

CONTROLLING DEPTHS and GUIDELINES FOR ALL BERTHS

DATE	BERTH	LIMITING DRAFT	DOCK LENGTH	GUIDELINES
May 05	Alliance East (UGG)	12.6m	212m	
May 05	Alliance West (UGG)	9.8m	212m	
1987	Allied Shipyard	2.7m		
May 05	BC Sugar Refinery	7.4m	130m	
Oct 02	Bella Bella			Pilots must remain on board between Nov 1 and Apr 1
Aug 91	Bella Coola	73.1m		
May 06	Burrard Pier East & West	10.0m	170m	
Jun 01	Caamano Sound			Restricted to between Apr 1 and Oct 15
Nov 08	Campbell River Cruise	10m	311m	Pilots discretion
Apr 07	Campbell River Ore	10.5m		a.) Ebb tide - unrestricted b.) Flood tide - less than 6 knots current at Seymour Narrows c.) No ship movement at berth during first 40 minutes of flood tide
Aug 04	Canada Place #1	9.9m	230m	
Jul 08	Canada Place #2	15.4m	255m	
Jul 08	Canada Place #3	11.5m	270m	
Aug 04	Canada Place #4	9.7m	145m	
Aug 04	Canada Place #5	8.5m	145m	
May 05	Canadian Occidental Canexus / Nexen	10.5m	150m	1. Patch close eastward of the range line east side of the dock 2. Arrivals and Departures a.) 1 knot window at 2nd Narrows b.) No consideration given for bow/stern thrusters
Feb 96	Captain Passage Anch's			Max LOA 200m
	Captain Passage Anch #1			
	Captain Passage Anch #2			
May 05	Cargill Berth #1	15.3m	228m+52m	
May 05	Cargill Berth #2	12.6	205m+52m	a.) Max LOA 200m; max beam 32m b.) If more than 10.5m draft, vessels not to be moored more than 180m east of the west end of the dock. c.) If more than 11.5m draft, vessels not to be moored more than 160m east of the west end of the dock.
Jul 08	Cascadia	14.6m	244m	1. 2 kt window at 2nd Narrows 2. No consideration given for bow/stern thrusters
May 05	Cassiar Dock East (Pier 94)	8.4m	112m	
June 95	Cassiar Dock West (Pier 94)	7.6m	150m	
May 05	Centerminal #1	10.5m	350m	
May 05	Centerminal #2	15.4m	200m	
May 05	Centerminal #3	11.5m	200m	
May 05	Centerminal #4	8.6m	183m	
Sep 08	Centerminal #5	15.0m	324m	
Jan 08	Centerminal #6	15.6m	324m	
Apr 93	Ceres (condemned)	10.1m	180m	
Apr 04	Chemanius	9.7m	154m	9.8m on approach to berth
Dec 02	Clio Bay			Daylight only
Jul 08	Constance Bank (2)	15.5m		
Nov 95	Cowichan Bay #1	8.8m		
Mar 94	Crofton Berth #1	10.6m		
Nov 05	Crofton Berth #2	9.7m		
Feb 04	Crofton Berth #3	12.0m		
June 03	Delta Port #1	15.8m		
Jan 07	Delta Port #2	15.5m		Turning basin off berth #2 has limiting draft of 11.6m
Jan 09	Duke Point	11.5m		
May 06	Duncan Bay Paper	10.0m (north)		Max 187.0m LOA or 32.2m beam
		8.0m (south)		a.) Ships over 180.0m or 30.0m beam restricted to daylight only for arrival and the night departure restrictions b.) Ships over 25.0m beam without operating bowthruster restricted to daylight only for arrival and the night departures restrictions c.) Tug package is Cindy Mozel, Seymour Crown, and Carol Lee or

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				equivalent for all vessels d.) Night departure restrictions (over 180m LOA or 25m beam w/out bow thruster): - max draft of 9.0 m - one additional tug of at least 1200 HP will be provided - additional portable dock lighting - prevailing conditions taken into consideration
May 06	Duncan Bay Pulp	9.7m		Tug package is Cindy Mozel, Seymour Crown, and Carol Lee or equivalent for all vessels
Jul 08	English Bay Anch. 1	14m		Max LOA 260m
Jul 08	English Bay Anch. 2	20m		Max LOA 260m
Jul 08	English Bay Anch. 3	20m		Max LOA 200m
Jul 08	English Bay Anch. 4	15m		Max LOA 260m
Jul 08	English Bay Anch. 5	21m		Max LOA 260m
Jul 08	English Bay Anch. 6	24m		Max LOA 300m
Jul 08	English Bay Anch. 7	18m		Max LOA 260m
Jul 08	English Bay Anch. 8	25m		Max LOA 260m
Jul 08	English Bay Anch. 9	29m		Max LOA 300m
Jul 08	English Bay Anch. 10	32m		Max LOA 260m
Jul 08	English Bay Anch. 11	35m		Max LOA 300m
Jul 08	English Bay Anch. 12	53m		Max LOA 300m
Jul 08	English Bay Anch. 13	35m		Max LOA 260m; seasonal
Jul 08	English Bay Anch. 14	49m		Max LOA 260m; seasonal
Jul 08	English Bay Anch. 15	52m		Max LOA 260m; seasonal
1970	Esquimalt Graving Dock	8.8m		
Nov 73	Esquimalt South	9.1m		
Oct 98	Esquimalt Wall	8.0m		
Mar 10	Fibreco	12.5m	220m	1. For arrival 2 kt window for 1st Narrows 2. On departure over 8.5m draft OR 2 knots at First Narrows will require two tractors. 3. Lineboat always required at this berth for arrivals
Sept 93	Harmac East	9.9m		
Nov 93	Harmac West	10.2m		
May 05	Imperial Oil	9.7m		Order times - 1.5 hrs before slack water at 2nd Narrows
May 05	James Richardson (JRI)	14.4m	180m+37m	
Nov 99	Keemano Bay			1. Max LOA 170m 2. Restricted to between May 1 and Oct 1
Jul 08	Kinder Morgan (Vancouver Wharves)			
Feb 09	Kinder Morgan #1	13.7m		<u>I. Arrivals</u> 1. Loaded a.) under 200m - 1 knot window at 1st Narrows b.) over 200m - slack water at 1st Narrows 2. Light a.) under 200m - 2 knot window at 1st Narrows b.) over 200m - 1 knot window at 1st Narrows <u>II. Departures</u> 1. Loaded a.) under 200m - 2 knot window at 1st Narrows b.) over 200m - 1 knot window at 1st Narrows 2. Light - 2 knot window at 1st Narrows
Feb 09	Kinder Morgan #2	11.3m		
Feb 09	Kinder Morgan #3	11.3m		
			525m	Total berth length for berths 1-3
Feb 09	Kinder Morgan #4	12.5m	201m	
Feb 09	Kinder Morgan #5	12.8m	201m	
Jul 08	Kinder Morgan #2-5			1. Loaded - 2 kt window at 1st Narrows 2. Light a.) under 200m - pilot's discretion b.) over 200m - 2 knot window at 1st Narrows
Sep 07	Kitimat Alcan	10.67m		
May 91	Kitimat Eurocan #1	13.7m		2 tugs for arrivals regardless of bowthruuster, except for

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DATE	BERTH	LIMITING DRAFT	DOCK LENGTH	GUIDELINES
				Grouse Arrow class. No restrictions outbound.
May 01	Kitimat Eurocan #2	10.7m		Same as above
1995	Kitimethanex	13.0m		
	Kitsault			
May 05	Lynn Terminal #1	11.2m	180m	Lineboat always required at this berth for arrivals
May 05	Lynn Terminal #2	13.2m	196m	
May 05	Lynn Terminal #3	13.0m	196m	Lineboat always required at this berth for arrivals
May 05	Lynn Terminal #4	13.1m	213m	
May 05	Lynn Terminal #5	15.3m	213m	
May 05	Lynn Terminal #6	15.2m	213m	
May 05	Lynn Terminal #7	12.3m	200m	<u>Arrivals</u> 1. Starboard side to - slack water to 1kt ebb at 2nd Narrows 2. Port side to - slack water to 2kt ebb at 2nd Narrows <u>Departures</u> - slack water to 2 kt ebb at 2nd Narrows Lineboat always required at this berth for arrivals
Aug 04	Main St. Dock	7.0m	108m	5.7m at south end of dock
May 01	Nanaimo Harbour			5% on a rising tide; 10% on a falling tide
Jan 02	Nanaimo Assembly A	9.2m	183m	Arrival/departure limited to 8.0 m
Jan 02	Nanaimo Assembly B	12.0m	183m	Arrival/departure limited to 8.0 m
Dec 03	Nanaimo Assembly C	11.7m	183m	Arrival/departure limited to 9.0 m
May 01	Neptune Bank	14.6m		Controlling depth for arrival and departure - 5% on a rising tide, 10% on a falling tide
Jul 08	Neptune Terminal #1	15.2m	230m	Lineboat required for arrivals
Jul 08	Neptune Terminal #2	15.2m	29m	Lineboat required for arrivals
Jul 08	Neptune Terminal #3	12.0m	155m	Lineboat required for arrivals
				a.) For large, deep draft outbound vessels, pilot ordered 1.5 hrs before HWS at 1st Narrows to ensure HWS in the Narrows b.) For vessels going to harbour anchorage, pilot ordered within control depth windows
Jul 08	Ogden Pt. North A	9.7m	239m	Be aware of shoaling near bulkhead
Jul 08	Ogden Pt. North B	10.0m	240m	
Jul 08	Ogden Pt. South A	10.1m	298m	
Jul 08	Ogden Pt. South B	9.7m	239m	
Jan 09	Orca Sand and Gravel	12.5m		a.) No current restrictions provided two tugs one of which is 30t BP (Tractor) and one of which is a 20T BP (conventional) b.) If no 30T tractor current limit of 1.5 knots and 2 x 20t (1800 HP) twin screw conventional tugs.
Jul 08	Pacific Coast Terminals			1. 5% on a rising tide; 10% on a falling tide 2. Control depth for Port Moody is Reed Point bar at 10.0m 3. Order times a.) loaded ship that requires turning - daylight and 2.5 hours before slack water b.) all other vessels - 1.5 hours before slack water at 2nd Narrows 4. 2nd Narrows transit - loaded ships require 1 hr from crossing 10.0m bar to make 2nd Narrows transit. If less than 1 hr remaining, vessel will go to anchor.
Mar 09	Pacific Coast Terminals #1	11.8m		Port side too
Mar 09	Pacific Coast Terminals #2	12.1m	390m total	Port side too
May 05	Pacific Elevator #1	9.2m	188m	8.6m at extreme south end of berth
May 05	Pacific Elevator #2	11.0m	226m	Bow sign at 10.0m
Jul 08	Petrocan			Order times - 1.5 hrs before slack water at 2nd Narrows
May 05	Petrocan East	6.8m	40m	
Jul 08	Petrocan West	11.4m	90m	1. 264m between dolphins 2. Max LOA 222m, max 50,000 DWT 3. Tugs unable to push off - tractors recommended
	Plumper Sound #1			
	Plumper Sound #2	10.0m		
	Plumper Sound #3	12.0m		
	Plumper Sound #5	12.0m		Emergency anchorage, good weather only
Aug 07	Porpoise Channel			Daylight slack water
	LW Slack (all vessels)	6.70 m		When low water is 1.83m or more, draft may be increased by 0.3m for each additional 0.61m of tide over 1.83m
	HW Slack	9.14 m		Vessels to max LOA of 176 m; max beam of 27.0 m

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		9.14 m		Vessels with LOA between 176 m and 187.53 m; max beam of 29.0 m
		9.14 m		Gearbulk vessels – 2 nd , 3 rd and 4 th generation class; TEFC class; max LOA of 187.53 m; max beam of 30.0 m
		8.38 m		Fleximax class vessels (32,500 GRT) – LOA 190.0 m; beam 31.0 m – restrictions may be reviewed after completing 6 inbound and outbound voyages
Aug 01	Port Alberni Assembly #1	10.36m		
Aug 01	Port Alberni Assembly #2	8.5m		
Aug 01	Port Alberni Assembly #3	12.2m		
Jul 09	Port Alice Pulp	9.1m		For arrival and departures, daylight only from Drake Is to/from berth
Nov 01	Port Mellon	9.5m	189m	
Sep 93	Powell River #1	10.5m		Will require updated soundings prior to first vessel
Sep 93	Powell River #2	8.8m		Will require updated soundings prior to first vessel
Mar 01	Pr. Rupert Anch. A	62m		Max LOA 270m
Mar 01	Pr. Rupert Anch. B	35m		Max LOA 270m
Mar 01	Pr. Rupert Anch. C	40m		Max LOA 225m
Mar 01	Pr. Rupert Anch. D	42m		Max LOA 180m
Mar 01	Pr. Rupert Anch. E	46m		Max LOA 200m
Mar 01	Pr. Rupert Anch. V	44m		Max LOA 170m
Mar 01	Pr. Rupert Anch. X	57m		Max LOA 240m, max 65,000 tonnes load deadweight
Mar 01	Pr. Rupert Anch. Y			Max LOA 300m
Mar 01	Pr. Rupert Anch. Z	68m		Pilot must remain on board
Sep 08	Pr. Rupert Fairveiw North	13.4m	245m	10% underkeel clearance
Sep 08	Pr. Rupert Fairveiw South	16.7m	359m	10% underkeel clearance
July 04	Pr. Rupert Atlin Dock	4.3m		
May 04	Pr. Rupert NCT Dock	21.2m		Max LOA 330m
Jul 81	Pr. Rupert Ocean Dock	7.8m		For cruise ship, max LOA 150m, max 5,000 tonnes displacement
Feb 95	Pylades Channel Anch			Vessels over 240m require daylight transit
Apr 99	Quatsino			Max LOA 185.9m; max Beam 27.4m
		8.8m		Transit on HW slack - daylight
		6.1m		Transit on any slack - daylight
Jan 09	Ridley Island Coal	20.2m		For Panamax size vessels, two twin screw tugs equalling 5% of DWT spread equally over two bottoms For Capesize two tractors of at least 50T BP are required.
May 85	Ridley Island Grain	14.2m		
June 03	Roberts Bank #1	20.0m		
June 03	Roberts Bank #2	19.4m		
Jun 99	Roberts Bank Anch. R	70m		Max LOA 320m; pilot must remain on board due to depth
Jul 03	Sechelt (Trail Bay)	15.4m		a.) Handymax - inbound and outbound - 1800 HP tug, 2400 HP tractor tug, lineboat - if working thruster, then 2400 HP tractor, lineboat b.) Panamax - inbound - 1800 HP tug, 2400 HP tractor tug, lineboat, (regardless of thruster) c.) Panamax - outbound - 900 HP tug, 2400 HP tractor tug, lineboat
May 05	Shell Canada	11.0m	110m	1. 150m between buoys 2. Order times - 1.5 hrs before slack water at 2nd Narrows
	Squamish Terminal			
Apr 09	Squamish Terminal #1	11.3m	137m	Control depth for approach is 10.3m 5% tug package
Apr 09	Squamish Terminal #2	11.8m	152m	Control depth for approach is 10.3m 7 1/2% tug package
Jul 08	Stanovan Refinery (Chevron)	11.2m	90m	1. 210m between dolphins 2. 9.2 meter spot east of dock 3. 2 knot window at 2nd Narrows 4. No consideration given for bow/stern thrusters 5. Order times a.) ebb tide - 1 hour order time before slack water

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DATE	BERTH	LIMITING DRAFT	DOCK LENGTH	GUIDELINES
				b.) flood tide - 1 hour order time before 1/2 knot window providing that at order time current is 2 knots or less
1994	Stewart	11.1m		Berthing and unberthing at ore dock and arrival at anchorage normally daylight only
Jan 80	Tahsis	12.5m		Daylight only for transits of Tahsis Inlet and berthing
2003	Texada Mines	14.0m		
2007	Trincomali Anch			Vessels over 240m require daylight transit
May 05	Van Terminal #1 and #2	9.9m	260m	
May 05	Van Terminal #3	8.1m	93m	
May 05	Van Terminal #4	9.5m	183m	
May 05	Van Terminal #5	14.1m	330m	
May 05	Van Terminal #6	14.3m	280m	
May 05	Van Terminal #7	14.0m		
Jul 08	Vancouver Harbor Anch. A	33m		Max LOA 300m
Jul 08	Vancouver Harbor Anch. B	24m		Max LOA 260m
Jul 08	Vancouver Harbor Anch. C	21m		Max LOA 260m
Jul 08	Vancouver Harbor Anch. D	35m		Max LOA 300m
Jul 08	Vancouver Harbor Anch. E	18m		Max LOA 200m
Jul 08	Vancouver Harbor Anch. K	25m		1. Max LOA 260m 2. Order time - 1.5 hrs before slack water at 2nd Narrows
Jul 08	Vancouver Harbor Anch. L	17m		1. Max LOA 260m 2. Order time - 1.5 hrs before slack water at 2nd Narrows
Jul 08	Vancouver Harbor Anch. M	32m		1. Max LOA 260m 2. Order time - 1.5 hrs before slack water at 2nd Narrows
Jul 08	Vancouver Harbor Anch. N	15m		1. Max LOA 260m 2. Order time - 1.5 hrs before slack water at 2nd Narrows
Jul 08	Vancouver Harbor Anch. W	56m		1. Max LOA 300m; 2. Emergency only - pilot to remain on board
Jul 08	Vancouver Harbor Anch. X	20m		Max LOA 185m
Jul 08	Vancouver Harbor Anch. Y	15m		1. Max LOA 260m 2. Emergency only - pilot to remain on board
Jul 08	Vancouver Harbor Anch. Z	10m		Barges and small vessels only
Jul 08	Vancouver Shipyards Q	5.0m		
Jul 08	Vancouver Shipyards W	2.0m		
Jul 08	Vancouver Shipyards T	3.1m		
	Victoria Coast Guard Jetty			
	Watson Island			(see Porpoise Harbour)
Aug 07	Westridge Terminals	16.0m	91m	1. 280m between dolphins 2. Order times - 1.5 hrs before slack water at 2nd Narrows
	Westshore Terminals			(see Robert's Bank)
May 01	Woodfibre	9.5m		