

# PACIFIC PILOTAGE AUTHORITY

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## NOTICE TO INDUSTRY

**Date Issued:** 28 March 2025

**Notice Number:** 01/2025

**Subject:** Pilot Transfer Area for LNG Carriers near Triple Island

**Geographic Area:** Compulsory Pilotage Area #4

**Application:** This Notice applies to LNG carriers, bound to/from the LNG Canada terminal in Kitimat, and embarking or disembarking pilots near the Triple Island pilot station.

### Details:

1. LNG Carriers destined for LNG Canada in Kitimat must transit to the helicopter boarding station off Stenhouse at position: 54° 19.0' N; 131 ° 02.5'W where at this time they will be serviced by a pilot launch.
2. ETAs for pilot boarding must be provided to the above position.
3. Prior to pilot boarding, the LNG carrier must prepare pilot ladders on both port and starboard sides. This is required in order for the vessel to be able to continue its transit and reduce the need to make major course changes in order to create a lee for pilot boarding. Furthermore, there are 2 pilots that must embark to inbound (empty) carriers and 3 pilots that must disembark from outbound (loaded) carriers. For both inbound and outbound tankers both pilot ladders must be rigged.
4. The environmental limit for pilot transfers has been set at a significant wave height of 1.6 meters as measured at buoy 'D60'. Although the significant wave height is determined by many factors such as swell, tidal currents, and wind speeds, generally it is expected that about 25 knots wind speed will result in an approximate significant wave height of 1.6 meter at the pilot station. However, this wave height restriction of 1.6 meters is a guideline only and cannot be taken in isolation as the determining safety factor. The boarding location is 4.5 nautical miles west of buoy 'D60' where the environmental conditions are expected to be worse west of its location. The Authority will review these limits and introduce amendments to this notice as the number of pilot transfers increase and experience is gained.
5. The conditions at buoy 'D60' may be observed on the Port of Prince Rupert website: <https://www.rupertport.com/live-harbour-data/>
6. The launch master and the pilots hold the authority to abort pilot transfers to/from the LNG carriers in unsafe weather conditions. If conditions are unsafe, no pilot transfers to/from the LNG carrier will take place. The launch master is responsible for assessing conditions on-site and making the final decision in discussion with the pilots.
7. LNG Canada terminal departures must be planned with the weather forecast in mind to ensure the pilots can disembark at the pilot station west of buoy 'D60'.

Please contact PPA at [marineops@ppa.gc.ca](mailto:marineops@ppa.gc.ca) for any queries and/or clarifications.