiency as SSO	X	X	X	X	X	X	X	X
Certificate of class	X	X	X	X	X	X	X	X
Safety Management certificate	X	X	X	X	X	X	X	X
International load line certificate	X	X	X	X	X	X	X	X
Approved Grain loading manual – Healing Moments, Hydrostatic Particulars, Capacity Tables	X							
Approved Stability manual	X	X	X	X	X			
Document of Authorization to load grain – Approved by class	X							
Certificate by competent person issued within last four years certifying testing and marks on lashing and components		X		X				
Cargo securing manual (if not contained in Grain Loading manual)	X			X				
Code of Safe Practices for ships carrying Timber deck cargos		X						
Cargo, stability, and healing moments calculations on Canadian Forms	X							
Cargo securing manual		X		X				
Approved deck cargo Stowage and Lashing plan or Approved Drawings		X		X				
Ship's particulars	X	X	X	X	X	X	X	X
Crew List	X	X	X	X	X	X	X	X
Cargo, stability, draft, SF and BM, and Trim calculations	X	X	X		X			
Bunker receipts	X	X	X	X	X	X	X	X
Last PSC inspection report	X	X	X	X	X	X	X	X
Draft, Shearing forces and Bending Moments, Trim and local strength calculations	X	X	X		X			
Register of Cargo Gear for geared vessels	X	X	X	X	X			

PART II | 5. DOCUMENTATION

Documentation Originals Required	Grain	Timber	Coal	Containers	Pellets	Passenger	LNG/LPG	Tankers
International code for safe carriage of grain in bulk	X							

See also Chapter 15 – Port Inspections.

5.3 MARINE EVENTS

REQUIREMENTS FOR MARINE EVENTS

In all cases, the port authority will require that the organizers obtain comprehensive general liability insurance in an amount and coverage acceptable to PRPA. The Prince Rupert Port Authority is to be named as co-insured.

HOLDING A MARINE EVENT IN THE PORT

The port authority authorizes events held within the port and aims to facilitate the safe and orderly conduct of events.

For the purpose of this document, a marine event includes, but is not limited to the following:

- Yacht or boat race (including sailing events)
- Fireworks or performances
- Hang gliding or parascending
- Water ski or wakeboard
- Demonstration
- Swimming event
- Any sporting event
- Sail past
- Recreational event
- Filming over the water with an unmanned aerial vehicle (UAV) – See section 10.4; and
- Any other activity involving an assembly of vessels or persons that may interfere with Port operations, both marine and terrestrial.

PROCEDURES FOR MARINE EVENTS

The following procedures will be used for all marine events held within the port including events held on property owned or administered by the port authority.

No person or vessel shall conduct or participate in a marine event, or in any other activity that is liable to interfere with navigation or operations within the port, except with the written permission of PRPA, which permission may be either general or specific as to place and time.

The port authority shall incur no liability in respect of any injury or loss of life or loss of or damage to property resulting from any activity conducted on land or water managed, owned

PART II | 5. DOCUMENTATION

or administered by the port authority regardless of whether or not the port authority has given permission for such activity.

Persons wishing to hold a marine event in the port shall apply for and complete an [“Application to hold a Marine Event in the Port”⁵⁵](#) form. For more information contact the Harbour Master’s Office at harbourmaster@rupertport.com.

Organizers shall obtain the approval in writing prior to the event. If approval is given, the organizers shall abide by any requirements listed on the approved application form.

5.4 ON-WATER ADVERTISEMENT OR VISUAL DISPLAY

Displaying any form of advertisement or visual display (including placards, bills, signs or devices) within the navigation jurisdiction of the port, and in waterfront or upland areas managed by the port authority, is prohibited unless prior written approval has been obtained from PRPA.

5.5 DREDGING

Construction and dredging operations are prohibited within the port and in waterfront and upland areas managed by the authority, unless prior written approval has been obtained.

Applications for construction and dredging operations must be submitted to the port authority and approval received prior to commencement of such operations. Application forms may be obtained by contacting the port authority.

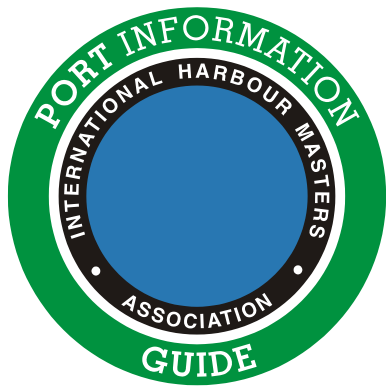
Tenants are to apply for written authorization to carry out any maintenance dredging prior to commencement of the activity.

5.6 CONSTRUCTION, WORKS OR DEVELOPMENT

Any proposals for construction, works, demolition or development may require a project review.

⁵⁵ <http://www.rupertport.com/operations/permits>

6 Reporting



PART II | 6. REPORTING

6.1 GENERAL

Masters of vessels in Prince Rupert Harbour are obliged to report and/or request permission for a number of issues/events. This section outlines those requirements. For more contact information also see Chapter 2.

6.2 ISSUES TO BE REPORTED

Issues / Events To Be Reported	Section	To	Via	How
Navigational hazards, logs, deadheads, oil or similar pollution	9.1	MCTS PSOC	VHF 71 (MCTS) VHF 68 (PSOC)	Verbal
Bunkering	8.8 + 16.2	PSOC	Email/ Online	Fuel Transfer Checklist
Stores over land	4.8	PSOC	Telephone Email	Vessel Agent
Repairs	14.3	PSOC	Telephone Email	Vessel Agent
Hot Work	14.3	PSOC	Email Form	Vessel Agent
Lowering boats and rafts	4.3	PSOC	VHF 68	Verbal
Under water inspections	14.4	PSOC	Email	Diving Form
Seagoing vessels with the intention to clean or wash cargo tanks	13.3	PSOC	Email	Vessel Agent
Spills	16.2	MCTS PSOC	VHF 71 VHF 68	Verbal
Accidental Discharges	16.2	MCTS PSOC	VHF 71 VHF 68	Verbal
Collisions / grounding	9.2	MCTS	VHF 71	Verbal
Losing anchors or chain	7.11	PSOC MCTS	VHF 68 VHF 71 Telephone Email	Verbal or written
Anchoring in port	7.15	PSOC	Email	Vessel Agent
ETD	4.6	PSOC	VHF 68 Telephone Email	Vessel Agent

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Out of control or in situation that may endanger the safety of shipping	9.2	MCTS	VHF 71	Verbal
Embarking / disembarking passengers and crew	4.3	PSOC	VHF 68 Telephone Email	Verbal or written
Marine mammal found dead or in distress		BC Marine Mammal Response Network	Telephone 1-800-465-4336	Verbal

PSOC Port Security Operations Centre

VHF 68 Call "Port Security Operations Centre"

250-627-2522

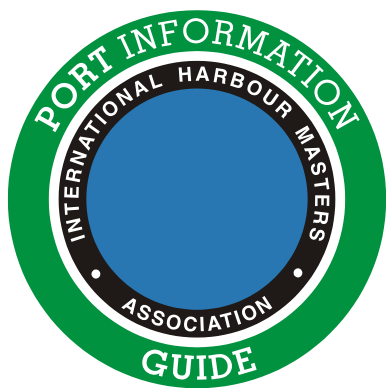
psoc@rupertport.com

MCTS Marine Communications & Traffic Services

VHF 71 Call "Prince Rupert Traffic"

250-627-3074

7 Port Description



PART III | 7. PORT DESCRIPTION

7.1 GENERAL

Prince Rupert Harbour is a deep, ice free inlet with easy access and can be entered at all times and in all seasons. The inner harbour entrance is 457 metres wide and at least 35 metres deep.

7.2 DEVELOPMENTS

Through its 2020 Gateway Vision and Strategic Development Plan, Prince Rupert Port Authority has identified many expansion opportunities to grow Canadian trade with Asia including China and India. The Ridley Island Industrial Lands, located southwest of Prince Rupert, B.C. have existing CN rail service which enters the island and supports two large existing export facilities, namely a coal terminal and a grain terminal. These two operations, coupled with a Canadian Border Services Agency container examination facility comprise the only currently developed land on the Island. More than 1,000 acres of undeveloped, deep-sea port accessible, industrial federal land under the jurisdiction of Port remain undeveloped. This valuable and uniquely positioned land on Canada's West Coast provides a platform for the development of deep-sea marine terminals for export of Canadian resources to meet the growing demand. The recently constructed \$10 million RORO Terminal and \$90 million Road Rail Utility Corridor on Ridley Island will support further break bulk, liquid bulk, liquid natural gas (LNG) terminals development.

Integrated with this development, Phase 2 North expansion project of the ports intermodal (ship to rail) Fairview Container Terminal will increase annual capacity from 500,000 TEU to 1.3 million TEU when completed in September 2017.

Our 2020 Gateway Development Plan gives us the tools we need to line up the right infrastructure, terminals, and partners required to find the best solution for Canadian industry seeking access to Asian and world markets. The full build out of this plan would make Prince Rupert the second largest port in the country.

7.3 PORT LOCATION

Prince Rupert Harbour limits are shown on Canadian Charts 3957 and 3958 and described in [British Columbia Coast Sailing Directions PAC 205](#).⁵⁶ Porpoise Harbour, Ridley Island, and Lelu Island are included within the Prince Rupert Harbour limits.

CHARTS AND PUBLICATIONS

The Port of Prince Rupert and the approaches are covered by Canadian Charts 3957, 3958, 3955, 3964 and Admiralty Chart 2435. Further information is available in [PAC 205 Inner Passage - Queen Charlotte Sound to Chatham Sound](#),⁵⁷ published by the Canadian Hydrographic Service, or the Admiralty Sailing Directions NP 26, British Columbia Pilot.

ENTRANCE

The main commercial approach to Prince Rupert is via the Dixon Entrance, Brown Passage and Chatham sound passing Lucy Island, Rachael Islands and the Kinahan Islands traveling

⁵⁶ <http://publications.gc.ca/site/eng/21557/publication.html>

⁵⁷ <http://www.charts.gc.ca/documents/charts-cartes/pacific-index.pdf>

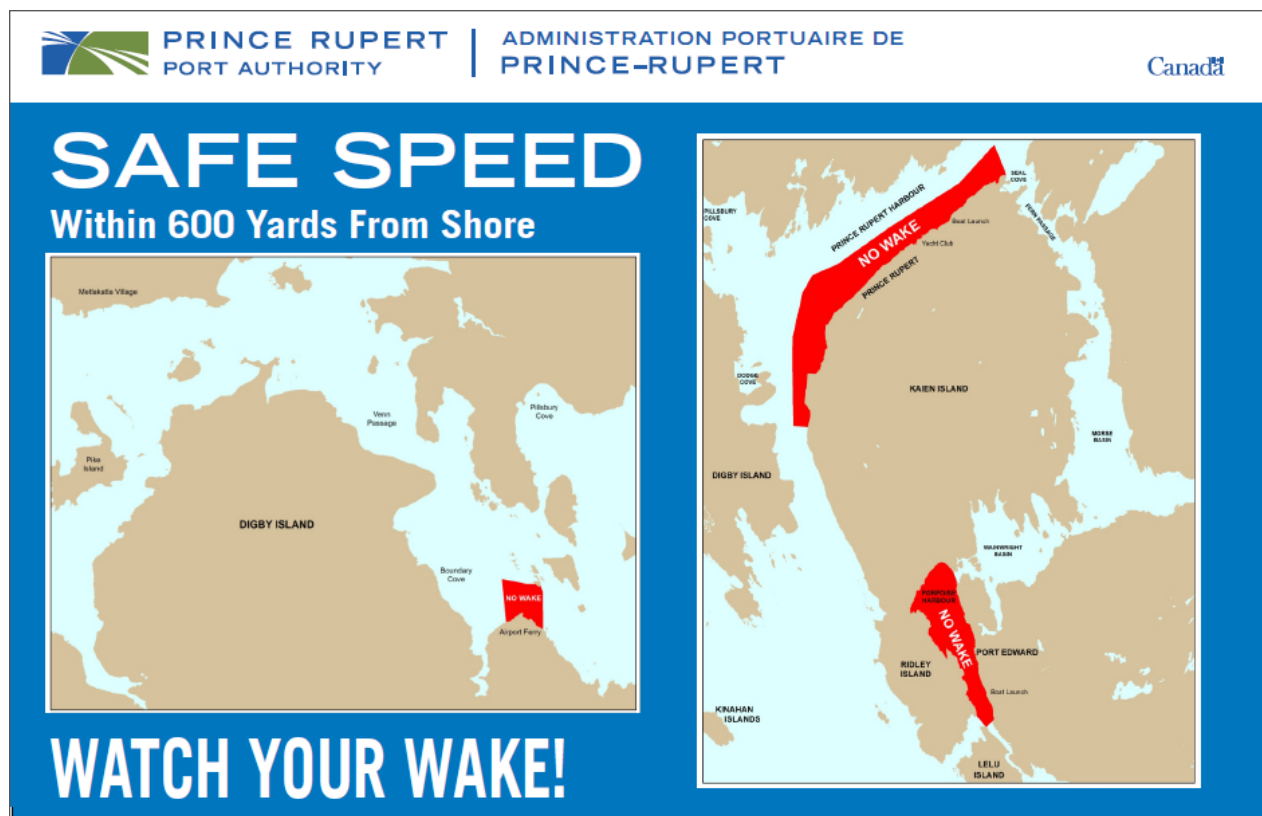
PART III | 7. PORT DESCRIPTION

SE towards Ridley Island and Lelu Island. The SW corner of the outer harbour is at 54°08'36" N 130°26'47" W and extends north to Digby Island and east towards Smith Island.

The main entrance to the inner harbour is from the south between Digby and Kaien Islands. Navigation is round the clock with a depth not less than 35 metres at the inner harbour entrance marked by Spire Ledge light and bell buoy "D47". The inner harbour can also be entered from the Northwest through Venn Passage for smaller traffic only.

SPEED LIMIT

In Prince Rupert Harbour, vessels are to proceed at safe speed, minimizing wake, when passing within a minimum three cables (600 yards) of shore between Fairview Terminal and Ritchie Point. Additional reduction is required to ensure no wake when passing docks and floats, particularly at Digby Island Floats in Venn Passage and within Porpoise Harbour.



7.4 PORT LIMITS

The limits of Prince Rupert Harbour are detailed in [Schedule A of the Letters Patent](#)⁵⁸ for the PRPA under the authority of the Canada Marine Act. The navigable waters description includes all waters of Prince Rupert Harbour “including Tuck Inlet, Morse Basin, Wainwright Basin, and Porpoise Harbour, and further includes the waters of Chatham Sound...”

⁵⁸ <http://publications.gc.ca/gazette/archives/p1/1999/1999-05-01/pdf/g1-13318.pdf>

PART III | 7. PORT DESCRIPTION

7.5 LOAD LINES

[Load Line Regulations \(SOR/2007-99\)](#)⁵⁹ fall under the Canada Shipping Act, 2001.

7.6 MAXIMUM SIZE VESSELS

There is currently no restriction for maximum size vessels calling on Prince Rupert; however, inner harbour anchorages (numbers 2-7) are restricted to vessels 250 metres length overall (LOA) or less.

7.7 TIME ZONE

Prince Rupert is in the Pacific Time Zone and observes Daylight Savings Time from March until November. Specific dates and times of the Daylight Savings change can be found [online here](#).⁶⁰

Pacific Standard Time (PST) is GMT/UTC -8h and Pacific Daylight Time (PDT) is GMT/UTC-7h during Daylight Savings.

7.8 LOCAL HOLIDAYS

There are five nationwide and five provincial holidays in British Columbia plus Easter Monday and Boxing Day, both of which are bank holidays and commemorated by federal employees. The five nationwide holidays are New Year's Day (January 1), Good Friday (Friday before Easter Sunday), Canada Day (July 1), Labour Day (First Monday in September), and Christmas Day (December 25). The five provincial holidays are Family day (2nd Monday in February), Victoria Day (Monday before May 25), British Columbia Day (Monday after the 1st Sunday of August), Thanksgiving (second Monday in October) and Remembrance Day (November 11).

7.9 WORKING HOURS

PRPA main office hours are from 0800 to 1630 Monday – Friday. The PSOC operates continuously 24/7 throughout the year.

7.10 TRAFFIC

The number of seagoing vessel calls is increasing each year with 461 vessels and 1170 harbour movements in 2016 and an expected increase to over 1300 vessels and 3200 harbour movements by 2025. In addition, inland vessels including [BC Ferries](#)⁶¹ and [Alaska State Ferries](#)⁶² make regular scheduled calls to Prince Rupert. Commercial fishing vessels, charter fishing vessels, and private pleasure craft are also numerous in the Prince Rupert area, especially during the summer season. For more up-to-date information on the

⁵⁹ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-99/page-1.html>

⁶⁰ http://www.timetemperature.com/tzca/british_columbia_time_zone.shtml

⁶¹ <http://www.bcferrries.com/schedules/inside/>

⁶² <http://www.dot.state.ak.us/amhs/routes.shtml>

PART III | 7. PORT DESCRIPTION

commercial fisheries opening and established fishing zones in the Prince Rupert area, consult the [Department of Fisheries and Oceans](#)⁶³ website.

For more traffic information on the Port of Prince Rupert, visit the [website](#).⁶⁴

7.11 CARGO

LOSS OF CARGO, GEAR OR GOODS OVERBOARD

Where any goods have been lost overboard from a vessel, the owner or person in charge of the vessel shall attempt to recover such goods. Where the recovery of such goods is interfering with navigation or if the goods constitute or may constitute contamination, the Harbour Master may order the person in charge of the recovery to cease or alter his operation. Where lost goods are not recovered within 24 hours after their loss, the owner or person in charge of the vessel shall as soon as practicable, submit a statement to PRPA noting all of the following:

- the location where the goods were lost
- a description of the lost goods
- such other information regarding the lost goods as the Authority may request

If the owner or person in charge of the vessel fails to recover the lost goods within 24 hours after their loss, the Harbour Master may have the lost goods recovered at the expense of the owner of the vessel and the owner shall pay PRPA the cost of the recovery upon demand.

7.12 CHARTS AND BOOKS

CHARTS

All vessels in Canadian waters must carry and use nautical charts and related publications pursuant to the Canada Shipping Act, 2001, [Charts and Nautical Publications Regulations](#),⁶⁵ that are issued by, or on the authority of, the [Canadian Hydrographic Service \(CHS\)](#).⁶⁶ CHS paper charts meet the requirements of the chart carriage regulations; however digital charts only meet the requirements of the regulations under certain circumstances. CHS Electronic Navigational Charts (ENCs) meet the requirements provided they are used with an Electronic Chart Display and Information System (ECDIS). CHS raster charts meet the requirements only if paper charts are carried and used as a backup.

Most paper charts can be purchased locally in Prince Rupert and some are available to download online.

[CHS Charts](#)⁶⁷

- 3002 Queen Charlotte Sound to Dixon Entrance
- 3955 Plans – Prince Rupert Harbour, Porpoise Harbour, Ridley Island and Approaches
- 3956 Malacca Passage to Bell Passage
- 3957 Approaches to Prince Rupert Harbour
- 3958 Prince Rupert Harbour
- 3964 Tuck Inlet

⁶³ <http://www.pac.dfo-mpo.gc.ca/fm-gp/maps-cartes/index-eng.html>

⁶⁴ <http://www.rupertport.com/shipping/performance>

⁶⁵ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-95-149/>

⁶⁶ <http://www.charts.gc.ca/charts-cartes/index-eng.asp>

⁶⁷ <http://www.charts.gc.ca/index-eng.asp>

PART III | 7. PORT DESCRIPTION

BOOKS

[Canadian Tide and Current Tables](#)⁶⁸

[Chart 1, 2012: Symbols, Abbreviations and Terms](#)⁶⁹

[Sailing Directions, PAC205 Inner Passage – Queen Charlotte Sound to Chatham Sound](#)⁷⁰

[Canadian Aids to Navigation System](#)⁷¹

[List of Lights, Buoys and Fog Signals](#)⁷²

[Notices to Mariners – Current Monthly Editions](#)⁷³

[Notices to Mariners – Annual Edition](#)⁷⁴

[Radio Aids Marine Navigation \(RAMN\) 2015](#)⁷⁵

7.13 SHIPPING ANNOUNCEMENTS FOR THE PORT AREA

NOTICES TO SHIPPING

The Canadian Coast Guard (CCG) issues Notices to Shipping (NOTSHIP) to inform mariners about hazards to navigation and to share other important information. Verbal NOTSHIP alerts are broadcast by radio by MCTS and [written NOTSHIP alerts](#)⁷⁶ are issued when the hazard location is beyond broadcast range or when the information remains in effect for an extended period of time. A summary of written NOTSHIP still in effect are available [online here](#).⁷⁷

NOTICES TO MARINERS

The [Notices to Mariners \(NOTMAR\)](#),⁷⁸ published jointly by CCG and CHS, provides necessary information to update all charts and nautical publications (such as Sailing Directions, Light of Lights, Annual Edition of Notices to Mariners, and Radio Aids to Marine Navigation). Also issued is information pertaining to regulations and procedures governing vessels entry to and transit of Canadian waters.

7.14 PILOT STATIONS

The Pilot station is located off Triple Island (54° 19.00' N; 130° 53.10' W) approximately 22 nautical miles from the port. See chapter 11.3 for pilotage details.

⁶⁸ <http://www.charts.gc.ca/publications/tables-eng.asp>

⁶⁹ <http://www.charts.gc.ca/publications/chart1-carte1/index-eng.asp>

⁷⁰ <http://www.charts.gc.ca/publications/sailingdirections-instructionsnautiques-eng.asp>

⁷¹ <http://www.ccg-gcc.gc.ca/aids/Canadian-Aids-To-Navigation-2011>

⁷² <https://www.notmar.gc.ca/list-livre-en.php>

⁷³ <https://www.notmar.gc.ca/monthly-mensuel-en.php>

⁷⁴ <https://www.notmar.gc.ca/annual-annuel-en.php>

⁷⁵ <http://www.ccg-gcc.gc.ca/Marine-Communications/RAMN-2015/Pacific-Table-of-Contents>

⁷⁶ <http://www.ccg-gcc.gc.ca/Marine-Communications/Home#NOTSHIP>

⁷⁷ <http://www.vtos.pac.dfo-mpo.gc.ca/notship/ntssumm.htm>

⁷⁸ <https://www.notmar.gc.ca/index-en.php>

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7.15 PORT INFRASTRUCTURE

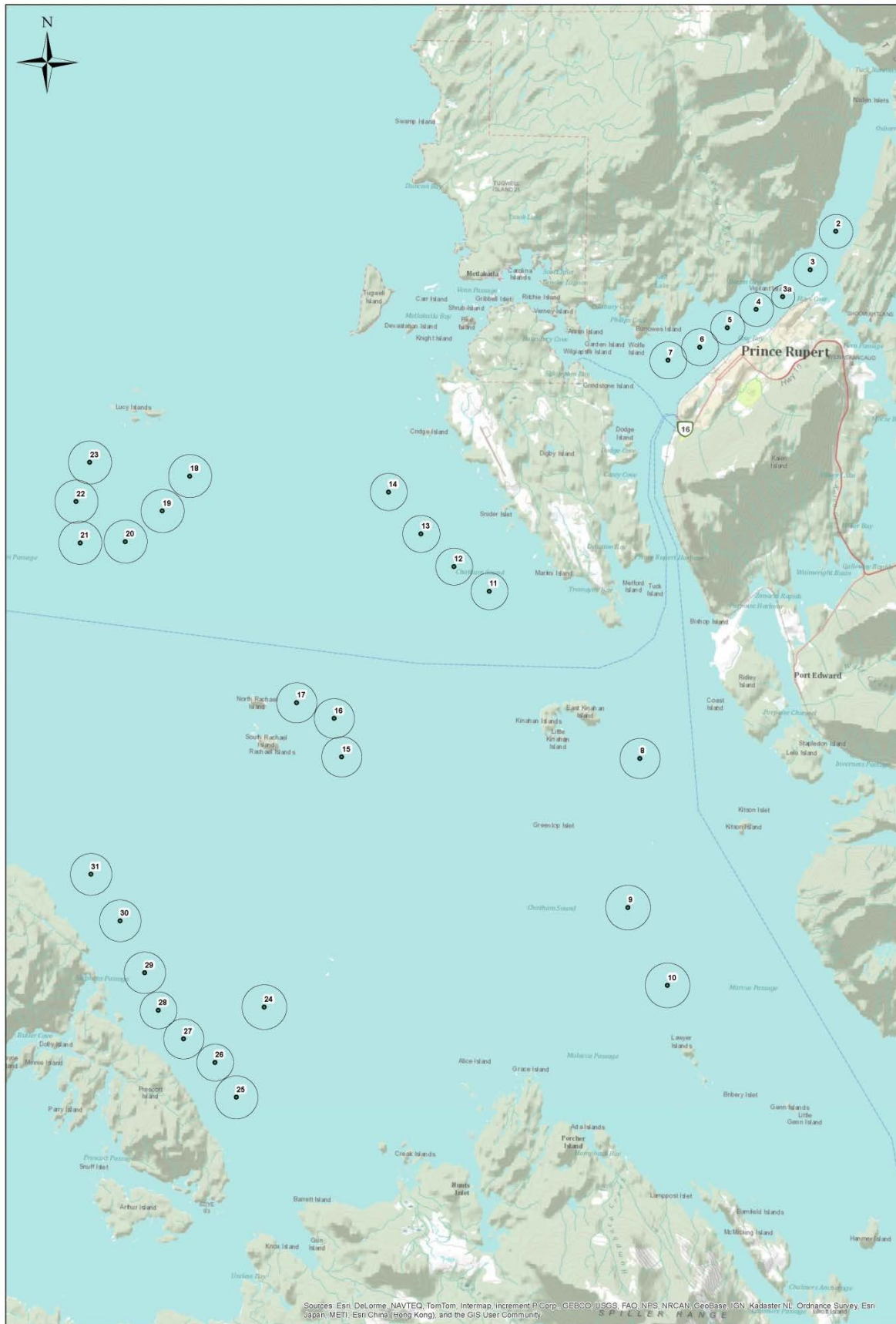
ANCHORAGE AREAS

Area & Chart #	Anchorage #	Latitude	Longitude	Depth (metres)	Max LOA (metres)	Use	Swing Radius (metres)
	1	Not allocated					
	2	54° 21.11' N	130° 16.54' W	56	225	Logs, Bulk	550
	3	54° 20.43' N	130° 17.28' W	48	225	Logs, Bulk, Limited DG	550
	4	54° 19.72' N	130° 18.88' W	39	225	Logs, Bulk, Limited DG	550
	5	54° 19.39' N	130° 19.73' W	42	225	Bulk, CFIA inspections	550
	6	54° 19.04' N	130° 20.55' W	37	250	Bulk, CFIA inspections	600
	7	54° 18.80' N	130° 21.49' W	55	250	Bulk, CFIA inspections	600
	8	54° 11.83' N	130° 22.10' W	38	270	Bulk, CFIA inspections	650
	9	54° 09.22' N	130° 22.37' W	66	350	Bulk, LNG, LPG, DG, AGM	725
	10	54° 07.87' N	130° 21.15' W	60	350	Bulk, LNG, LPG, DG, AGM	725
	11	54° 14.70' N	130° 26.70' W	53	270	Emergency use only	600
	12	54° 15.12' N	130° 27.77' W	54	270	Emergency use only	600
	13	54° 15.68' N	130° 28.77' W	43	270	Emergency use only	600
	14	54° 16.40' N	130° 29.77' W	30	270	Emergency use only	600
	15	54° 11.75' N	130° 31.00' W	41	270	Long Term Bulk	650
	16	54° 12.42' N	130° 31.25' W	39	270	Long Term Bulk	650
	17	54° 12.68' N	130° 32.38' W	42	270	Long Term Bulk	650

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Area & Chart #	Anchorage #	Latitude	Longitude	Depth (metres)	Max LOA (metres)	Use	Swing Radius (metres)
Lucy Islands Chart 3957	18	54° 16.60' N	130° 35.72' W	60	325	Long Term Bulk	700
	19	54° 15.98' N	130° 36.52' W	65	325	Long Term Bulk	700
	20	54° 15.43' N	130° 37.60' W	52	325	Bulk, AGM re-inspect	700
	21	54° 15.39' N	130° 38.95' W	54	325	Bulk, AGM re-inspect	700
	22	54° 16.11' N	130° 39.10' W	42	325	Long Term Bulk	700
	23	54° 16.80' N	130° 38.72' W	30	325	Long Term Bulk	700
	24	54° 07.35' N	130° 33.15' W	60	350	Long Term Bulk, LNG, LPG, DG	725
	25	54° 05.76' N	130° 33.92' W	53	325	Long Term Bulk, DG	700
	26	54° 06.36' N	130° 34.58' W	50	270	Long Term Bulk	600
	27	54° 06.76' N	130° 35.53' W	38	325	Long Term Bulk	650
	28	54° 07.25' N	130° 36.30' W	54	270	Long Term Bulk	600
	29	54° 07.90' N	130° 36.73' W	66	350	Long Term Bulk	675
	30	54° 08.80' N	130° 37.50' W	80	350	Bulk, LNG, LPG, DG	675
	31	54° 09.60' N	130° 38.40' W	72	350	Bulk, LNG, LPG, DG	675

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ANCHORING PROCEDURES

Every vessel of 50 metres or more in length must obtain permission from the Authority prior to anchoring in Prince Rupert harbour area and its approaches. No vessel shall anchor in such a place or position as to prevent free and unobstructed passage for all vessels to and from the harbour and to and from any wharf in the Harbour. No vessel shall anchor in any designated seaplane operating area.

While at anchor every vessel shall:

- Maintain a bridge watch
- Keep a listening watch on VHF 16 and VHF 71
- Have the engine(s) on standby

If the wind speed at the vessel exceeds 25 knots the vessel shall have the second anchor ready for letting go.

Anchorage will be assigned at least 24 hours prior to the arrival of a vessel providing the 96 hour Notice of Arrival (NOA) has been received. It is understood that some anchorage requests may require immediate assistance due to emergencies, berth delays etc., and this will be considered on a case by case basis.

The Duty Harbour Master may be contacted at any time after office hours through the PSOC by telephone 250-627-2522 or VHF 68. All anchorage allocations for the next 24 hours are published online on the [Shipping Schedule](#).⁷⁹ All anchorage assignments are also held by the PSOC and may be checked any time by contacting the PSOC via telephone (250-627-2522) or email (psoc@rupertport.com) or radio (VHF 68).

When making an anchorage request, normally the 96 hour NOA is completed and submitted by the local Agent on behalf of the vessel. In the case of urgent anchorage requirements, the following minimum information must be given to the Harbour Master's office for the request to be considered:

- Vessel Name
- IMO Number
- Local Agent Name
- Gross Registered Tonnage
- Summer Draft
- Length Overall (LOA)
- Cargo Type and Quantity
- Estimated Time of Berthing
- Estimated Time of Departure
- List any machinery or navigational equipment defects

WINTER ANCHORAGE POLICY

From October 1 through March 31, vessels anchoring in the Prince Rupert area should use the maximum anchor cable available given their anchorage position. Accordingly, deep-sea vessels should use a minimum of ten (10) shackles at the waterline during the winter period to mitigate risk of dragging the vessel's anchor.

⁷⁹ <https://pems.rupertport.com/public/dashb.ashx?db=caprr.dailyshipping>

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Vessels shall retain maximum safe ballast on board and maintain required trim to keep the ship's propeller and rudder below the water line while at anchor until a confirmed loading time has been arranged.

All vessels shall keep their engines on standby when at anchor and be prepared to take appropriate action should weather conditions worsen during winter storms.

ASSIGNMENT OF ANCHORAGES

Anchorage shown in the previous table are assigned on a first come first serve basis (based on confirmed ETA of vessel at Triple Island Pilot station). Vessels waiting for other ports, or not loading or discharging passengers or cargo at the Port of Prince Rupert may be assigned anchorages subject to availability.

Anchorage sizes have been designated for vessels using the Prince Rupert area based on expected weather conditions during the months of October to March. Unless specifically approved by the Authority the size of vessel using an anchorage may not exceed the specified anchorage size.

Vessels will normally occupy an anchorage while waiting for a berth, cargo, or repairs. Anchorages may be assigned by the Port Authority for any other reason at its discretion. The Port Authority may charge a fee for long-term use of an anchorage or for vessels not calling on the Port of Prince Rupert. A vessel which is charged an anchorage fee will not be subject to removal from the anchorage except in extraordinary circumstances. If ordered by the Port to vacate a long-term use anchorage, costs of the movement shall be borne by the Port Authority.

Vessels remaining at anchor after their scheduled berthing time or after their cargo is available, that decline to occupy the designated berth for reasons of contract or desire of the owners or charterers of the vessel, may be required to vacate the anchorage at the sole discretion of the Authority.

At the discretion of the Authority, vessels may be allocated an anchorage while awaiting a berth at another harbour. Any vessel occupying an anchorage under these circumstances may be ordered to move to allow a vessel, which will embark or disembark passengers, or load or discharge cargo in Prince Rupert, to anchor in Prince Rupert Harbour.

In an emergency, or for other reasons approved by the Port Authority, the Duty Harbour Master may create a special anchorage or offset an existing anchorage to allow a vessel to anchor. In such cases, safety will be the deciding factor.

SPECIAL ANCHORAGES

Anchorage 2, 3 and 4 are anchorages where log loading has preference at the Authority's discretion. If, at the time of entry of a vessel which will load logs, all anchorages are occupied, the first vessel to occupy one of these anchorages may be displaced to accommodate the vessel loading logs.

Anchorage 9 and 10 may be used for vessels up to 350 metres LOA. Anchorages 9 and 10 will also be used for Agricultural inspections for Asian Gypsy Moth should this be required by Agriculture Canada. Inspection for Asian Gypsy Moth takes precedence over all other uses for these anchorages.

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LNG CARRIERS, LPG CARRIERS AND OIL TANKERS

Anchorage 9, 10, 24, 25, 30, and 31 may be used for LNG, LPG and Tanker vessels.

ANCHORAGE WARNINGS AND WATCHKEEPING CONSIDERATIONS

Prince Rupert Traffic will broadcast a wind warning advisory on VHF 71 for all vessels at anchor in the Port of Prince Rupert under the following circumstances:

- When gale warnings are forecasted for local waters
- If winds reach or exceed 25 knots from any direction within the harbour

WEATHER LIMITS AT ANCHOR

Weather limits at anchor are governed by the discretion of the Pilot and Master.

7.16 PORT ACCOMMODATION AND BERTHS

Details of Terminals and berths can be found in the Port Sections Guide.

7.17 WEATHER AND TIDAL INFORMATION

Prince Rupert Harbour can be subject to extreme gusts of wind from the mountain slopes during SE gales, which are prevalent during the autumn and winter months. Refer to Winter Anchorage Policy in section 7.15.

Weather limits for port operations are listed in the specific terminal Port Sections Guide.

DENSITY

Varies between 1013 and 1025 kg·m⁻³.

ICE

Prince Rupert is a totally ice free harbour all year round.

TIDES

Tides are mixed, mainly semi-diurnal. Predicted tide data can be found at the [Fisheries and Oceans Canada](#)⁸⁰ website.

Live tide and current data can be found on the [PRPA website](#)⁸¹.

	Mean Tide		Spring Tide	
Range	4.9 m	16.07 ft.	7.7 m	25.3 ft.
HHW	6.1 m	20.0 ft.	7.5 m	24.6 ft.
LLW	1.2 m	3.9 ft.	-0.2 m	-0.66 ft.

⁸⁰ <http://www.tides.gc.ca/eng/station?type=0&date=2013%2F06%2F23&sid=9354&tz=PDT&pres=1>

⁸¹ <http://www.rupertport.com/operations/harbour>

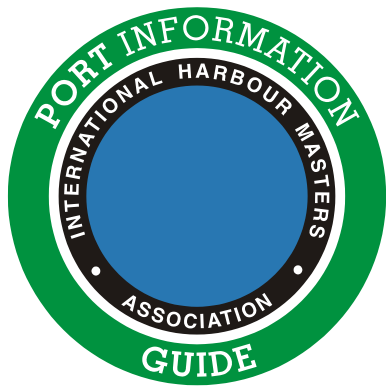
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7.18 WEBCAMS

Harbour webcams will soon be found on the [PRPA website](#).⁸²

⁸² <http://www.rupertport.com/operations/harbour>

8 Port Navigation



PART III | 8. PORT NAVIGATION

8.1 GENERAL

The Port of Prince Rupert is naturally deep, is easily accessible, and has a relatively short distance (nominally two to three hours) to navigate from the Pilot station at Triple Island to the inner Harbour entrance.

8.2 SPEED

Every vessel shall at all times proceed at a safe speed in accordance with the [Collision Regulations](#).⁸³

The owner or person in charge of a vessel in the harbour shall ensure that the vessel is not navigated in such a manner or at such a rate of speed so as to endanger or damage, or cause injury or harm to any person or wildlife.

Every vessel shall at all times proceed at a safe speed so that the vessel can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

Every vessel, when passing any other vessel or any public work in the harbour, shall reduce speed sufficiently to prevent damage by bow-wave or wash to the other vessel or work, and to prevent injury to any person employed on or in connection with the other vessel or work.

In the Prince Rupert Harbour, vessels are to proceed at a safe speed, minimizing wake, when passing within a minimum three cables (600 yards) of shore between Fairview Terminal and Ritchie Point. Additional reduction is required when passing docks and floats, particularly at Digby Island Floats in Venn Passage and within Porpoise Harbour.

Vessels are requested to proceed at a safe speed when passing within one cable (200 yards) of an established aquaculture or shellfish farm.

8.3 UKC

Within the Port of Prince Rupert a ship's Under Keel Clearance (UKC) should not be less than 10% of its maximum draft unless prior permission has been obtained from the Harbour Master.

8.4 RIGHT OF WAY

The [Collision Regulations](#)⁸⁴ apply in the Port of Prince Rupert.

Vessels less than 20 metres and fishing vessels shall not impede the passage of larger vessels within a narrow channel, as stated in Rule 9 of [Collision Regulations](#),⁸⁵ or hamper the movements of deep sea vessels attempting to manoeuvre on or off a berth.

⁸³ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

⁸⁴ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

⁸⁵ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

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8.5 SPACING OF VESSELS

The PRPA may establish a safety zone or security zone, either fixed or moving, around any vessel or shore structure to ensure public safety, security or the environment. Such safety or security zones may be broadcast by means of a Notice to Shipping and may be marked by buoys or signage.

SAFETY ZONES

“**Safety Zone**” is defined as a defined area which, for safety or environmental purposes, access is limited to persons, vessels or objects authorized by the PRPA. A safety zone may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion. Mariners may contact PSOC on VHF 68 if they have any concerns regarding the safety zone surrounding their vessel.

Examples of current Safety Zones in effect in Prince Rupert Harbour are as follows:

SHIPS AT BERTH AND ANCHOR

All vessels, except for assigned tugs, must remain outside of 50 metres from any ship alongside any berth or anchored in Prince Rupert, with the exceptions noted below:

LNG & LPG CARRIERS

To be promulgated.

TANKERS

To be promulgated.

SECURITY ZONES

“**Security Zone**” is defined as a defined area which, for safety and security purposes, access is limited to persons, vessels or objects authorized by the PRPA. A security zone may be stationary and described by fixed limits, or it may be described as an area around a vessel or object in transit. Mariners may contact PSOC on VHF 68 if they have any concerns regarding the security zone surrounding their vessel.

Security Zones, in addition to existing Safety Zones, may be ordered under MTSR for changes to the MARSEC level.

Examples of current Security Zones in effect in Prince Rupert Harbour are as follows:

MILITARY VESSELS

No vessel, including any pleasure craft, shall come within 50 metres of any military vessel, whether Canadian or foreign, while moving, anchored or docked at Northland Terminal without prior authorization of the warship; and

No diving is to be conducted within 500 metres of a warship without prior permission.

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8.6 PASSING ARRANGEMENTS

Passing arrangements will normally be made by radio on VHF 71 and in accordance with the [Collision Regulations](#).⁸⁶

PASSING RESTRICTIONS FOR LNG/LPG CARRIERS AND OIL TANKERS

To be promulgated.

8.7 RESTRICTIONS

VISIBILITY

Should the visibility decrease below Pilots minimums to maneuver at safe speed the Pilot may delay shifting a vessel until it is considered safe to proceed.

NARROW CHANNELS

Porpoise Channel and Fairview Channel are the two channels used by deep sea vessels in the Port of Prince Rupert; traffic in these channels may be regulated by the Harbour Master for navigational safety. Vessels less than 20 metres and fishing vessels shall not hamper the movements of vessels that are confined to channel limits, as stated in Rule 9 of [Collision Regulations](#).⁸⁷ Other channels such as Venn Passage and Fern Passage can only accommodate smaller and shallow draft vessels.

FAIRVIEW CHANNEL – MAIN CHANNEL TO INNER HARBOUR

Normally only one deep sea vessel shall transit the main channel at any one time. Outbound vessels have priority for the channel. Timings of vessel transits in the channel will be coordinated by the Pilots and vessels will be advised by Prince Rupert Traffic on VHF 71.

PORPOISE CHANNEL – MARINE TRANSIT TO PORPOISE HARBOUR

All deep sea vessels transiting to Porpoise Harbour are restricted as follows:

- Transiting is to be done in daylight slack water
- Only one ship shall be under way between the dock and Agnew Bank Buoy at any one time
- Vessels shall be ready to sail one hour before slack water; after complying with the previous statement, the actual time of sailing shall be at the Pilot's discretion.

Low Water Slack – All Vessels

- Maximum draft of 6.7 metres (22 feet)
- When low water is 1.83 metres (6 feet) or more an additional 0.3 metres (1 foot) of draft for each additional 0.61 metres (2 feet) of tide over 1.83 metres (6 feet)

High Water Slack

Maximum LOA 187.53 metres (615 feet)

Maximum beam 30.00 metres (98 feet)

Maximum draft 9.14 metres (30 feet)

These draft and LOA restrictions may be changed for particular vessels after experience of vessels' maneuverability is gained from a number of transits.

⁸⁶ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

⁸⁷ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

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After consultation between the Pacific Pilotage Authority, British Columbia Coast Pilots, and the Pilot, certain vessels exceeding one of these guidelines may be permitted to transit under special restrictions regarding tugs, height of tide, or draft.

Tugs

Minimum two ship docking tugs required for escort during transit to/from Porpoise Harbour. Tugs are to be in escort from buoy D30 to Porpoise Harbour dock for inbound transit and from Porpoise Harbour Dock to Buoy D30 for outbound transit. It is up to Pilot discretion with regard to minimum bollard pull of tugs for transit based on the size of the vessel, weather, and tides.

8.8 INWARD BOUND VESSELS

BALLAST AND BALLAST WATER

For the purpose of this procedure, ballast water refers to any water loaded into a vessel's hold, cargo tank, peak tank, wing tank, deep tank, ballast tank or double bottom tank, other than for the purposes of hold washing. For hold washing, see Overboard Discharge Procedures. Permission to take in ballast water is not required.

All vessels arriving in the harbour with ballast on board will be required to comply with the [Ballast Water Control and Management Regulations](#)⁸⁸ prior to arriving in Canadian waters.

Vessels that are subject to long delays at anchor or that are anchored during winter weather conditions and all vessels anchored between October 1 and March 31 (winter storm season) shall retain maximum safe ballast on board and maintain required trim to keep the ship's propeller and rudder below the water line until a confirmed loading time has been arranged.

BUNKERING AND FUEL TRANSFER

Except at a certified fuelling facility, no vessel exceeding 50 metres in length overall (LOA) shall bunker or refuel within the harbour, unless prior approval has been obtained from the Authority and the [Fuel Transfer Safety Checklist](#)⁸⁹ is completed. Bunkering will not be permitted during cargo operations.

LIGHTERING

The lightering of dry cargo at anchor prolongs the usage of the anchorages and introduces an additional risk of loss of cargo by the double handling of the product. Thus lightering of dry cargo is only to be conducted with the prior authorization of the Port Authority. All precautions are to be made to assure there is no spillage of cargo into the water and the use of a carrier pre-approved by the Port Authority is mandatory.

- Vessels at anchor are requested to provide the Prince Rupert Port Authority (PRPA) with a list of any anticipated visitor(s) to the vessel. This will include chandlers, ship repair companies, and other visitors communicated through Agents to Port Security Operations Centre
- When delivering Ship's stores, the water taxi or tug and barge shall provide a list of the ship's stores being delivered, via their Agent, to the Port Security Operations Centre

⁸⁸ <http://www.tc.gc.ca/eng/marinesafety/tp-tp13617-menu-2138.htm>

⁸⁹ <http://www.rupertport.com/operations/permits>

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- Only approved carriers are authorized to provide lightering services, including passengers and dry goods

APPROVED CARRIERS

West Coast Launch: Telephone 250-627-9166

Wainwright Marine Services: Telephone 250-624-9858

Inlet Express: Telephone 250-624-8452

Metlakatla Ferry Service: Telephone 250-628-3201

Lightering of petroleum products to vessels at anchor is allowed at the discretion of the PRPA. Oil lightering operations may only take place at anchorages within the inner harbour. Prior to transferring product the [Fuel Transfer Safety Checklist](#)⁹⁰ must be completed by the receiving vessel and the delivery barge.

SOUND ABATEMENT

The internal combustion engines on every vessel operating in the harbour shall be equipped with exhaust mufflers, which shall be used continuously when the engines are running. No whistle, siren, or fog-horn on any vessel in the harbour shall be sounded unnecessarily. Testing of whistles, alarms, and other sound devices should be kept to a minimum and be confined to daylight hours if possible. The PSOC is to be informed before any testing or conducting drills using whistles, alarms, or other sound devices for ship in the inner harbour.

However, nothing should prevent a vessel sounding the appropriate signals as defined in the [Collision Regulations and the Canadian Modifications](#).⁹¹

8.9 OUTWARD BOUND VESSELS

Information regarding departure from each specific terminal is contained in that terminal's Port Section Guide.

8.10 SHIFTING OR WARPING OF VESSELS

Except to prevent imminent hazard to the vessel or its crew, no vessel which is subject to the Pilotage Act will reposition itself inside the inner harbour without having a Pilot onboard.

In the inner harbour if a vessel fails to anchor in its assigned anchorage or if a vessel drags out of its assigned anchorage position, and:

- The vessel is endangering itself and/or other vessels at anchor; or
- The vessel is obstructing the navigational channel; or
- The vessel is obstructing the use of other anchorages,

The vessel may be ordered by the Harbour Master to be repositioned by a Pilot. A vessel so ordered will absorb all costs associated with the repositioning.

In exceptional circumstances where a vessel poses no hazard to itself or others by being out of position, the vessel may be allowed to remain out of position at the discretion of the Harbour Master.

⁹⁰ <http://www.rupertport.com/operations/permits>

⁹¹ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

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WARPING

Any vessel required to warp along a berth must have prior permission from the Harbour Master's Office. Vessels may warp without a Pilot providing:

- Approval is received from the Harbour Master's Office;
- No tugs are to be employed;
- The berth is free from encumbrances (i.e. cranes, gangways, etc. are moved clear);
- The Master is on the bridge in overall charge;
- Main engines are on standby and ready for immediate use;
- Linesmen or ship crew are employed;
- There are two head/stern lines and one spring, each with both ends under tension at all times;
- MCTS is notified at the commencement of any warp and also at its completion using VHF 71;
- VHF 71 is monitored throughout the warp.

In certain circumstances due to weather conditions, tide, current, distance of warp, characteristics of vessel or where main engines are to be utilized, the Harbour Master may require tugs and/or a Pilot to be used. However, nothing in these procedures relieves the Master of the vessel from his obligations for safety, following additional precautions as would be required by the normal practice of seamen or from employing a Pilot and tug(s) if he so requires. These procedures are to be considered the minimum requirements for warping.

Should it be necessary to release all of a vessels lines for warping, a Pilot will be required as well as sufficient tugs to control the vessels movement.

8.11 DOCKING

VESSELS WITH DANGEROUS GOODS

Vessels with Class 1 Dangerous Goods must comply with the limitations outlined in the Natural Resources Canada Limitations Survey. Details may be obtained from the PSOC.

ASSIGNMENT OF BERTHS

Vessels berthing in Prince Rupert Harbour shall always maintain a water column of at least 10% of their draft under the vessel at all states of the tide. No vessel may load on a falling tide beyond a draft equal to 91% of the available water column at the lowest daily tide.

Nothing in this section obligates the vessel's Master to shift his vessel using lines or berthing hawsers alone, if he chooses to use a Pilot and tugs to move his vessel.

If so ordered by the Authority a vessel shall work all available shifts until loading is completed. Failure to comply with such an order shall cause the vessel to be liable to be ordered off the berth.

PRIORITY AT BERTHS

All vessels requesting to berth at Authority berths shall apply to the Authority for allocation. Allocation of berths shall be at the sole discretion of the Authority which will retain the right to require a vessel to vacate a berth for cause. Any vessel which is unable to work cargo for any reason may be ordered off an Authority berth. Costs of any such move shall be to the account of the vessel.

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BERTHING LINES

The lines of every vessel berthed or moored at Authority property shall be made fast only to structures/fittings provided for berthing or mooring purposes and as directed by the Authority and such lines shall not lie across any Authority wharf or across any channel in such manner as to obstruct passage of any other vessel.

CASTING OFF OF VESSELS

No vessel is to be cast off from a berth without permission of the Authority. Where a vessel is made fast to or secured alongside another berthed vessel, the lines of the berthed vessel that is made fast or secured shall not, except in an emergency, be cut or cast off without permission of the Authority and without prior notice of the intention to do so having been given to the berthed outboard vessel that is made fast or secured.

GANGWAYS AND SAFETY NETS

A vessel at a wharf or landing place in the harbour shall provide, for the use of persons going to and from the vessel, a good and sufficient gangway. A good and sufficient net or save-all shall be placed beneath the gangway to prevent persons from falling in the water. A light shall be placed on the vessel near the gangway between the hours of sunset and sunrise in such a manner that the gangway may be clearly seen from the wharf and from the vessel.

Vessels are to remain securely made fast to the dock at all times the gangways are attached. No singling up for departure is to take place unless properly trained personnel are attending the gangway ready to disengage from the vessel.

NESTING OF VESSELS

When two or more vessels are lying at the same wharf, one vessel outside the other, and the outside vessel does not have a gangway of its own extending to the wharf, the vessel lying nearest to the wharf shall allow a free and unencumbered passage over its decks to the vessel lying outside it for the purpose of loading or unloading the outside vessel and for ordinary communication to the shore from the outside vessel.

OVERHANG OF VESSELS OR GEAR

Any vessel requiring gear to overhang a berth should contact the Harbour Master's Office prior to berthing or shifting. The Harbour Master's office will require that the vessel:

- Not obstruct the passage of any other vessel
- Properly illuminates the overhang from sunset to sunrise
- Does not, with regard to the prevailing weather conditions, tide or current pose a potential danger to the port
- Not impact on adjacent berths or facilities

When assessing a request for a vessel to overhang, the interests of the terminal operator must be considered. However, for overhangs in excess of 20% of the vessel's length, additional requirements may be imposed on the vessel, including the use of tugs, and additional mooring lines.

Equipment for loading cargo onto, unloading cargo from or handling cargo on a vessel in the harbour shall be placed in such a manner as to give clear and uninterrupted access to and from the vessel, shall not interfere with any other operation in the harbour and, from sunset to sunrise, shall be clearly illuminated. No rigging, gear or other equipment of any vessel in

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the harbour shall overhang or project from the side of the vessel in a manner that may endanger life or property.

The side ports and stern ramps of every vessel in the harbour shall, from sunset to sunrise, be clearly illuminated when open; and closed when not in use.

RAT GUARDS

Every hawser or line used to secure a vessel shall be equipped with a suitable device to prevent the passage of rodents between the vessel and the berth, and such other precautions as the Authority deems necessary shall be taken for this purpose.

WATCH ALONGSIDE

A watch consisting of one or more competent person(s) shall be kept and maintained at all times when in the harbour. The person in charge of this watch shall, upon perceiving any danger, accident, disturbance or fire on the vessel or on any vessel in the harbour, give the alarm. Failure of the watch on any vessel to respond to the call, hail or inquiry of any officer of the Authority or the police shall be an offence.

8.12 DISPLAY OF SIGNALS AND LIGHTS

As per the [Canadian Coast Guard Fishing Vessel Advisory Notice](#)⁹², fishing vessels and other vessels when underway are required by regulation to travel with high intensity deck lights extinguished. Vessels in contravention are subject to severe penalties.

Vessels in the Port of Prince Rupert are to display lights and shapes in accordance with the [Collision Regulations](#).⁹³

8.13 RECREATIONAL VESSELS

SAFE BOATING PRACTICES

The Port of Prince Rupert is a busy harbour. Recreational boaters must exercise caution in high activity areas, including marinas, private docks and commercial facilities including the fuelling dock. There are no wake zones within 100 metres of the Cow Bay Marina and the fuelling dock.

Boaters must at all times proceed at a safe speed so that they can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

All recreational activities that involve the towing or connection between a vessel and other equipment for the purpose of recreation, such as but not limited to, waterskiing, wakeboarding, parasailing, fly boarding and kiteboarding must not impede any other vessel traffic within the port. All such activities must be carried out in a safe manner, in areas where commercial vessel traffic will not be impeded, and with respect of other users of the port.

⁹² <http://www.ccg-gcc.gc.ca/e0003900>

⁹³ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

PART III | 8. PORT NAVIGATION

PLEASURE CRAFT

Pleasure craft, including those under oars, should keep well clear of all commercial vessels underway and not impede their passage. A vessel at anchor or berthed at a terminal may move without warning and a safe distance should be maintained. Particular attention must be paid to navigation in the high activity areas. Tide and wind conditions may cause turbulent seas. Caution should be exercised.

No person shall operate any pleasure craft under the power of oars or paddles:

- Within 50 metres of a deep sea vessel at any terminal
- Within 50 metres of a vessel at anchor

PERSONAL WATERCRAFT

No person shall operate a personal watercraft at night. Sunrise and Sunset are defined as the times published daily.

Any person operating a jet-ski or similar vehicle shall have attached to his person, clothing, or personal flotation device, a lanyard-type engine cut-off switch.

No person shall operate a jet-ski, fly board, kiteboard, parasail or similar recreational apparatus:

- Within 50 metres of a deep sea vessel at any terminal
- Within 50 metres of a vessel at anchor

Notwithstanding the above, use of personal watercraft in exhibitions, parades and other similar marine events may be permitted if the organizers of such an event have the written permission of the Port Authority for the use of personal watercraft. Such permission may only be granted after the Port Authority receives an application for a marine event. For more information on marine events, see Section 5.3.

Any person operating a personal watercraft must operate the vessel in a safe and prudent manner, having regard for other traffic, speed and wake restrictions, and all other circumstances so as not to endanger the life, injury or property of any person.

FUELLING

Refuelling of powered vessels shall only be done at Northwest Fuels with adherence to all posted safety procedures.

ANCHORING

The Port Authority has management and control of the port, which may include the establishment of places of moorage within the port. No vessel shall, except in an emergency, moor or anchor outside of designated anchorage areas without approval of the authority, and then only as directed.

Should a recreational vessel need to anchor for a short duration due to an emergency, the operator must contact the Port Security Operations Centre (PSOC) at 250-627-2522 and provide the mitigating circumstances, as well as the location and the expected duration of the anchorage, to ensure the safety of the vessel and other port users. The Port Authority may not agree to the proposed anchorage and may direct the vessel to another location.

PART III | 8. PORT NAVIGATION

Vessels moored or anchored at authorized locations are not permitted to raft vessels together. Vessel masters are responsible for ensuring their vessels are anchored in sufficient water to ensure safety at all stages of the tide and in all weather conditions.

Anchored vessels must display the appropriate day and night signals.

DERELICT, ABANDONED, ILLEGALLY MOORED OR ANCHORED VESSELS

Where the owner or person in charge of a vessel in the port is not available or refuses or neglects to obey any order to move the vessel, the Port Authority may, at the risk and expense of the owner of the vessel:

- Take possession of the vessel
- Use any means and force reasonably necessary to move the vessel
- Berth, anchor, moor the vessel at any place satisfactory to the Port Authority
- Remove the vessel out of the water and store it at any place satisfactory to the Port Authority.
- Dispose of the vessel by any method satisfactory to the Port Authority.

8.14 FISHING VESSELS

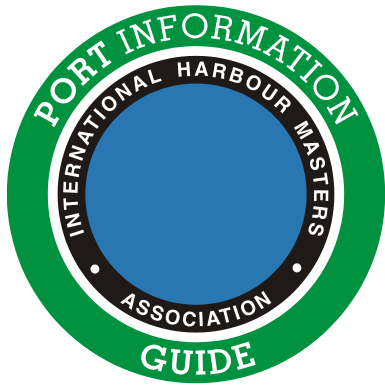
GENERAL

- There is to be no fishing by traps, trawl or set lines/longlines within 50 metres of any anchorage, anchored or berthed deep sea vessel within the inner harbour or the PRPA jurisdictional waters, without prior written approval by the Harbour Master.
- Crabbing or fishing by trap or hoop will not be permitted in the harbour in any location that could constitute a hazard to navigation and the safety of persons. This includes areas listed above. All excess line on traps and hoops must be weighted or secured to prevent being fouled by other mariners in the vicinity.
- Fishing by trap or any other means within a designated aircraft landing zone is prohibited.
- Nets are not to be washed in a narrow channel or aircraft landing zone.

8.15 AIRCRAFT

Aircraft on the water must comply with the Collision Regulations.

9 Port Safety



PART IV | 9. PORT SAFETY

9.1 GENERAL

In the event of a fire or other emergency situation occurring on vessels within the harbour, the owner, Master or Agent of the vessel is to immediately contact the Authority by calling Vessel Traffic on channel 16 or 71 or by telephone at 250-627-3074 (traffic) or 250-627-3081 (radio) or via cellular by dialing *16. For a fire onboard a vessel at anchor or alongside, the ship's crew will be the primary fire fighters and PRPA will support the vessel along with other marine resources as appropriate and available. No fire shall be used on any vessel in the harbour except in suitable containers and under constant supervision.

The owner, Master or person in charge of every vessel involved in an accident causing death of or injury to persons or loss of or damage to property, or collision, or grounding in the harbour, shall deliver immediately to the Authority a written report giving full details of such accident, collision or grounding.

The owner or person in charge of a vessel or floating property that is in danger of sinking or loss due to the distress of weather or any other cause shall take such action as may be necessary to ensure that such vessel or floating property does not interfere with navigation or operations in the harbour.

The owner or person in charge of a vessel involved in an incident causing any damage to another vessel or property within the harbour shall deliver immediately to the Authority a written report giving full details of such incident.

9.2 EMERGENCY CONTACTS

Marine Distress emergencies shall be indicated on Marine VHF 16, Cellular *16 and/or 911

EMERGENCY NUMBERS

Fire Emergency	911	
Fire Non-emergency	250-627-1248	
HAZMAT (Fire Department)	911	
Police Emergency	911	
Police Non-emergency	250-624-2136	
Ambulance Emergency	911	
Hospital	250-624-2171	1305 Summit Avenue

HARBOUR MASTER & PSOC

Telephone: 250-627-2522	Fax: 250-627-2622	VHF 68
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MARINE COMMUNICATIONS & TRAFFIC SERVICES

Telephone: 250-627-3074	Fax: 250-624-9075	VHF 71
Radio: 250-627-3081		

WESTERN CANADA MARINE RESPONSE CORPORATION

Telephone: 250-624-5666	24 Hour Emergency Telephone: 604-294-9116
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TUG SERVICES

SAAM SMIT	Telephone: 250-627-1331	With fire monitors
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PART IV | 9. PORT SAFETY

(up to 4900 HP)

Wainwright Marine Services Ltd. Telephone: 250-624-9858

All other emergencies in Prince Rupert Harbour will be indicated to Emergency Responders by calling 911.

Subsequent communications between the scene and the Incident Commander may be assigned to separate approved specific emergency response frequency(s) or telephone numbers. Fire departments will be notified through telephone 911. Municipal boundaries will determine the initial response.

9.3 EMERGENCY RESPONSE EQUIPMENT

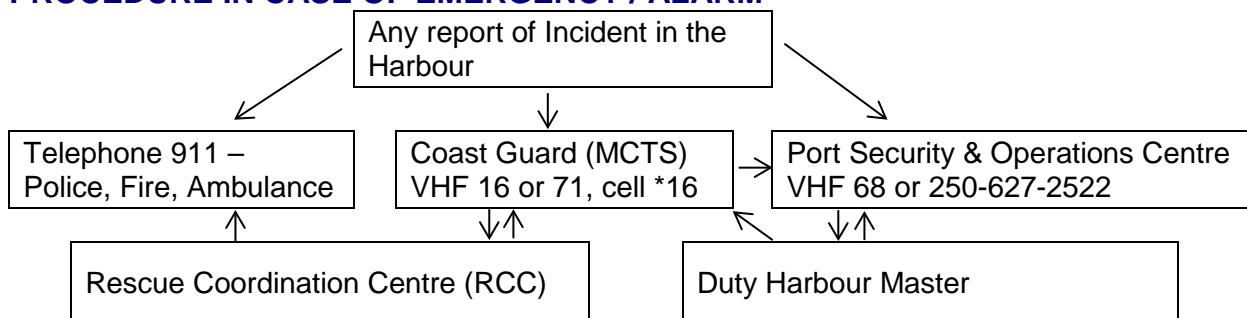
This information is contained in the PRPA Emergency Management Plan which includes response protocols for all hazards. For details contact the Harbour Master via psoc@rupertport.com.

9.4 EMERGENCY COORDINATION CENTRE

The Port Emergency Coordination Centre is the PSOC.

9.5 EMERGENCY SCENARIOS

PROCEDURE IN CASE OF EMERGENCY / ALARM



SPILLS

For marine pollutant or spills call Prince Rupert Traffic VHF 71

In the event of a spill during the transfer operations, the receiver and supplier must both immediately notify the Canadian Coast Guard (Telephone: 800-889-8852) and the Harbour Master's office (Telephone: 250-627-2522). The Canada Shipping Act requires both the oil supplier and oil receiver to immediately implement their oil pollution emergency plan and respond to the spill. Western Canada Marine Response Corporation (WCMRC) is a certified Response Organization with resources in Prince Rupert to mitigate the impact when an oil spill occurs.

ACCIDENTAL DISCHARGES

All accidental over side discharges shall be reported immediately to the Harbour Master's Office. If the discharges contain oil or other deleterious substances, the vessel must

PART IV | 9. PORT SAFETY

immediately notify MCTS (Telephone: 800-889-8852 or VHF 71) and activate its pollution response plan.

CONTACT INFORMATION

Canadian Coast Guard Telephone: 1-800-889-8852 VHF 71

Harbour Master (PSOC) Telephone: 250-627-2522 VHF 68

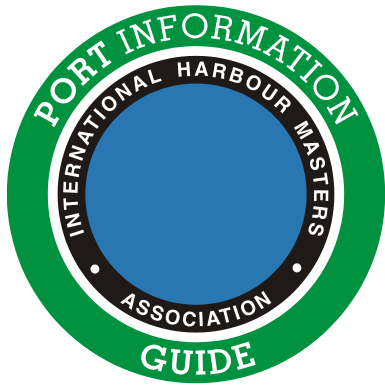
WCMRC (Prince Rupert) Telephone: 250-624-5666 Fax: 250-624-5166

RESPONSE PROCEDURES CHECKLISTS

PRPA has developed checklists for the following emergencies:

- Fire on a vessel underway
- Fire on a vessel alongside
- Collision in Harbour
- Vessel grounding or sinking in Harbour
- Man overboard
- Small vessel capsizing
- Deleterious substance or POL spill in Harbour
- Heavy wind warning
- Bomb threat
- Terrorist attack
- Earthquake
- Tsunami
- Ship Evacuation

10 Port Security



PART IV | 10. PORT SECURITY

10.1 GENERAL

Nationally, threat levels are assigned by [Transport Canada Marine Security \(TCMS\)](#).⁹⁴

MARSEC

MARSEC stands for Marine Security. MARSEC levels are designed to easily communicate pre-planned responses to increased threat levels.

MARSEC LEVEL 1

Appropriate security measures under normal operating conditions.

MARSEC LEVEL 2

Increased security measures maintained for a heightened security threat or incident for a limited period of time.

MARSEC LEVEL 3

Additional security measures when a security threat or security incident is probable or imminent.

10.2 PRESENT ISPS SECURITY LEVEL INFORMATION

The current MARSEC level in the Port of Prince Rupert can be found by calling the PSOC at 250-627-2522.

10.3 REPORTING TO PORT FACILITIES

GENERAL

The Prince Rupert port area has about 11 port facilities, each with its own IMO Marine Port Facility Security Officer, known in Canada as the Marine Facility Security Officer (MFSO). The Marine Facility Security Officer works with Transport Canada regarding specific details of the security situation of a calling ship. Contact information for the specific MFSO can be found through the vessel Agent or terminal.

EMBARKING AND DISEMBARKING CREW AND VISITORS

Embarking and disembarking crew shall be reported to the Marine Facility Security Officer of the port facility called at, or in the case of a vessel at anchor, to the PSOC (Telephone: 250-627-2522).

STORES

At all MARSEC levels, security procedures for the delivery of ships' stores shall be established in the vessel security plan.

⁹⁴ <http://lois-laws.justice.gc.ca/eng/regulations/sor-2004-144/page-10.html>

PART IV | 10. PORT SECURITY

10.4 UNMANNED AIR VEHICLES

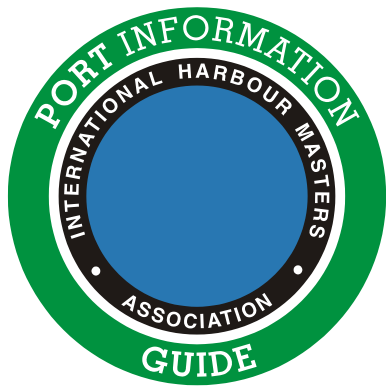
Recreational or hobby use of UAV or model aircraft is not permitted over lands or waters within the port without prior permission from the Port Authority by calling Port Security at 250-627-2522.

All commercial work or research with unmanned air vehicle (UAV) operations on or over the jurisdiction of the Port Authority must be first authorized through [Transportation Canada Civil Aviation Regional Office](#).⁹⁵ Prior to any UAV operation within the port, a copy of the special flight operations certificate (SFOC) must be provided to the Port Security Operation Centre (PSOC) along with the details of the planned flight (time, date, area and altitude). A marine event permit may be required for the UAV operation if it is occurring over the water.

Any suspicious or unexpected use of UAV will be reported to police and/or Transport Canada.

⁹⁵ <http://www.tc.gc.ca/eng/civilaviation/drone-safety.html>

11 Nautical Services



PART V | 11. NAUTICAL SERVICES

11.1 GENERAL

This chapter provides information regarding nautical services in the Port of Prince Rupert.

11.2 VTS

VESSEL TRAFFIC SERVICES (VTS) AND TRAFFIC CONTROL

Vessels approaching Prince Rupert will enter an area of responsibility of the Prince Rupert Traffic Zone. This zone is the largest VTS Zone in Canada, extending from Cape Caution to the Alaskan border and extends south including the Tofino Traffic Zone which was consolidated with Prince Rupert in spring 2014. Vessels approaching from the south along the United States coastline, or vessels travelling south from Alaska will now enter the consolidated Prince Rupert Traffic Zone.

For Vessel Traffic Services call “Prince Rupert Traffic” on VHF 11 in VTS Sector 1, West of Calling in Point 24 (North of Langara Island) and VHF 71 once in Sector 2 or when advised by Prince Rupert Traffic.

Within the Port of Prince Rupert, deep sea traffic movements are regulated by the Harbour Master via the daily schedule along with the restrictions listed in section 8.7.

RADAR COVERAGE

The new shore-based radar, monitored by MCTS VTS, provides extensive coverage from the Prince Rupert Harbour and approaches, past the Triple Island Pilot station to the west.

BASIC RULES OF COMMUNICATION

Radiotelephone procedures are described in the Canadian Coast Guard [Radio Aids to Marine Navigation, Part 4](#).⁹⁶ In the interest of safe navigation, Masters should ensure that a continuous listening watch is maintained on both 2182 kHz and on VHF 16 (156.8 MHz). These two frequencies SHALL ONLY BE USED FOR DISTRESS, URGENCY AND SAFETY COMMUNICATIONS, AND FOR CALLING PURPOSES.

Marine channels with licensed assigned frequencies are regulated by Industry Canada. Unauthorized channel interference may result in charges under the Radio Communication Act and the Radio Communication Regulations.

Port of Prince Rupert VTS assigned frequency:
VHF 71 (156.575 MHz) “Prince Rupert Traffic”

REQUIRED TO PARTICIPATE

- Every vessel 20 metres or more in length
- Every vessel engaged in towing or pushing any vessel or object, other than fishing gear, where:
 - The combined length of the vessel and any vessel or object towed or pushed by the vessel is 45 metres or more in length; or
 - The length of the vessel or object being towed or pushed by the vessel is 20 metres or more in length.

⁹⁶ <http://www.ccg-gcc.gc.ca/Marine-Communications/RAMN-2015/Part4-Pacific-General-Procedures>

PART V | 11. NAUTICAL SERVICES

EXCEPTIONS

- A ship towing or pushing inside a log booming ground.
- A pleasure craft less than 30 metres in length.
- A fishing vessel that is less than 24 metres in length and not more than 150 gross tonnes

VTS SERVICES

Canada's VTS system is operated by Canadian Coast Guard Marine Communication and Traffic Officers (MCTSO's), who monitor the movement of vessels using VHF radio, direction finding equipment, AIS, and in some areas, surveillance radar.

Prior to beginning a voyage within Canadian waters or entering from seaward, ships are required to obtain a VTS clearance. This clearance is issued by a Marine Communication Officer (MCO) after screening information about identity, condition, cargo and intentions of the vessel. As it proceeds on its voyage the ship is required to maintain a listening watch on designated marine VHF radio channels and report at specific positions, Calling-In-Points (CIPs). In turn, the vessel is provided with information, advice, navigational safety and weather information. In many places traffic routing systems have been established to further enhance vessel movement safety. These consist of "one way" lanes and separation zones and are shown on nautical charts.

HARBOUR SCHEDULE

The Prince Rupert Harbour Master authorizes all ship movements, anchorages and berth assignments in the [Shipping Schedule](#).⁹⁷ Agents and Pilots may request changes to the Shipping Schedule by contacting the Harbour Master's Office (Telephone: 250-627-2522 or Email: psoc@rupertport.com).

11.3 PILOTAGE

Every vessel that is over 350 gross tonnes, and every pleasure craft over 500 gross tonnes, is subject to compulsory pilotage. The Master, Owner or Agent of a vessel that is to arrive in a compulsory pilotage area shall notify the [Pacific Pilotage Authority](#)⁹⁸ of the estimated time of arrival, universal time co-ordinated (UTC) and local time, off Triple Island near Prince Rupert, at least 48 hours prior to arrival, and shall confirm or correct the estimated time of arrival 12 hours prior to arrival. A pilot boarding station is located off Triple Island (54° 19.00' N; 130° 53.10' W) approximately 22 nautical miles from port.

Prince Rupert Harbour is designated a compulsory pilotage area under the [Pilotage Act](#).⁹⁹ Any vessel required to carry a Pilot under the Pilotage Act will not navigate within the harbour unless a certified BC Coast Pilot is on board or in emergencies, as directed by the Harbour Master.

The Pacific Pilotage Authority (PPA) will issue Notices to Industry when there are important updates to pilotage rules and regulations, which can be found [here](#).¹⁰⁰ These notices will also advise of new initiatives, services, and other important announcements concerning pilotage.

⁹⁷ <https://pems.rupertport.com/public/dashb.ashx?db=caprr.dailyshipping>

⁹⁸ <http://www.ppa.gc.ca>

⁹⁹ <http://laws-lois.justice.gc.ca/eng/acts/P-14/FullText.html>

¹⁰⁰ http://www.ppa.gc.ca/text/notice_to_industry-e.html

PART V | 11. NAUTICAL SERVICES

ORDERING PILOTS ARRIVING SHIPS

Normally Pilots will be ordered via the ship's Agent who will contact the Pacific Pilotage Authority or use the online Agent Portal at least 10 hours prior to arrival. The Master, Owner or Agent shall provide the estimated time of the ship's arrival at Triple Island Pilot Station in Coordinated Universal Time (UTC) and local time, at least 48 hours before arrival.

DEPARTING SHIPS AND SHIPS IN THE PORT OF PRINCE RUPERT

Normally Pilots will be ordered by the ship's Agent at least 10 hours before the estimated time of departure. If a vessel fails to anchor in its assigned anchorage or if it drags out of its position in the anchorage, the vessel may be ordered by the Harbour Master to be repositioned by a certified BC Coast Pilot. A vessel so ordered will absorb all costs associated with the repositioning.

HOW TO PREPARE THE SHIP FOR BOARDING OF THE PILOT

Ships shall prepare a Pilot Ladder on both sides of the vessel (unless otherwise directed) and lower it to one metre above the waterline. Ships are also to have a line available to hoist up the Pilot's bag prior to the Pilot embarking.

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE

PILOT LADDER WINCH REEL

NO! No shackles, knots or splices
NO! The steps must be equally spaced
NO! The steps must be horizontal and checked under the steps must be tightly secured
NO! Spreaders must not be loaded between steps
NO! Side ropes must be equally spaced
NO! The steps should not be painted, dirty or slippery
NO! Lanes and tripping lines present a tripping hazard and foul the Pilot Launch

Handhold stanchions rigidly secured to deck
Responsible Officer in contact with bridge
Handholds Min. 70cm Max. 80cm
Spreaders Min. 180cm Long
MAXIMUM 9 STEPS Between spreaders
MIN. 40cm
31-35cm
5th STEP from bottom must be a spreader
6 METRES unobstructed ship's side
Height Required by Pilot
Accommodation ladder should be secured to ship's side
Lower platform horizontal
0.5m
Maximum 45° slope should land lift
Recommended 2 metre handboard mark
STERN BOW
Using spread magnetic or pneumatic system
Handholds Min. 70cm Max. 80cm
Minimum Clearance 220cm
Minimum 91.5cm
Side opening
75cm
75cm
Ship's side down used for transfer should not open outward

PILOT BOARDING STATION

The Pilot Boarding Station is located off Triple Island (54° 19.00' N; 130° 53.10' W) approximately 22 nautical miles west of the Port of Prince Rupert.

PART V | 11. NAUTICAL SERVICES

Vessels may be instructed to follow the Pilot Boat into sheltered waters near Lucy Island for boarding during heavy weather.

PILOT BOAT

The Pilot Boat is either the "Pacific Pathfinder," a 22 metre, yellow hull, white house and yellow mast stand boat or "Pacific Pilot IV", a 20 metre, yellow hull with white house boat. Communications with the Pilot Boat is normally on VHF 17 one hour prior to arrival time at the Pilot station.

PILOT HELICOPTER

Pilot embarkation by helicopter may be utilized by the Pacific Pilotage Authority and requested by Agents. Updates on this service will be available online at the [Pacific Pilotage Authority website](#).¹⁰¹

11.4 TUGS

All vessels require the use of tugs when arriving or departing berths in the Port of Prince Rupert. Specific tug requirements for each terminal are described in the Port Sections Guides.

Also, all vessels require the use of tugs while underway in Prince Rupert Harbour when it is appropriate for navigational safety or when ordered by the Authority.

TUGS AVAILABLE

SAAM SMIT TOWAGE

Telephone: 250-627-1331

Name	Sustained Bollard Pull (BP)	Static Bollard Pull (BP)	Maximum Bollard Pull (BP)
SMIT Humber	68.75	70.91	73.62
SMIT Clyde	66.51	67.34	67.76
SMIT Mississippi	62.69	64.44	68.56
SMIT Venta	60.89	61.48	62.38
SMIT Saba	64.21	65.14	65.62
SST Star	23.61	24.75	25.60
SMIT Dawn	23.24	23.32	23.45
SMIT Red Fir	6.28	6.47	6.50
SMIT Cecil (Kitimat)	18.28	18.68	18.73
SMIT Norman (Kitimat)	21.38	21.68	21.95

WAINWRIGHT MARINE SERVICES LTD.

Telephone: 250-624-9858

Name	Horsepower (HP)	Propulsion
Cadal	1000 HP	Twin Screw
Ingenika	700 HP	Twin Screw
Fraser Warrior	600 HP	Twin Screw
River Belle	300 HP	Single Screw
Grizzly No. 7	300 HP	Single Screw
Golden Spruce	300 HP	Single Screw

¹⁰¹ http://www.ppa.gc.ca/text/notice_to_industry-e.html

PART V | 11. NAUTICAL SERVICES

HOW TO ORDER A TUGBOAT

Tugs are normally ordered through the ship's Agent or in an emergency by calling Prince Rupert Traffic on VHF 71.

TOWING

Where, in the interests of safe navigation, the Authority considers that a vessel should engage tug service for moving in the Harbour, the Authority may, at the risk and expense of the owner of the vessel, order the vessel to engage such service. Every vessel towing another vessel in the Harbour shall have sufficient power to perform such service properly and shall at all times maintain full control of the vessel in tow. No vessel towing or in charge of another vessel shall cast adrift or allow to become adrift such other vessel, except to prevent imminent danger to life or property.

SAFETY TOW LINE

In the event of a fire or other emergency, it may be necessary to take a vessel off the berth.

Vessels berthed in the Port should rig a tow line at both bow and stern, securely fastened on deck by one end and hanging over the offshore side of the vessel with an eye in the other end positioned not more than one metre above the waterline.

Tow lines for vessels handling explosives are mandatory and they must be made of steel.

11.5 MOORING

Lineboats are required at berths on Ridley Island and Westview Terminal. Linesmen are available at all berths through the Agent or Terminal. For more information regarding specific terminals please reference the appropriate Port Sections Guide.

11.6 LASHING OF CARGO

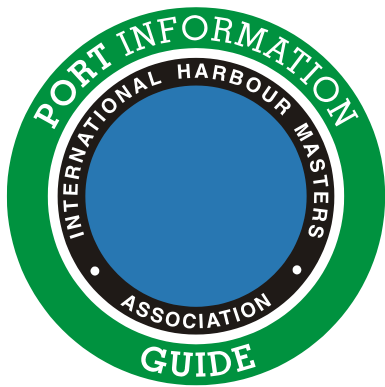
Lashing, securing, and stowage of cargo must be done in accordance with the [Cargo, Fumigation and Tackle Regulations](#)¹⁰² of the Canada Shipping Act. Also applicable are the [Code of Safe Practice for Cargo Stowage and Securing \(CSS Code\)](#)¹⁰³ from the IMO and the [Canadian Code of Safe Practice for Ships Carrying Timber Deck Cargoes](#).¹⁰⁴

¹⁰² <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-128/>

¹⁰³ [http://www.imo.org/blast/blastDataHelper.asp?data_id=22526&filename=A714\(17\).pdf](http://www.imo.org/blast/blastDataHelper.asp?data_id=22526&filename=A714(17).pdf)

¹⁰⁴ <https://www.tc.gc.ca/eng/marinesafety/bulletins-1998-02-eng.htm>

12 Nautical Communication



PART V | 12. NAUTICAL COMMUNICATION

12.1 GENERAL

The proper use of radio frequencies and procedures are outlined in the [Radio Aids to Marine Navigation](#).¹⁰⁵ All ships in waters under Canadian jurisdiction are required to carry the most recent applicable edition of this publication.

GUIDELINES FOR AIS TRANSPONDERS IN THE PORT OF PRINCE RUPERT

All ocean going vessels, fishing vessels, tugs, and pleasure craft should activate their AIS transponders at all times within the Prince Rupert area.

12.2 VHF CHANNELS NAUTICAL COMMUNICATION

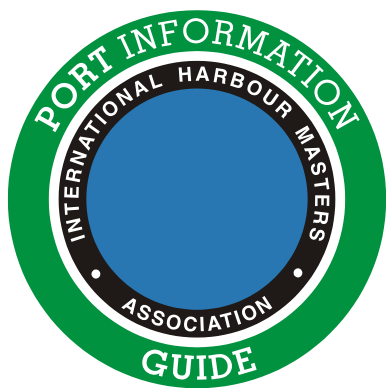
Prince Rupert Marine Communications and Traffic Services (MCTS) operate on VHF 11 and VHF 71. Vessels should establish communications with "Prince Rupert Traffic" on VHF 71 when 12 nautical miles from shore if entering via Dixon Entrance. The owner of every deep sea vessel and, if requested by the Port Authority, the owner of every other vessel shall, where possible, give notice to the Port Authority of the current expected date and approximate time of arrival at the harbour.

RADIO

Prince Rupert Coast Guard Radio "VAJ" 2182 KHz, 4125 KHz and VHF 16. Vessels wishing to communicate with the Port Authority may call "Prince Rupert Operations" on VHF 68. MCTS can be contacted by calling "Prince Rupert Traffic," on VHF 71.

¹⁰⁵ <http://www.ccg-gcc.gc.ca/Marine-Communications/RAMN-2015/Pacific-Table-of-Contents>

13 Cargo Operations



PART VI | 13. CARGO OPERATIONS

13.1 GENERAL

This chapter describes the rules and regulations concerning cargo operations in the port of Prince Rupert.

13.2 LOADING/DISCHARGING PROCEDURES

For specific cargo loading/discharging information regarding particular terminals please reference the appropriate Port Sections Guide.

INTERNAL TRANSFERS

Care should be taken if it is necessary to transfer oil internally between tanks. Except for bunker barges, there should be no internal transfer into a tank, which is greater than 85 percent full, prior to transfer. Within harbour limits the transferring of oil should not be used to adjust a vessel's trim.

FUMIGATION

Fumigation is done in accordance with the [Cargo, Fumigation and Tackle Regulations](#)¹⁰⁶ of the Canada Shipping Act.

Fumigation in the Port of Prince Rupert is arranged through the Vessel Agent and will be performed by either Universal Fumigation Services or SGS Canada Agriculture Services.

13.3 CLEANING PROCEDURES

OVERBOARD DISCHARGES

For the purpose of this procedure, the term “overside discharges” refers to the discharge of any solid waste or any liquids from a vessel other than ballast water.

Vessel's garbage must be retained on board in suitable containers with properly fitted covers. Garbage removal services are available and must be used to prevent more than a minimum of accumulation of garbage on board prior to sailing. Garbage, dunnage and scrap materials must not be dumped in Canadian Territorial Waters. Burning of vessel's garbage is not permitted within the port.

No person shall drain, discharge or deposit in the water any pollutant that could cause damage to vessels or property, cause a nuisance or endanger persons, property or the environment.

Vessels requiring to discharge hold/tank washings must notify the Harbour Master's Office via PSOC. The Duty Harbour Master may be contacted at any time outside of normal office hours through PSOC at 250-627-2522. It is recommended that at least 12 hours' notice be given. The Harbour Master's staff may inspect hold/tank cleanliness and hold/tank washings prior to discharge. In any event no hold/tank washings are to be discharged without approval from the Harbour Master's Office.

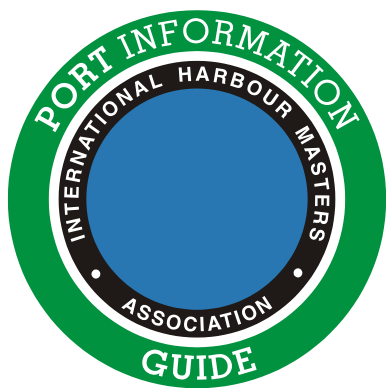
Vessels are encouraged to retain hold washings on board or at least provide some settling of the heavier materials before discharge over side. No matter how innocuous the commodity,

¹⁰⁶ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-128/>

PART VI | 13. CARGO OPERATIONS

the Canadian Department of Fisheries & Oceans have a prohibition for suspended solids in excess of 75 mg/L (parts per million). For most materials, this is only a slight haze. Where possible, dry clean-up methods, which recover the product, should be used.

14 Vessel Operations



PART VI | 14. VESSEL OPERATIONS

14.1 GENERAL

This section contains information on the rules and regulations regarding vessel operations in Prince Rupert Harbour.

Not permitted in Prince Rupert Harbour:

- Pumping of black water (sewage) or grey water overboard
- Use of an incinerator
- Bottom cleaning by brushes (without exemption listed in 14.4)
- Fishing with nets or trap fishing within 300 metres of any berth, designated anchorage, jetty, float or other structure used by watercraft without prior written permission from the PRPA

14.2 LOWERING BOATS AND RAFTS

The Harbour Master's Office is aware of the various national requirements for the exercising of lifeboats at designated intervals and will accommodate all such activities. Prior to conducting Lifeboat Exercises the vessel must request permission from the Harbour Master's Office through the PSOC (Telephone: 250-627-2522 or VHF 68) of their intentions including the start and finish time. It is expected that lifeboat drills will be conducted within a 50 metre radius of a vessel at anchor.

Vessel's boats may be used to transfer crew to and from vessels anchored in the inner harbour. Such boats must only land and embark persons at the Northland Terminal. Vessel's crews must not land at private docks. Vessel's boat engines must be fitted with an efficient muffler silencer system that complies with recognized noise control standards.

MAN OVERBOARD AND EMERGENCY DRILLS (FIRE, ABANDON SHIP, ETC.)

Prior to conducting any drills that may be seen or heard by other vessels or persons ashore, all vessels shall advise the PSOC on VHF 68 and Prince Rupert Traffic on VHF 71 at least 15 minutes prior to commencement of any drills and again after the drills are complete.

14.3 MAINTENANCE AND REPAIR

DEMOBILIZATION OF PROPULSION

No vessel shall de-mobilize its main engines whilst alongside without the approval of the Harbour Master's Office via the ship's agent.

The Harbour Master's Office will consider:

- The prevailing weather conditions, tide or current
- The type of berth and cargo operations
- The length of time the engines are expected to be de-mobilized

If approval is given, the vessel will be required to complete all of the following:

- Provide a continuous vigilant deck watch
- Advise MCTS at the commencement and completion of the de-mobilization
- Provide continuous monitoring of VHF 71
- Ensure emergency towing lines are properly rigged;

PART VI | 14. VESSEL OPERATIONS

- Provide a minimum of four head/stern lines and two springs each end, under even tension.

In some circumstances a tug may be required to stand by the vessel. Permission to demobilize main engines for a vessel at anchor will only be granted under exceptional circumstances. A tug must stand by a vessel that requires de-mobilizing its engines whilst at anchor.

Nothing in these procedures relieves the Master of the vessel from his obligations for safety or from following additional precautions as would be required by the normal practice of seamen. These procedures are to be considered the minimum requirements.

TURNING MAIN ENGINES

No vessel shall turn main engines while made fast alongside a berth without the prior approval of the Harbour Master's Office via PSOC. Where a vessel is turning its propeller while berthed at Authority property or at anchor, it shall, from sunset to sunrise be sufficiently illuminated to clearly indicate such activity.

HOT WORK

For the purposes of this section "hot work" is defined as all welding, cutting, brazing, or other metal work conducted with oxyacetylene or arcing equipment onboard a vessel of more than 350 gross tonnes, or on a dock or facility designed to berth such vessels.

All Hot Work may only commence when a [Welding and Hot Work Permit](#)¹⁰⁷ has been completed in its entirety and sent to the Harbour Master's Office via [email](#).¹⁰⁸ All portions of the Permit must be completed and each question on the attached sheet must be answered in the affirmative for work to commence. Should any precaution be incapable of fulfillment, in special circumstances specific approval may be granted by the Duty Harbour Master to allow work to proceed. Any additional precautions imposed by the Duty Harbour Master for this work are mandatory.

Welding and burning equipment shall be used in the harbour only with permission of the Authority and only by qualified operators. Before welding or burning equipment is used in the harbour, all flammables shall be moved to such a distance from the equipment as will render them safe from fire and, where such movement is impossible, the flammables shall be adequately shielded. No tanks, containers or other facilities used for storage or transportation of flammables shall be repaired in the harbour with welding or burning equipment until such facilities have been rendered safe for making the repairs.

Every compressor or generator used in connection with welding or burning equipment shall be placed securely and in such a manner as not to interfere with any other operations carried out in the harbour or on Authority property.

BOLLARD TESTING

Vessels may conduct bollard pull testing or pushes only with the prior permission of the Port Authority and is subject to any conditions imposed by the Authority. The repair of any damage to a berth, fendering system, ladders or other terminal structure will be held to the cost and account of the vessel conducting the test.

¹⁰⁷ <http://www.rupertport.com/operations/permits>

¹⁰⁸ psoc@rupertport.com

PART VI | 14. VESSEL OPERATIONS

EQUIPMENT TRIALS

No vessel, when berthed at Authority property or alongside another vessel in the harbour, shall, without the permission of the Authority, engage in equipment or machinery tests or any operation which could endanger such property or other vessels.

14.4 UNDERWATER INSPECTION, DIVING & CLEANING

DIVING

All persons wishing to perform recreational or commercial diving in the Port of Prince Rupert must obtain permission from the Harbour Master's Office via the PSOC by completing a [Diving Permit](#).¹⁰⁹ All diving may only commence when the Diving Permit is completed in its entirety and delivered to the Harbour Master's Office via [email](#).¹¹⁰

The dive site shall be properly identified by appropriate buoys, flags or lights.

The Harbour Master's Office may veto proposed diving operations where these conflict with the safe operations of the Port.

14.5 PAINTING, CHIPPING OR CLEANING VESSELS

PAINTING, CHIPPING OR CLEANING

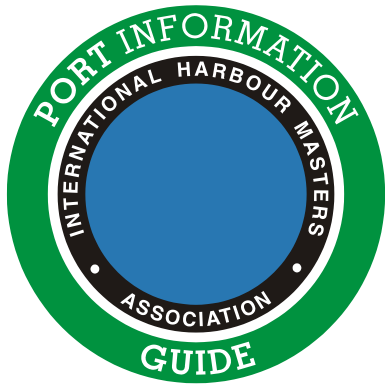
The Master must request permission at least one (1) hour in advance of any painting, chipping or hull cleaning work by calling the PSOC (call sign "Port Security") on VHF 68. The Harbour Master must approve all requests in advance of any work. The following rules apply to all vessels:

- All precautions must be taken to prevent paint, solvents or any other deleterious substances from entering the waters of Prince Rupert Harbour
- Painting, chipping and cleaning must be completed in daylight hours only
- Waste and paint chips must be prevented from entering the water and must be disposed of in accordance with all regulations
- The Master is responsible for ensuring that there are no spills into the local waters.

¹⁰⁹ <http://www.rupertport.com/operations/permits>

¹¹⁰ psoc@rupertport.com

15 Port Inspections



PART VI | 15. PORT INSPECTIONS

15.1 GENERAL

This chapter describes relevant inspections that one can expect in the port of Prince Rupert.

15.2 INSPECTIONS FROM PORT STATE CONTROL

The Tokyo Memorandum of Understanding (MOU) and Paris MOU on Port State Control both aim at eliminating substandard shipping by ensuring compliance with applicable international conventions. Canada was a driving force in the creation of the Tokyo MOU, which focuses specifically on the Asia-Pacific region, and has been a member since its inception in December 1993. Ship inspections are carried out by Marine Safety Inspectors (MSI) from the Marine Safety Branch of Transport Canada. An inspection database and list of detained ships are maintained by the headquarters group at Transport Canada.

More information on Port State Control can be found on [Transport Canada's Port State Control website](#).¹¹¹

CONTACT DETAILS

Transport Canada
Marine Safety and Security (AMSEA)
Tower C, Place de Ville
330 Sparks Street, 10th Floor
Ottawa, ON K1A 0N5
Email: oepepe@tc.gc.ca
Telephone: 855-859-3123 (Toll Free) or 613-991-3135 (local)
Teletypewriter / TDD: 888-675-6863
Facsimile: 613-993-8196

15.3 INSPECTIONS FROM OTHER PARTIES

INSPECTIONS FROM THE CANADIAN FOOD INSPECTION AGENCY

The Canadian Food Inspection Agency (CFIA) uses a risk-based approach to verify that domestically produced and imported products meet Canadian standards and regulations. CFIA compliance and enforcement actions occur all along the supply chain and they involve numerous stakeholders and jurisdictions. Vessels arriving in Prince Rupert may be subject to inspection by CFIA. More information may be found on the [CFIA website](#).¹¹²

ASIAN GYPSY MOTH

Any vessel entering the Port of Prince Rupert at any time of year must be free from all life stages of Asian Gypsy Moth (AGM), and the AGM risk period for Prince Rupert is March 1 to September 15. The Master of a vessel arriving during the AGM risk period must provide to CFIA, via their Agent, a summary of ports called upon by the vessel for the past two years and a copy of a Phytosanitary Certificate or other recognized certificate (listed in Appendix 4 [here](#)¹¹³). The vessel will be able to enter the Port after written confirmation from CFIA, and the vessel remains subject to inspection during its stay in Prince Rupert. Vessels requiring

¹¹¹ <http://www.tc.gc.ca/eng/marinesafety/oepepe-inspection-psc-menu-1120.htm>

¹¹² <http://www.inspection.gc.ca/about-the-cfia/eng/1299008020759/1299008778654>

¹¹³ <http://www.inspection.gc.ca/plants/plant-protection/directives/date/d-95-03/eng/1321945111492/1321945344965>

PART VI | 15. PORT INSPECTIONS

AGM inspection will be assigned to Anchorage 9 or 10 initially. If upon inspection of the vessel, an infestation of AGM is found, the vessel will be ordered out of Canadian waters until all life stages of AGM have been removed and the risk of introducing AGM has been mitigated. Upon re-entering the Port, the vessel will be assigned Anchorage 20 or 21 for re-inspection. More details on requirements, inspections, and non-compliance can be found [here](#).¹¹⁴

CONTACT DETAILS

Canadian Food Inspection Agency
B3-417 2nd Ave West
Prince Rupert, BC V8J 1G8
Telephone: 250-627-3033

INSPECTIONS FROM THE PRINCE RUPERT PORT AUTHORITY

During a ship's stay in Prince Rupert, the ship may be visited by officials representing the Harbour Master/Operations Department for inspections and checks on standards for cargo handling and regulations, such as the practices and procedures listed in this Port Information Guide. Furthermore, MARPOL inspections may be carried out on behalf of Port State Control. The ship's management is responsible for ensuring that such an official has access to all relevant ship documents 24 hours a day. See Chapter 5 for a list of the required documentation that needs to be available.

SECURITY AND SEARCH

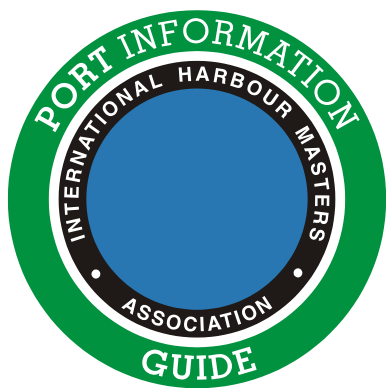
An Enforcement Officer designated pursuant to section 108 of the Canada Marine Act may board any vessel and conduct inspections of the vessel to determine whether the vessel complies with any of the provisions of these practices and procedures. The Enforcement Officer may direct any vessel to provide them with reasonable information concerning the condition of the vessel, its equipment, the nature and quantity of its fuel and the manner and locations in which the cargo and the fuel of the vessel are stored, and any other reasonable information that they consider appropriate for the administration of these practices and procedures. The Enforcement Officer may take any action or issue any orders on board a vessel with respect to that vessel that they consider necessary or reasonable in the circumstance to:

- Prevent the occurrence, commission or continuation of a violation or offence under law, or any other Act or regulation within the Authority's authority, responsibility or jurisdiction; or
- Gather evidence, information, materials or samples of any substance or material that may be required by the Authority with respect to a violation or offence under any other Act or Regulation within the Authority's authority, responsibility or jurisdiction.

The Master of any vessel and every person on board the vessel shall give the Authority all reasonable assistance to enable the Enforcement Officer to carry out their duties and functions under this section. No person shall obstruct or hinder the Enforcement Officer while they are engaged in carrying these duties and functions, or knowingly make a false or misleading statement, either orally or in writing, to the Authority.

¹¹⁴ <http://www.inspection.gc.ca/plants/plant-protection/directives/date/d-95-03/eng/1321945111492/1321945344965>

16 Port Services



PART VII | 16. PORT SERVICES

16.1 GENERAL

This chapter describes available services that one can expect in the port of Prince Rupert.

16.2 FUEL AND LUBRICATION OIL

BUNKERING

All vessels shall use safe handling procedures when transferring petroleum products, including those carried out at a licensed fuel facility.

No vessel exceeding 50 metres LOA shall bunker or refuel within the harbour unless prior written approval has been obtained from the Authority and the [Fuel Transfer Safety Checklist](#)¹¹⁵ completed.

The oil receiver and the oil supplier should before transferring:

- Agree on the appointment of a competent person to supervise the transfer operation;
- Agree on the handling procedures including the maximum loading or unloading rates;
- Complete and sign the [Fuel Transfer Safety Checklist](#)¹¹⁶ and
- Agree on the action to be taken in the event of an emergency during handling operations.

The conditions under which oil transfers take place may change during the process. The changes may be such that the integrity of the operation can no longer be guaranteed. The party noticing or causing the change of condition is under an obligation to take all necessary actions, which may include stopping the operation, to re-establish safe conditions. The change of conditions should be reported to the other party, and where necessary, co-operation with the other party should be sought.

A Vessel's Agent shall give the Harbour Master's office at least 12 hours' notice of bunkering or the loading of bulk oils either from a barge or tanker truck. Whenever possible bunkering and the transfer of bulk oils will take place during daylight hours.

The loading of bunkers and bulk oils is only permitted alongside a berth or, if this is not possible, at an Inner Harbour anchorage.

SPILLS

In the event of a spill during the transfer operations, the Receiver and Supplier must both immediately notify the Canadian Coast Guard and the Harbour Master's office. The Canada Shipping Act requires both the oil supplier and oil receiver to immediately implement their oil pollution emergency plan and respond to the spill. WCMRC is a certified Response Organization with resources in Prince Rupert to mitigate the impact when an oil spill occurs.

ACCIDENTAL DISCHARGES

All accidental overside discharges shall be reported immediately to the Harbour Master's Office via PSOC. If the discharges contain oil or other deleterious substances, the vessel must immediately notify MCTS (Telephone: 250-627-3074 or VHF 71) and activate its pollution response plan.

¹¹⁵ <http://www.rupertport.com/operations/permits>

¹¹⁶ <http://www.rupertport.com/operations/permits>

PART VII | 16. PORT SERVICES

CONTACT INFORMATION

Canadian Coast Guard Telephone: 800-889-8852 VHF 71

Harbour Master (PSOC) Telephone: 250-627-2522 VHF 68

WCMRC (Prince Rupert) Telephone: 250-624-5666 Fax: 250-624-5166

16.3 FRESH WATER

Potable water is available at Fairview Terminal, Northland Terminal, and Atlin Marina; non-potable water is available at Ridley Terminals and Prince Rupert Grain. Charged per tonne, plus service charge for connect/disconnect.

16.4 STORES

Arrangement should be made in advance, through the local Agents. All types of provisions as well as deck and engine stores are available.

16.5 SHORE BASED ELECTRICITY

Shorepower is available at Fairview Terminal with prior arrangements only.

16.6 WASTE

Removal of international garbage requires approval from CBSA and must be coordinated through local Vessel Agent.

16.7 REPAIRS

In the Port of Prince Rupert minor repairs to all types of marine equipment and electronics are available and one shipyard, catering to large fishing vessels, has a 250 tonne marine railway. Also available is hydraulic cranes up to 100 tonne capacity, with 200 foot reach, and floating crane with 50 tonnes capacity.

LOCAL SERVICE PROVIDERS

Name	Services/Equipment Available	Contact information
Adams Diving	Inspection, salvage, construction, contaminated diving, underwater ship maintenance, welding, burning	250-624-3088 1029 6 th Ave East office@adamsdiving.com
Bridgeview Marine	Marine sales, boat parts, repairs	250-624-5809 160 Hast Road
Broadwater Industries	Fabrication, welding, barging, pile driving	250-624-5158 247 1 st Ave East
Certified Welding & Machining	Vessel repair, Class approved welding, hydraulics, machining, testing	250-624-2707 234 3 rd Avenue East certified@citywest.ca

PART VII | 16. PORT SERVICES

Harbour Machining	Welding, fabrication, repairs, 24/7 emergency service	250-624-3253 208 Kaien Road
Johnny's Machine Shop	Machining, hydraulics, welding, pumps	250-624-3003 8 Cow Bay Road johnnys@citytel.net
Marinex	Welding, fabrication, repairs	250-624-6014 6 Cow Bay Road info@marinex.ca
McLean's Shipyard	Repairs to commercial fishing vessels	250-624-3142 Seal Cove

16.8 DE-RATting

In accordance with the International Health Regulations 2005, from the World Health Organization, all international vessels stopping in Canada must have a valid [Ship Sanitation Certificate](#).¹¹⁷ These certificates, the Ship Sanitation Control Exemption Certificate or a Ship Sanitation Control (SSC) Certificate (formerly known as De-ratting/Deratification Certificates), must be renewed every six months. In Canada these certificates are issued by [Health Canada](#)¹¹⁸ and inspection can be requested via the appropriate form thru the Vessel Agent.

16.9 SURVEYORS

NORTHERN BREEZE SURVEYORS

941 8th Ave East
Prince Rupert, British Columbia
Canada V8J 2N2
Telephone: 250-624-2881
Cell: 250-600-7922
Email: norbreez@citytel.net

SGS CANADA INC.

Prince Rupert, British Columbia
Telephone: 778-645-0264
Fax: 250-627-8437
Email: robin.laskar@sgs.com

16.10 SHIPPING AGENTS

G.W. NICKERSON

30-342 3rd Avenue West
Prince Rupert, British Columbia
Canada V8J 1L5
Telephone: 250-624-5233
Fax: 250-624-5855
Email: operations@gwnickerson.com

PACIFIC NORTHWEST SHIP & CARGO PRINCE RUPERT

344 2nd Ave West
Prince Rupert, British Columbia
Canada V8J 1G6
Telephone: 778-884-6224
Email: princerupert@pnwship.com

¹¹⁷ http://www.who.int/ihr/ports_airports/ssc/en/

¹¹⁸ <http://www.hc-sc.gc.ca/hl-vs/travel-voyage/general/sanitation-sanitaire-eng.php>

PART VII | 16. PORT SERVICES

NORTHCOAST SHIPPING AGENCY

PO Box 123
 Prince Rupert, British Columbia
 Canada V8J 3P4
 Telephone: 250-624-9668
 Fax: 250-624-6783
 Email: operations@northcoastshipping.com

TNC AGENCIES CANADA LTD.

1617 2nd Avenue West
 Prince Rupert, British Columbia
 Canada V8J 1J5
 Telephone: 250-624-4447
 Fax: 250-632-4460
 Email: princerupert@tncagencies.com

TNC AGENCIES CANADA LTD.

6 Cranberry Street
 Kitimat, British Columbia
 Canada V8C 2S4
 Telephone: 250-632-2221
 Fax: 250-632-4460
 Email: kitimat@tncagencies.com

WEST COAST AGENCIES

185 Dallas Road
 Victoria, British Columbia
 Canada V8V 1A1
 Telephone: 778-724-2080
 Email: hnatko@westcoastagencies.ca

LBH CANADA

Suite 408-13383 108 Avenue
 Surrey, British Columbia
 Canada V3T 5T6
 Telephone: 604-599-8103
 Fax: 604-599-8105
 Email: info@lbhcanada.com

RUPERT MARINE SHIPPING

239 4th Avenue East
 Prince Rupert, British Columbia
 Canada V8J 1N4
 Telephone: 250-624-5339
 Fax: 250-624-4329
 Email: shipping@citywest.ca

16.11 MEDICAL FACILITIES

Masters are required to complete and furnish promptly at the first port of arrival in Canada, a Declaration of Health in the prescribed form. Advanced radio notification to a quarantine station applies only if a condition of health irregularity occurs onboard. Masters should acquaint themselves with section 12 of the [Quarantine Regulations](http://laws.justice.gc.ca/eng/regulations/C.R.C.,_c._1368).¹¹⁹ Prince Rupert has a full service hospital (1305 Summit Ave. 250-624-2171), as well as medical service to larger metropolitan areas.

16.12 SEAMAN'S MISSIONS

PRINCE RUPERT LIGHTHOUSE HARBOUR MINISTRIES

245 3rd Avenue West, Prince Rupert, British Columbia, V8J 1L2. Telephone: 250-624-6724

16.13 TRANSPORT

Prince Rupert is the terminus of the Canadian National Railways transcontinental system and the transcontinental highway 16. Passenger services are available by bus, train, airline and ferry. The Prince Rupert Airport is located on Digby Island with access by shuttle bus and ferry. The airport is currently serviced by one airline with daily flights to Vancouver.

¹¹⁹ http://laws.justice.gc.ca/eng/regulations/C.R.C.,_c._1368

PART VII | 16. PORT SERVICES

AIR CANADA

Telephone: 250-624-9633

BC FERRIES

Telephone: 877-223-8778

VIA RAIL

Telephone: 888-842-7245

ALASKA MARINE HIGHWAY SYSTEM

Telephone: 250-627-1744

GREYHOUND BUS

Telephone: 250-624-5090

LOCAL SERVICE PROVIDERS

Name	Services/Equipment Available	Contact information
Wainwright Marine Services Ltd	Marine barges Water taxi	250-624-9858 wms@citywest.ca
West Coast Launch	Water taxi	250-627-9166
Inlet Express	Water taxi	250-624-8452
Metlakatla Ferry Service	Water taxi	250-628-3201



Port Sections Guide

Section 01

Read Port Information Guide first
Check website for updated Practices and Procedures www.rupertport.com

Port Prince Rupert (Inner Harbour)

Section Cow Bay Marina

Date 10/1/2016

Position (lat / lon) 54° 19.1 N 130° 19.2 W

**Minimum control-
led water depth** Control depth alongside is 4.6 metres

Chart datum Lowest Astronomical Tide: -0.2 metres | Geodetic system in use on chart: North American Datum 1983

**Range of water
densities** 1018-1024

Tidal range Mean Tide: Range 4.9 metres | HHW 6.1 metres | LLW 1.2 metres
Spring Tide: Range 7.7 metres | HHW 7.5 metres | LLW -0.2 metres

**UKC policy
alongside** Minimum 10% of draught under the vessel at all states of tide

Bottom type Marine clay, silt and sand overlaying bedrock

Dredging regime None

**Distance pilot
station to berth** 30 nautical miles

ISPS/MTSR Transport Canada security approved

**Loading/unloading
requirements** Any loading or unloading must be pre-authorized by the Marina Operator.
Marina Manager - Marine Channel: 66A
Office: (250) 622-2628
Email: cowbaymarina@princerupert.ca

Free text The new 51 berth marina has slips up to 21 metres (70 feet), with overflow moorage for larger yachts available on the docks' outside perimeter. All slips will offer 30 and 50-amp power and fresh water. 30, 50 and 100-amp power available on outer breakwater jetty. | RADAR must be set to stand-by and not radiating while alongside Cow Bay Marina.

Manoeuvre Arrival

UKC policy

Size restriction 43 metres (all weather), 49 metres (max 20kt wind) LOA outside/ 21 metres inside| 5 metres draught (inside only) otherwise consult local chart for > 5 metre draught

Tidal restriction None

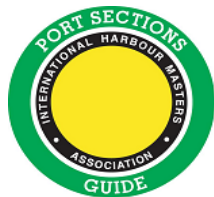
Wind restriction

Visibility restriction 100 metres day or night with radar

Speed restriction Minimum speed for safe steerage - no wake zone

**Passing
requirements** Cow Bay Marina is a no wake zone.

Tug use None required



Port Sections Guide

Section 01

Read Port Information Guide first
Check website for updated Practices and Procedures www.rupertport.com

Port Prince Rupert (Inner Harbour)

Section Cow Bay Marina

Date 10/1/2016

Berthing requirements Contact Marina Operator Marina
Manager - Marine Channel: 66A
Office: (250) 622-2628
Email: cowbaymarina@princerupert.ca

Free text option

Manoeuvre Departure

UKC policy

Size restriction 43 metres (all weather), 49 metres (max 20kt wind) LOA outside/ 21 metres inside| 5 metres draught (inside only) otherwise consult local chart for > 5 metre draught

Tidal restriction None

Wind restriction

Visibility restriction 100 metres day or night with radar

Speed restriction Minimum speed for safe steerage - no wake zone

Passing requirements Cow Bay Marina is a no wake zone.

Tug use None required

Unberthing requirements Contact Marina Operator Marina
Manager - Marine Channel: 66A
Office: (250) 622-2628
Email: cowbaymarina@princerupert.ca

Free text option



Port Sections Guide

Section 02

Read Port Information Guide first
Check website for updated Practices and Procedures
www.rupertport.com

Port Prince Rupert (Inner Harbour)

Section Fairview Terminal

Date 12/9/2016

Position (lat / lon)	54° 17.215 N 130° 21.644 W
Minimum control water depth	Depth alongside 17 metres
Chart datum	New construction at north end of berth Average alongside depth is 20+ metres Mean Water Level of 3.8 meters
Range of water densities	1018-1024
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres
UKC policy alongside	Minimum 10% of draught under the vessel at all states of tide
Bottom type	Shale and rock
Dredging regime	No maintenance dredging however construction dredging occurred at North end 2015
Distance pilot station to berth	27 nautical miles
ISPS/MTSR	Transport Canada security approved
Loading/unloading requirements	Normally port side to berthing Cranes operate up to 45 knots of wind Dangerous Goods in hazard division 1.1, 1.2, 1.3 and/or 1.5 is restricted to the southern end of the terminal
Free text	Expansion to North under construction into 2017 therefore slow bell request and safety zone in effect.

Manoeuvre Arrival

UKC policy	Minimum 10% of draught under the keel at all states of tide
Size restriction	380 metres LOA 17 metres draught Nil air draught restriction
Tidal restriction	None
Wind restriction	Normally >35 knots
Visibility restriction	Subject to Pilot discretion
Speed restriction	Slow bell passing construction at North end of terminal
Passing requirements	In Fairview Channel: Master/Pilot to confirm passing arrangements prior to arrival Single vessel transit only in reduced visibility Normally outbound traffic takes precedence
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.



Port Sections Guide

Section 02

Read Port Information Guide first
Check website for updated Practices and Procedures
www.rupertport.com

Port Prince Rupert (Inner Harbour)

Section Fairview Terminal

Date 12/9/2016

Berthing requirements Preferred Port side to | On approach ships turn north of the berth abeam Pillsbury Pt. and berth Port Side to on a Southerly approach | Ships shall normally use designated turning basin north of berth (in the vicinity of 54° 18.00' N 130° 21.85' W) although, at Pilot discretion, the turn at rest can occur further north into the harbour if the Pilot deems the weather and current conditions dictate more sea room for turning at rest

Free text option

Manoeuvre Departure

UKC policy Minimum 10% of draught under the vessel at all states of tide

Size restriction 380 metres LOA | 16.8 metres draught | Nil air draught restriction

Tidal restriction None

Wind restriction Normally > 35 knots

Visibility restriction Subject to Pilot discretion

Speed restriction Safe speed

Passing requirements In Fairview Channel: Master/Pilot to confirm passing arrangements prior to departure | Single vessel transit only in reduced visibility| Normally outbound traffic takes precedence

Tug use Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.

Unberthing requirements Nil

Free text option



Port Sections Guide

Section 03

Read Port Information Guide first
Check website for updated Practices and Procedures www.rupertport.com

Port Prince Rupert (Inner Harbour)

Section Lightering Dock

Date 2/14/2014

Position (lat / lon)	54° 18.8 N 130° 19.9 W
Minimum control- led water depth	Control depth alongside is 5 metres
Chart datum	Lowest Astronomical Tide: -0.2 metres Geodetic system in use on chart: North American Datum 1983
Range of water densities	1018-1024
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres
UKC policy alongside	N/A
Bottom type	Shale and mud
Dredging regime	N/A
Distance pilot station to berth	N/A
ISPS/MTSR	CBSA approved for fishing vessel and yacht Customs clearances
Loading/unloading requirements	Any loading or unloading must be pre-authorized by the Harbour Master through the PSOC by calling "Port Security" VHF 68
Free text	This floating dock consists of a concrete pontoon 30 metres in length connected to shore by a 30 metre steel ramp Shore end gate locked, key is issued by the Port Authority CBSA clearance available and contact is made by direct telephone situated on the dock Permission is required from Harbour Master for stays longer than normal CBSA clearance

Manoeuvre Arrival

UKC policy	N/A
Size restriction	30 metres LOA 10 metres draught Total displacement not to exceed 10 tonnes
Tidal restriction	None
Wind restriction	N/A
Visibility restriction	Subject to Pilot discretion
Speed restriction	Safe speed
Passing requirements	As coordinated and monitored by MCTS/HMO
Tug use	None required
Berthing requirements	
Free text option	

Manoeuvre Departure

UKC policy	
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Port Sections Guide

Section 03

Read Port Information Guide first
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Port	Prince Rupert (Inner Harbour)
Section	Lightering Dock
Date	2/14/2014
Size restriction	30 metres LOA 10 metres draught Total displacement not to exceed 10 tonnes
Tidal restriction	None
Wind restriction	
Visibility restriction	Subject to Pilot discretion
Speed restriction	Safe speed
Passing requirements	As coordinated and monitored by MCTS/HMO
Tug use	None required
Unberthing requirements	
Free text option	



Port Sections Guide

Section 04

Read Port Information Guide first
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Port	Prince Rupert (Inner Harbour)
Section	Northland Cruise Terminal
Date	10/11/2016

Position (lat / lon)	54° 19.082 N 130° 19.422 W
Minimum control water depth	Control depth alongside is 15 metres
Chart datum	Lowest Astronomical Tide: -0.2 metres Geodetic system in use on chart: North American Datum 1983
Range of water densities	1018-1024
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres
UKC policy alongside	Minimum 10% of draught under the vessel at all states of tide
Bottom type	Clay, silt and sand overlaying bedrock
Dredging regime	None
Distance pilot station to berth	30 nautical miles
ISPS/MTSR	Transport Canada security approved
Loading/unloading requirements	None
Free text	Berth length 330 metres Minimum water depth is 15 metres 8 mooring breasting dolphins with floating dock mid-ship Maximum bollard force breast line bollards (Dolphins 1 & 8) 1000 kN (100 tonnes) Maximum bollard force spring line bollards (Dolphins 2 to 7) 500 kN (50 tonnes)

Manoeuvre	Arrival
UKC policy	Minimum 10% of draught under the vessel at all states of tide
Size restriction	300 metres LOA 15 metres draught 58,000 tonne displacement
Tidal restriction	Subject to the discretion of Pilot and Harbour Master
Wind restriction	Normally >28 knots (Pilot's discretion)
Visibility restriction	Subject to Pilot discretion
Speed restriction	Maximum berthing velocity 0.15 metres/second
Passing requirements	As coordinated by Pilots and monitored by MCTS/HMO - usually cruise ships have priority
Tug use	No tug assist required for Cruise ships unless requested Commercial ships will use a minimum of one 65 tonne bollard pull tug and one 26 tonne bollard pull tug This tug package may increase with DWT of vessels
Berthing requirements	Preferred Port side to; however, NIL restriction for Starboard side to berthings
Free text option	

Manoeuvre	Departure
UKC policy	Minimum 10% of draught under the vessel at all states of tide
Size restriction	300 metres LOA 15 metres draught 58,000 tonne displacement
Tidal restriction	Subject to the discretion of Pilot and Harbour Master
Wind restriction	Normally >28 knots (Pilot's discretion)
Visibility restriction	Subject to Pilot discretion
Speed restriction	Safe speed
Passing requirements	As coordinated by Pilots and monitored by MCTS/HMO



Port Sections Guide

Section 04

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Port	Prince Rupert (Inner Harbour)
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Section	Northland Cruise Terminal
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Date	10/11/2016
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Tug use	No tug assist required for Cruise ships unless requested Commercial ships will use a minimum of one 65 tonne bollard pull tug and one 26 tonne bollard pull tug This tug package may increase with DWT of vessels
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Unberthing requirements	None
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Free text option	
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Port Sections Guide

Section 05

Read Port Information Guide first
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Port	Prince Rupert (Outer Harbour)
Section	Prince Rupert Grain Ltd.
Date	11/9/2016

Position (lat / lon)	54° 13.942 N 130° 20.172 W
Minimum controlled water depth	Depth alongside is 14.5 metres
Chart datum	Lowest Astronomical Tide: -0.2 metres Geodetic system in use on chart: North American Datum 1983
Range of water densities	1018-1024
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres
UKC policy alongside	Minimum 10% of draught under the vessel at all states of tide
Bottom type	Consolidated silt/clay over bedrock
Dredging regime	None
Distance pilot station to berth	22 nautical miles
ISPS/MTSR	Transport Canada security approved
Loading/unloading requirements	
Free text	Berth Length 150 metres Berth depth 14.5 metres Mooring dolphin length 370 metres Mooring dolphins 240 metres apart Berthing dolphins 118 metres apart Bollard capacity 100 tonnes Mooring buoys have been positioned to take the head and stern lines of vessels over 280 metres LOA Mooring buoys are 300 metres apart

Manoeuvre	Arrival
UKC policy	Minimum 10% of draught under the vessel at all states of tide
Size restriction	250 metres LOA 45 metres beam 14.5 metres draught 145,000 DWT
Tidal restriction	None
Wind restriction	Normally >28 knots (Pilot's discretion)
Visibility restriction	Subject to Pilot discretion
Speed restriction	Safe speed
Passing requirements	As coordinated by Pilots and monitored by MCTS/HMO
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.
Berthing requirements	Preferred Port side to Line boat required Minimum 12 lines
Free text option	

Manoeuvre	Departure
UKC policy	Minimum 10% of draught under the vessel at all states of tide
Size restriction	280 metres LOA 45 metres beam 14.5 metres draught 140,000 DWT
Tidal restriction	None
Wind restriction	Normally >28 knots (Pilot's discretion)
Visibility restriction	Subject to Pilot discretion
Speed restriction	Safe speed



Port Sections Guide

Section 05

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Port	Prince Rupert (Outer Harbour)
Section	Prince Rupert Grain Ltd.
Date	11/9/2016
Passing requirements	As coordinated by Pilots and monitored by MCTS/HMO
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.
Unberthing requirements	Line boat required
Free text option	



Port Sections Guide

Section 06

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Port Prince Rupert (Outer Harbour)

Section Ridley Terminals Inc.

Date 11/9/2016

Position (lat / lon)	54° 13.558 N 130° 20.265 W
Minimum controlled water depth	Depth alongside 22 metres
Chart datum	Lowest Astronomical Tide: -0.2 metres Geodetic system in use on chart: North American Datum 1983
Range of water densities	1018-1024
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres
UKC policy alongside	Minimum 10% of draught under the vessel at all states of tide
Bottom type	Consolidated silt/clay over bedrock
Dredging regime	None
Distance pilot station to berth	22 nautical miles
ISPS/MTSR	Transport Canada security approved
Loading/unloading requirements	Will not load if wind >38 knots
Free text	Berth depth 22 metres Berth length 150 metres Mooring dolphins 370 metres

Manoeuvre Arrival

UKC policy	Minimum 10% of draught under the vessel at all states of tide
Size restriction	325 metres LOA 50 metres beam 20 metres draught 27 metres air draught over cargo holds, measured from HHW with vessel in fully de-ballasted condition 250,000 DWT
Tidal restriction	None
Wind restriction	Normally >28 knots (Pilot's discretion)
Visibility restriction	Subject to Pilot discretion
Speed restriction	Maximum berthing velocity 0.15 m/s perpendicular to the berth
Passing requirements	As coordinated by Pilots and monitored by MCTS/HMO
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.
Berthing requirements	Preferred Port side to Line boat required Minimum 12 lines
Free text option	Dolphin type berth Berthing dolphins 150 metres Mooring dolphins 370 metres

Manoeuvre Departure

UKC policy	Minimum 10% of draught under the vessel at all states of tide
Size restriction	325 metres LOA 50 metres beam 20 metres draught 27 metres air draught over cargo holds, measured from HHW with vessel in fully de-ballasted condition 250,000 DWT
Tidal restriction	None
Wind restriction	Normally 28 knots (Pilot's discretion)



Port Sections Guide

Section 06

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Port	Prince Rupert (Outer Harbour)
Section	Ridley Terminals Inc.
Date	11/9/2016
Visibility restriction	Subject to Pilot discretion
Speed restriction	Safe speed
Passing requirements	As coordinated by Pilots and monitored by MCTS/HMO
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.
Unberthing requirements	Line boat required
Free text option	Dolphin type berth Berthing dolphins of 150 metres Mooring dolphins of 370 metres



Port Sections Guide

Section 07

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Port Prince Rupert (Inner Harbour)

Section Westview Terminal

Date 11/9/2016

Position (lat / lon)	54°18.335 N 130°20.686 W
Minimum controlled water depth	Fairview Channel 35 metres Minimum depth alongside 15.6 metres
Chart datum	Lowest Astronomical Tide: -0.2 metres Geodetic system in use on chart: North American Datum 1983
Range of water densities	1018-1024
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres
UKC policy alongside	Minimum 10% of draught under the vessel at all states of tide
Bottom type	Mixture of rip-rap armour, coarse gravel and marine sediments overlaying bedrock
Dredging regime	None
Distance pilot station to berth	29 nautical miles
ISPS/MTSR	Transport Canada security approved
Loading/unloading requirements	Max wind 40 knots(75 kph) during loading Because of loader type, vessel will have to warp ahead & astern a minimum of two positions to complete the load
Free text	5 Dolphins Rubber panel fendering Berth length 309.6 metres Maximum bollard load (Dolphins 1 -5 and Shore Mooring) 1500 kN (100 tonnes) Maximum fender reaction per dolphin 1925 kN

Manoeuvre Arrival

UKC policy	Minimum 10% of draught under the vessel at all states of tide
Size restriction	245 metres LOA 32.2 metres beam 10 metres draught Nil air draught restriction 77,500 DWT
Tidal restriction	None
Wind restriction	Normally >28 knots (Pilot's discretion)
Visibility restriction	Subject to Pilot discretion
Speed restriction	Maximum berthing velocity 0.20 metres/second
Passing requirements	As coordinated by Pilots and monitored by MCTS/HMO Normally outbound traffic takes precedence in the Fairview Channel
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.
Berthing requirements	Preferred Port side to
Free text option	

Manoeuvre Departure

UKC policy	Minimum 10% of draught under the vessel at all states of tide
Size restriction	245 metres LOA 32.2 metres beam 10 metres draught Nil air draught restriction 77,500 DWT
Tidal restriction	Subject to the discretion of Pilot and Harbour Master
Wind restriction	Normally >28 knots (Pilot's discretion)
Visibility restriction	Subject to Pilot discretion
Speed restriction	Safe speed



Port Sections Guide

Section 07

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Port	Prince Rupert (Inner Harbour)
Section	Westview Terminal
Date	11/9/2016
Passing requirements	As coordinated by Pilots and monitored by MCTS/HMO
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.
Unberthing requirements	
Free text option	



Port Sections Guide

Section 08

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Port	Prince Rupert
Section	Porpoise Harbour
Date	10/1/2015
Position (lat / lon)	Inbound Entrance 54°11.865 N 130 °18.680 W - Outbound transit is from the variable dock or MOF location 54°18.660 N 130 °23.491 W
Minimum control water depth	Minimum water depth is 12.0 metres
Chart datum	All depths are based on chart datum
Range of water densities	1018-1024
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW -1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres
UKC policy alongside	N/A to the Channel
Bottom type	Soft soil on bedrock
Dredging regime	None
Distance pilot station to be Channel Entrance	22 nautical miles
ISPS/MTSR	N/A to the Channel
Loading/unloading requirements	Only PRPA preauthorized loading/unloading permitted. Written permission required in advance from PRPA.
Free text	<p>All deep sea vessels transiting to Porpoise Harbour are restricted as follows:</p> <ul style="list-style-type: none"> • Transiting is to be done in daylight slack water • Only one ship shall be under way between the dock and Agnew Bank Buoy at any one time • Vessels shall be ready to sail one hour before slack water; after complying with the previous statement, the actual time of sailing shall be at the Pilot's discretion.
Manoeuvre	Arrival
UKC policy	10% at all states of tide



Port Sections Guide

Section 08

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Port Prince Rupert

Section Porpoise Harbour

Date 10/1/2015

Size restriction	<p>Low Water Slack - All Vessels Maximum LOA 187.53 metres, when low water is 1.83 metres or more an additional 0.3 metres of draft for each additional 0.61 metres of tide over 1.83 metres.</p> <p>High Water Slack - All Vessels Maximum LOA 187.55 metres, Maximum beam 30.00 metres, Maximum draft 9.14 These draft and LOA restrictions may be changed for particular vessels after experience of vessels' maneuverability is gained from a number of transits. After consultation between the Pacific Pilotage Authority, BC Coast Pilots, and the Pilot, certain vessels exceeding one of these guidelines may be permitted to transit under special restrictions regarding tugs, height of tide, or draft.</p>
Tidal restriction	Slack tide only.
Wind restriction	Weather and Wind restrictions are governed by the discretion of the Pilot and Master.
Visibility restriction	Subject to Pilot and Master discretion
Speed restriction	Safe speed
Passing requirements	Only one ship shall be underway way between the dock and Agnew Bank Buoy at any one time.
Berthing requirements	N/A
Free text option	<p>All deep sea vessels transiting to Porpoise Harbour are restricted as follows:</p> <ul style="list-style-type: none"> Transiting is to be done in daylight slack water Only one ship shall be under way between the dock and Agnew Bank Buoy at any one time Vessels shall be ready to sail one hour before slack water; after complying with the previous statement, the actual time of sailing shall be at the Pilot's discretion.

Manoeuvre Departure

UKC policy	10% at all states of tide
Size restriction	<p>Low Water Slack - All Vessels Maximum LOA 187.53 metres, when low water is 1.83 metres or more an additional 0.3 metres of draft for each additional 0.61 metres of tide over 1.83 metres.</p> <p>High Water Slack - All Vessels Maximum LOA 187.55 metres, Maximum beam 30.00 metres, Maximum draft 9.14 These draft and LOA restrictions may be changed for particular vessels after experience of vessels' maneuverability is gained from a number of transits. After consultation between the Pacific Pilotage Authority, BC Coast Pilots, and the Pilot, certain vessels exceeding one of these guidelines may be permitted to transit under special restrictions regarding tugs, height of tide, or draft.</p>
Tidal restriction	Slack tide only.



Port Sections Guide

Section 08

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Port	Prince Rupert
Section	Porpoise Harbour
Date	10/1/2015
Wind restriction	Weather and Wind restrictions are governed by the discretion of the Pilot and Master.
Visibility restriction	Subject to Pilot and Master discretion
Speed restriction	Safe speed
Passing requirements	Only one ship shall be underway way between the dock and Agnew Bank Buoy at any one time.
Unberthing requirements	Vessels shall be ready to sail one hour before slack water;
Free text option	<p>All deep sea vessels transiting to Porpoise Harbour are restricted as follows:</p> <ul style="list-style-type: none"> • Transiting is to be done in daylight slack water • Only one ship shall be under way between the dock and Agnew Bank Buoy at any one time • Vessels shall be ready to sail one hour before slack water; after complying with the previous statement, the actual time of sailing shall be at the Pilot's discretion.



Port Sections Guide

Section 09

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Port Prince Rupert

Section Coast Tsimshian Terminal (Project Cargo ramp)

Date 10/1/2015

Position (lat / lon) 54° 14.077 N 130° 20.080 W

Minimum control water depth Design minimum water depth is 4.0 metres

Chart datum All depths are based on chart datum = geodetic datum + 3.79 metres

Range of water densities 1018-1024

Tidal range Mean Tide: Range 3.79 metres | HHW 7.5 metres | LLW -0.1 metres
Spring Tide: Range 7.7 metres | HHW 7.5 metres | LLW -0.1 metres

UKC policy alongside Minimum 10% of draught under the barge at all states of tide

Bottom type Soft soil on weak bedrock

Dredging regime None

Distance pilot station to berth 22 nautical miles

ISPS/MTSR Transport Canada security approved

Loading/unloading requirements During Operations, the ramp is designed to be supported by barges and the ramp supports live loads and self weight as a simple span structure. The hydraulic cylinders will be in float mode during operations. If sea state is such that barge movements in excess of 250mm are possible, then the permissible freeboard range is reduced. If the ramp movement limits are exceeded, then severe damage is probable.

Free text Estimated ramp mass is 180 tonnes | Berth depth: 4.00 metres | Ramp length: 49.350 metres | Girder spacing is 7.200m | Berth designed primarily for 7000 tonnes | LOA of 105m | Beam 23.2 metres | Minimum barge freeboard is 1.2 metres and 6.0 metres maximum | Mooring of Barges will be a 10 tonne working capacity shore winch | Line dolphins are a monopile supplied with a donut fender on the lead pile | Mooring capacity of the three pile tuning dolphin is 25 tonnes

Manoeuvre Arrival

UKC policy Minimum 10% of draught under the keel at all states of tide

Size restriction 7000 tonnes size | LOA 105 metres | 4.0 metres draught | Nil air draught restriction |

Tidal restriction None

Wind restriction Subject to onsite conditions relative to sea state and ability to maneuver.

Visibility restriction Subject to Master's discretion

Speed restriction Safe speed

Passing requirements In Fairview Channel: Master/Pilot to confirm passing arrangements prior to arrival | Single vessel transit only in reduced visibility | Normally outbound traffic takes precedence

Berthing requirements On approach tug must be able to control barge in such a manner to reduce and maintain no more than 0.2m/s berthing speed.

Free text option

Manoeuvre Departure

UKC policy Minimum 10% of draught under the vessel at all states of tide

Size restriction 7000 tonne size | LOA 105 metres | 4.0 metres draught | Nil air draught restriction |



Port Sections Guide

Section 09

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Port	Prince Rupert
Section	Coast Tsimshian Terminal (Project Cargo ramp)
Date	10/1/2015
Tidal restriction	None
Wind restriction	Subject to onsite conditions relative to sea state and ability to maneuver.
Visibility restriction	Subject to Master's discretion
Speed restriction	Safe speed
Passing requirements	In Fairview Channel: Master/Pilot to confirm passing arrangements prior to departure Single vessel transit only in reduced visibility Normally outbound traffic takes precedence
Unberthing requirements	Nil
Free text option	