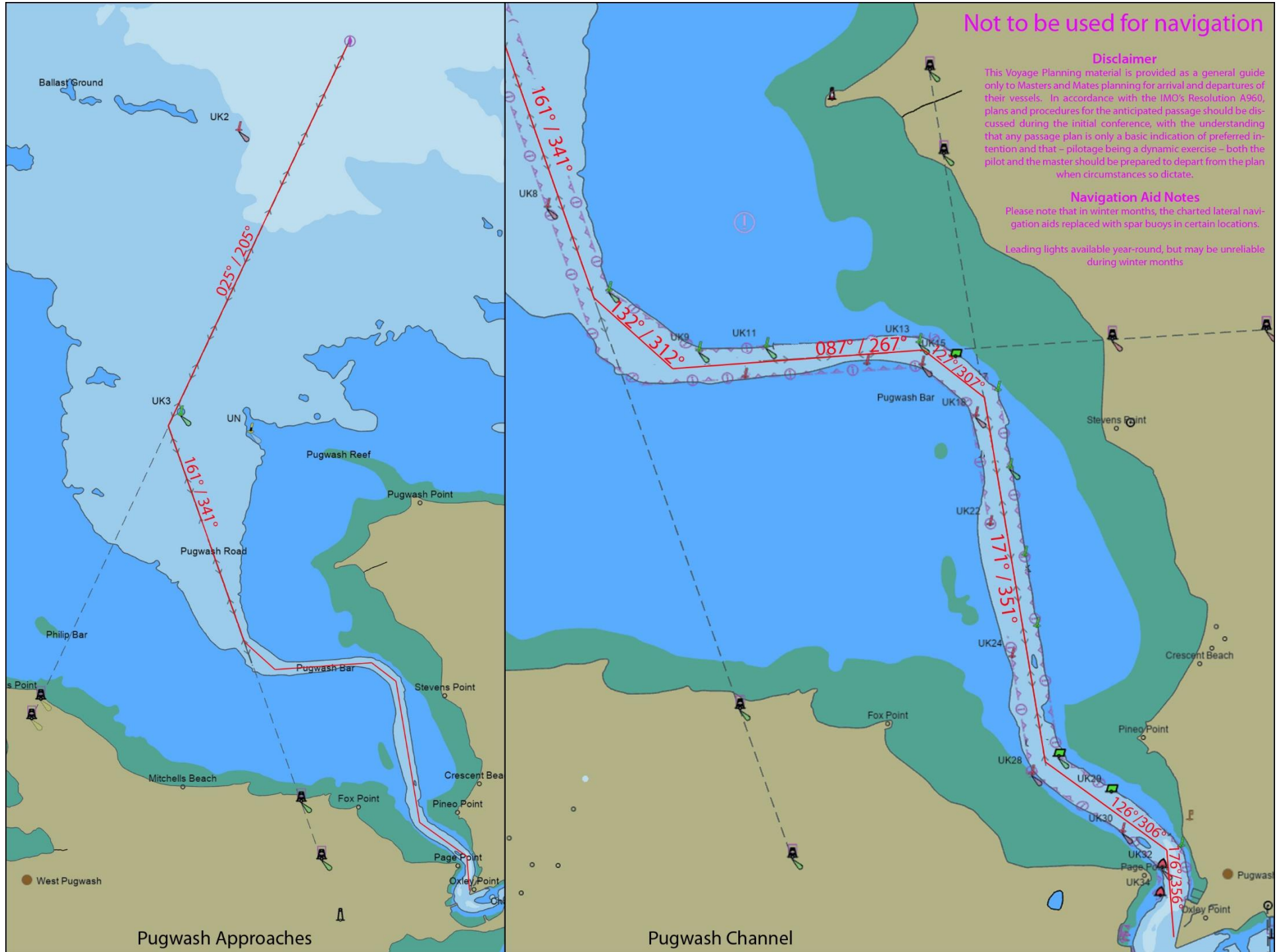




Pilotage Plan & Master Pilot Exchange Pugwash, NS



Not to be used for navigation

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.

Navigation Aid Notes

Please note that in winter months, the charted lateral navigation aids replaced with spar buoys in certain locations.

Leading lights available year-round, but may be unreliable during winter months

Pugwash Approaches

Pugwash Channel

Master Pilot Information Exchange

Welcome to the Port of Pugwash



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.

Tidal Information: _____

Weather Conditions and Forecasts:

Information Form Master

Completed Pilot Card Handed to Pilot:

Fwd Draft: _____ m Aft

Draft: _____ m

Air Draft: _____ m

Gyro error: _____

Anchors ready & manned: _____

Engine Tested Astern : _____

Vessel been steered by hand: _____

Two Steer. P/P's: _____ Emer P/P: _____

Number of M.E. air starts? _____

Additional Characteristics of the vessel or crew:

Vessel Transit Information

Vessels Deepest Draft: _____

Squat at transit speed: _____

Total Draft: _____

Minimum Depth: _____

Min. UKC Expected: _____

Berth and ETA: _____

Mooring - Anchoring Particulars:

Tug Information:

Number of Tugs: _____

Bollard Pull: _____

Rendezvous Position and Time: _____



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).

