

PACIFIC PILOTAGE AUTHORITY

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NOTICE TO INDUSTRY

Date Issued: September 9, 2025

Notice Number: 03/2025

Subject: LNG carriers entering Chatham Sound

Geographic Area: Compulsory Pilotage Area #4

Communication: While LNG carriers will not normally enter Chatham Sound, there may be **exceptional circumstances** where a vessel must deviate from its usual route to address medical or other urgent issues. In such cases, the following procedures will apply to ensure safe operations and coordination among all relevant parties.

Details:

Planning checklist for LNG carriers prior to entering Chatham Sound

Circumstance	Procedure	Responsible Party(ies)
Bunkering, provisioning, crew change, medical or other urgent requirements	Notify Pacific Pilotage Authority (PPA), British Columbia Coast Pilots Ltd. (BCCP), Prince Rupert Port Authority (PRPA), LNG Canada prior to placing pilot order.	Agent
	Confirm availability of bunkers and/or logistics support requested.	Agent
	Assess weather conditions for pilot boarding at the Northern LNG Carrier Boarding Station (approximately 6 nm west of Triple Island in position 54° 19.0' N, 131° 02.5' W). Following assessment of forecast weather conditions for pilot boarding and the urgency of the circumstance, it may be determined that helicopter boarding will be the safest and most expeditious method.	PPA and BCCP PPA and Agent
	Confirm anchorage. Note: The Prince Rupert Port Authority (PRPA) permits LNG carriers to take on bunker fuel at anchorage #9 only (see chartlet below for reference). For operations other than bunkering agent is to request anchorage from PRPA. PRPA does not permit LNG carriers to anchor in the inner harbour.	Agent, PRPA, PPA and BCCP

Circumstance	Procedure	Responsible Party(ies)
	Consideration should be given to the length of time required at anchor and the prevailing and forecast weather conditions.	
	Assess current/future weather limitations while at anchorage (consult anchorage information in the PRPA Port Information Guide section 7.14 “Port Infrastructure”)	PPA, BCCP and PRPA
	Determine need for escort tug to accompany ship between Triple Island and the anchorage according to prevailing and forecast weather conditions.	Agent, PPA and BCCP
	Confirm routing to selected anchorage.	PPA, BCCP and PRPA
	Confirm tug availability and requirements at anchorage (weather dependent).	Agent and PRPA
	Consult NTI 06/20 “Pilot Transfers at Outer Anchorages in Prince Rupert”	PPA, BCCP and agent
Mechanical issues	<p>Assess need to order tugs to escort and/or stand by the vessel.</p> <p>Vessels are reminded of their obligations to report defects in accordance with the <i>Canada Shipping Act</i> 2001. Upon receipt of a report, Transport Canada (TC) marine safety inspectors may issue directions to the vessel including arrangements for tugs.</p> <p>PRPA may also direct vessels to use tugs.</p>	Vessel, agent, TC, PRPA
Anchor Dragging	<p>Determine whether ship will be re-anchored or taken to sea. Pilot boarding method i.e., pilot launch vs. helicopter, will be determined based on prevailing and forecast weather conditions.</p> <p>In the event that an LNG ship drags its anchor, due consideration should be given to the vessel’s windage factor and draft in deciding to re-anchor or to proceed to sea.</p>	PRPA, PPA, BCCP and agent

Map is for reference only and is not to be used for the purpose of navigation.

