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## ADVISORY TO SHIP MASTERS AND AGENTS: PLUMPER SOUND ANCHORAGE

All Masters and Agents of ships intending to use the **Plumper Sound Anchorage** within the Gulf Islands of British Columbia, especially between October 1st and April 31st, are cautioned that the **weather in this area can deteriorate to storm force winds very quickly** during this period. Prevailing winds rise from the southeast and veer to the west on the passage of a front. A Master and her Agents must always be aware of the distance off the lee shore, especially Conconi Reef, and of the less than optimal holding ground in this area.

The Master or person-in-charge of a vessel at anchor shall maintain a continuous navigational watch and comply with the *Seafarers' Training, Certification and Watch Keeping Code, Chapter VIII, Section A-VIII/2 Part 3 S/No. 51 (Appendix 1)* and other applicable regulations.

### **The following guidelines should also be observed:**

1. A continuous anchor watch and look out must be maintained at all times.
2. The ship's position must be frequently checked using all means available and marked on the chart in use. The largest scale chart of the area must be available for use.
3. Display appropriate day & night anchor signals and ensure the vessel is well lit during darkness. Make use of sound signals during severely restricted visibility.
4. Ensure safety and security inspection rounds are made hourly.
5. Maintain ship's main engines on maximum 1 hour notice for use.
6. Record prevailing weather conditions in the vessel's deck log book hourly.
7. Maintain close attention to Marine VHF channels 12 and 16 and advise the ship's master immediately should a warning be received of deteriorating weather conditions.
8. Should winds freshen above 16 knots from an arc extending southeast to southwest, bring main engines to 15 minutes notice for use and call the Master to the bridge.
9. In the event of sustained winds of 25 knots and above, the vessel's main engines should be brought to immediate notice and if necessary, used to relieve weight on the anchor chain. A second anchor should also be readied for use. Notice should be given to the Marine Communications & Traffic Services (MCTS) that a pilot may be required.
10. To ensure the safety of the vessel in the event that a vessel drags anchor, the Master should give consideration to weighing the anchor and leaving the anchorage. If a pilot is not already onboard, one should be ordered through MCTS as soon as possible.
11. Adequate ballast should be retained to minimize windage and optimize propeller immersion and rudder effect.

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This extract from the Pacific Pilotage Regulations allows the master of a vessel to take the following actions to remove his vessel from danger:

#### **WAIVER OF COMPULSORY PILOTAGE**

10. (1) The Authority may waive compulsory pilotage in respect of a ship if:

- (a) the ship is in distress;
- (b) a person on board the ship requires medical evacuation;
- (c) the ship is engaged in rescue or salvage operations;
- (d) the ship is seeking refuge;
- (e) a licensed pilot is not available to perform the functions of a pilot and the following conditions have been met:
  - (i) the owner, master or agent of the ship has complied with sections 12 and 13, and
  - (ii) all persons in charge of the deck watch are familiar with the route and the marine traffic control system in the compulsory pilotage area that the ship is entering; or
- (f) the ship is warping and is not utilizing its engines or a tug except as a line boat for the handling of the ship's lines.

This notice will be periodically reviewed and amended as necessary by TCMS, with input by the shipping industry . All comments may be directed to Victoria TCC Attn. G. Karras, Manager.  
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