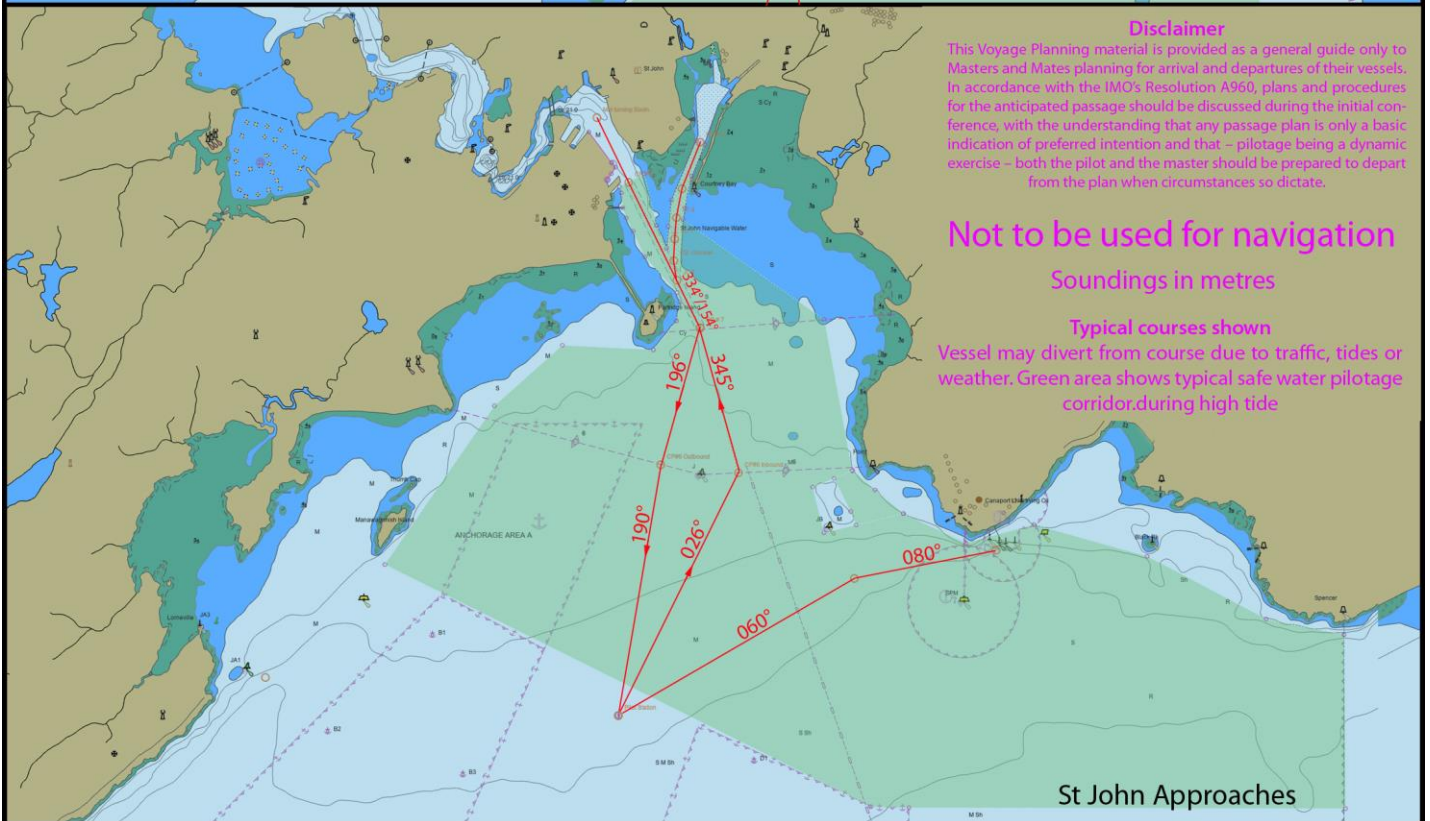




Harbour Chart



Disclaimer

This Voyage Planning material is provided as a general guide only to Masters and Mates planning for arrival and departures of their vessels. In accordance with the IMO's Resolution A960, plans and procedures for the anticipated passage should be discussed during the initial conference, with the understanding that any passage plan is only a basic indication of preferred intention and that - pilotage being a dynamic exercise - both the pilot and the master should be prepared to depart from the plan when circumstances so dictate.

Not to be used for navigation

Soundings in metres

Typical courses shown

Vessel may divert from course due to traffic, tides or weather. Green area shows typical safe water pilotage corridor during high tide

St John Approaches

Master Pilot Information Exchange

Welcome to the Port of Saint John



Pilot: _____

Vessel: _____

Master's Name: _____

Date: _____

Please continue to monitor and plot the vessel's progress throughout the passage and do not hesitate to seek clarification of any concerns. ENGLISH is to be used at all times for communications regarding the conduct and safe operation of the vessel. If at any time the bridge team has any doubt as to the safe navigation of the vessel, immediately relay such information to me for clarification.

Attention:

The laws of Canada require that a licensed pilot must have the navigational conduct of any vessel subject to pilotage in Canadian pilotage waters.

This does not relieve the Master of his/her ultimate responsibility for the ship. The Master may take the conduct of the ship only if he/she believes the actions of the pilot are endangering the safety of the vessel. If the Master takes the conduct of the vessel he/she must file a full written report within 3 days to the Pilotage Authority explaining the reasons for his/her actions (Sec. 26 Pilotage Act of Canada).

Vessel Transit Information

Completed Pilot Card Handed to Pilot:

Any Equipment Defects: _____

Any Recent Equipment Failures: _____

Qualified Helmsman on Duty: _____

Gyro Error: _____

Anchors Cleared and Ready: _____

Engine Tested Astern at: _____

Vessel on Hand Steering: _____

Number of M.E. Starts: _____

Vessels Deepest Draft: _____

Minimum Depth: _____

Min. UKC Expected: _____

Wind Speed / Direction: _____

Berth and ETA: _____

Thruster(s) Bow _____ Hp/KW

Stern _____ Hp/KW

Pilot Boarding Arrangements

Lee Side: _____

Vessel Freeboard: _____

Combination or Ladder: _____

Securing Devices (Magnets): _____

Tide and River Information

Tide Height: _____

River Level: _____

Maximum Current for Transit: _____

Maximum Current for Dock/Undocking: _____

VTS Update

Harbor Dredges: _____

Tug Placement and SWL of Ships Bollards



Mooring Arrangement



Pilot Comments
