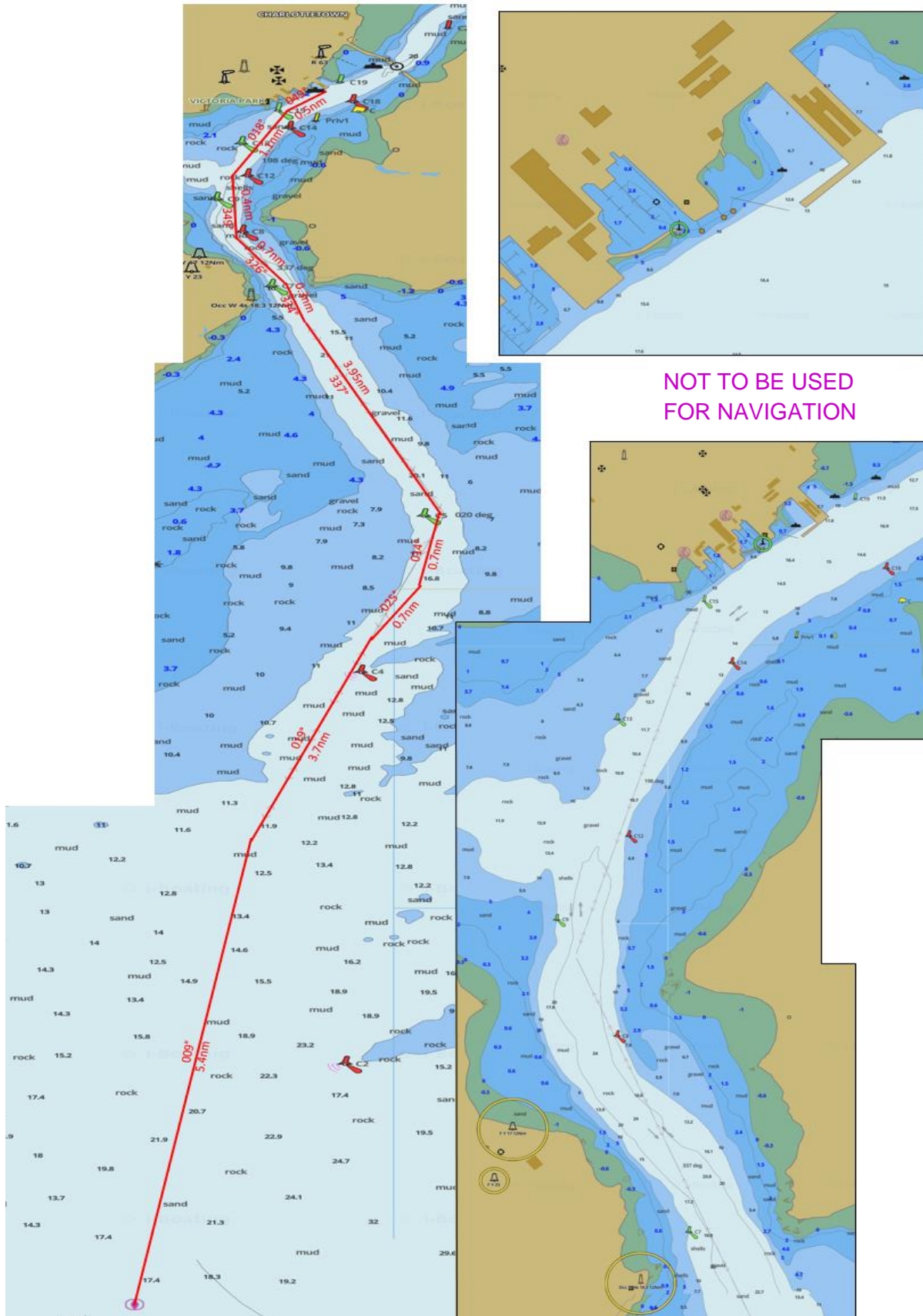


Pilotage Plan & Master Pilot Exchange Charlottetown, PEI



DISCLAIMER: The following 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.

Master Pilot Information Exchange

Welcome to the Port of Charlottetown



Atlantic Pilotage Authority

Pilot: _____

Vessel: _____

Master's Name: _____

Date: _____

Completed Pilot Card Handed to Pilot: Yes / No

Gyro error: _____

Anchors ready & manned: Yes / No

Engine Tested Astern at: _____

Vessel steered by hand: Yes / No

Number of M.E. air starts: _____

Rudder Type: _____

Propeller Rotation: _____

Any restriction on vessel engine going astern?

Eg.: More than 5 kts of FWD motion. Yes / No

Additional Characteristics of the vessel or crew:

Transit Information

Fwd Draft: _____ m, Aft Draft: _____ m

Squat & Transit Speed: _____

Vessels Max Draft: _____

Min. UKC Expected: _____

HW/LW: _____ Height: _____

Pilot will disembark via: _____

Pilot ladder to be rigged: _____

Transit Weather Conditions:

Tug Information

Name of Tugs: _____

Bollard Pull: _____

Rendezvous Position and Time:

Proposed Maneuver: _____

Tug and Mooring Sketch

Draw
Ship
And
Tugs
Here

Vessel Berthing Information

Berth/ETA-ETD: _____

Side Alongside: _____

Minimum Depth: _____

UKC Expected at Berth: _____

Berth Fendering: _____

Berth Face Heading: _____

Ship Gangway / Shore Gangway

Mooring - Anchoring Particulars:

Weather Forecast:

Additional Information:

Pilotage 1-877-272-3477 (1-877-APA-DISP)

dispatch@atlanticpilotage.com

Attention:

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. 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 (Sec26 Pilotage Act of Canada).