

PACIFIC PILOTAGE AUTHORITY

1000 – 1130 West Pender Street
Vancouver, B.C
V6E 4A4



NOTICE TO INDUSTRY

Date Issued: 26 April 2019 (updated 28 February 2024) **Notice Number:** 06/2019

Subject: Wind restrictions for Cruise Ships berthing at Odgen Point in Victoria, BC

Geographic Area: BC Coast, Port of Victoria

Details: The pilots and certain cruise industry representatives conducted risk assessment simulations to identify the increased risk for very large cruise ships docking and undocking at Odgen Point (Victoria, BC) under certain wind conditions.

Guideline:

1. For cruise ships with an overall length of 330 metres or more and sustained wind speeds of 25 knots or more:
 - i. Berthing at Odgen Point South A will be suspended for podded and conventional propulsion vessels until the wind speed decreases.
 - ii. Berthing at all other Odgen Point berths will be discontinued only for conventional propulsion vessels.

2. When any cruise vessel, including vessels with overall length under 330 metres, is unable to dock at Odgen Point in inclement weather or high wind conditions, the vessel's agent, master, or operator may request the PPA & GVHA to provide a letter specifying the details below. Cruise ship masters are requested to record and provide PPA & GVHA with the information below whenever a letter is requested.
 - i. Intended berth at Odgen Point.
 - ii. Intended docking orientation: bow in or stern in.
 - iii. Local time when the pilot embarked on the vessel.
 - iv. Local time when the vessel's master informed the agent that there were difficulties with docking the vessel.
 - v. Ship's propulsion type (azimuth podded propulsion or conventional propeller propulsion).
 - vi. Recorded wind speed in the approaches to the harbour and at the dock.
 - vii. Number of attempts to dock the vessel.
 - viii. If available, did the vessel's master consider docking at another Odgen Point berth?
 - ix. Were tugs available and ordered in advance? Bollard pull values of tugs, if known.

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- x. Were tugs ordered just prior to approaching? Provide bollard pull values of tugs, if known.
 - xi. Local time when the pilot disembarked.
 - xii. Did a pilot return to the vessel?
 - xiii. Process of decision making.
 - xiv. Local time when the vessel's master communicated to the agent the final decision to dock, or not to dock.
 - xv. Did the vessel go to anchor or keep station in a safe location while waiting for the weather to abate?
 - xvi. Did any other ships attempt to dock at the same time? If so, did they dock safely? What were the arrival & departure times. Did tugs assist with the docking?

Please contact PPA at marineops@ppa.gc.ca for any queries and/or clarifications.