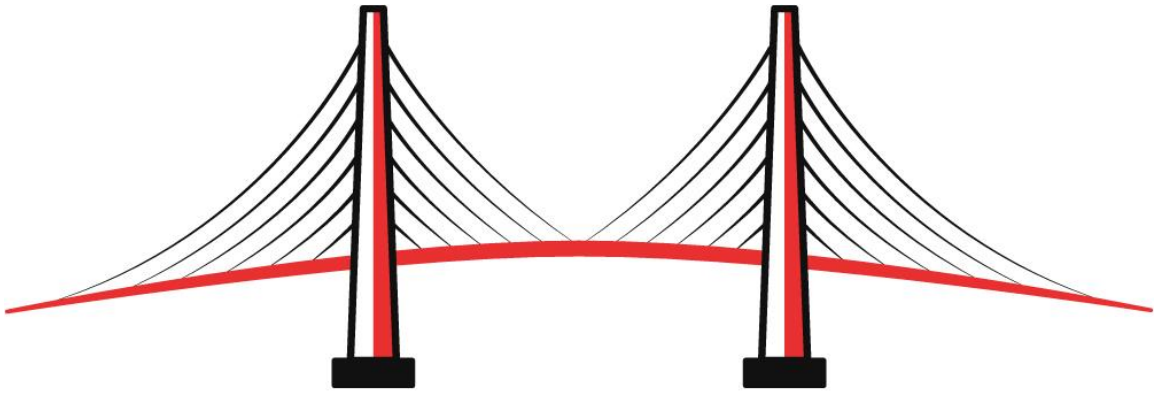


TAMPA BAY PILOTS ASSOCIATION

SERVING TAMPA BAY SINCE 1886

SAFETY GUIDELINES

For Internal & External Use

Version: 26.02

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SAF-1.0 GENERAL

1.1 Foreword

As authorized by Florida Statue Section 310, state licensed Harbor Pilots are responsible for conducting vessel transits safely and efficiently through the navigable waters of the port in which the Pilot is licensed. Pilot services include the adoption and implementation of ship Safety Guidelines, which represent the collective experience and judgement of the state licensed Pilots for the ports of Tampa Bay and have been developed to ensure the safe and efficient movement of vessels on Tampa Bay and its navigable deep-draft channels.

Ships and the waters they traverse represent a dynamic, ever-changing environment. On Tampa Bay, the factors which make up this environment, such as traffic density and weather, can change from minute to minute. It is not feasible to publish firm rules to address every possible situation that may occur aboard ship, nor is it safe to do so. The individual Pilot in control of a vessel is in the best position to determine what action should or should not be taken at any given moment. The Pilot at the conn is highly trained and best situated to evaluate the specific scenarios confronting a vessel and determine a proper course of action. The on-scene discretion of each individual Pilot should not be hindered, at the risk of jeopardizing personnel and/or vessel safety. These Guidelines are made in the interest of safe navigation and to help waterway users in planning transits in most common conditions They are in no way intended to limit, hinder, or override the on-scene discretion of individual Pilots as they navigate vessels on Tampa Bay. There may be situations in which actions that depart from or conflict with these Guidelines may be necessary to react to specific circumstances or to avoid danger or mitigate risk to the vessel.

1.2 Definitions

a) Barge – A vessel designed with no means of self-propulsion.

b) Beam – The linear distance from the molded surface on one side to the molded surface on the other side measured at the widest portion of a vessel hull at the nominal waterline, or from the most outboard appurtenance or cargo on one side to the most outboard appurtenance or cargo on the other side, whichever is greater.

c) Dead Ship – A self-propelled vessel unable to fully utilize its engine or steering gear. This also includes a vessel originally designed to be propelled that has subsequently had its means of propulsion removed.

d) Draft – The vertical distance between the waterline and the lowest point of the vessel's hull.

e) Foreign Towing Tug – Any towing vessel registered in a country other than the United States.

f) Gross Tonnage (GT) – A measure of a vessel's overall internal volume.

g) Large Sail Area Vessel – A vessel that, due to its large sail area, presents a risk to safe navigation during periods of high winds, such as but not limited to: Large Container Ships, Large Ro-Ro's, Car Ships, Cruise Ships, Large Gas Ships, barges of light draft, etc.

h) Pilot – An individual member of the Tampa Bay Pilots Association.

i) Tampa Bay Pilots – An association of mariners licensed by the State of Florida and the United States Coast Guard to serve as ship Pilots on vessels that transit Tampa Bay.

j) Tampa Bay Pilots Management – A committee comprised of Pilot managers and the Tampa Bay Pilots Association Executive Director.

k) Tampa Bay Ship Channels – The navigable waterways extending from the Tampa Bay (T) Sea Buoy and into the various ports and vessel berths on Tampa Bay.

l) Tanker – A ship designed to transport or store liquids or liquefied gases in bulk.

m) Under Keel Clearance (UKC) – The distance from the bottom of a ship's keel at the point of greatest draft to the seabed.

n) Vessel Agent – Local ship agent retained by a vessel's owner/operator.

o) Wide-beam Vessel - A vessel of any type with a beam greater than 106 ft.

SAF-2.0 CHANNEL GUIDELINES

2.1 Air Draft – Skyway Bridge

Minimum clearance for bridge is 1 meter using NOAA PORTS air gap sensor. If PORTS air draft sensor is not operational, the maximum air draft is 180' +/- tide. Any air draft exceeding 180 feet must transit with the appropriate tide window and approval from the Pilots.

2.2 Channel UKC Allowances

a) Main Ship Channels: 1 meter static UKC
b) Auxiliary Channels: 5% static UKC
c) All Maximum Drafts are +/- tidal levels using MLLW
d) NOAA PORTS will be used for determining tide height, current direction & velocity, and wind direction & velocity. The accurate measurement of the physical conditions provided by PORTS versus working with predicted conditions greatly enhances the safety of all critical movements throughout the port.

2.3 Vessel Precedence

When arranging a movement between a vessel in port and a vessel that has not yet entered the port (at the sea buoy), a general rule of precedence is that, under normal circumstances, outbound vessels have priority with the following exceptions:

a) Within the port area incoming and outgoing vessels restricted by tide or current should split time, with no more than two vessels trying to make the tide/current
b) If a vessel having priority is unable to clear the berth or enter the port within 30 minutes of the time agreed upon, that vessel loses priority
c) All meeting and passing situations should be made at the safest locations as practical, with due regard to the size of the vessels, width of the channel, ATON status, and existing conditions. Both vessels should adjust speed to accomplish this safely. Vessels least affected by existing conditions (current and winds) should give way to the other. Light-draft vessels should give way to deep-draft vessels if conditions permit.
d) When one vessel is underway inbound and the other vessel is safely moored at berth, the vessel at the berth should remain alongside if no safe passing area can be agreed on.

2.4 Channel Draft Guideline Table

	Channel	Max Draft +/- tide	Survey Date	UKC	Notes
Tampa Bay Main Channel					
2.5	T Buoy - Manatee Junction	38’-10”	05/2026	1 m	
2.5	Manatee Junction - Hills Cut C	38’-10”	05/2026	1 m	
2.6	Southwest Channel	14’-00”	NA		
Port Manatee					
2.7	Manatee Channel and Basin	36’-09”	06/2026	5%	Max draft 40’-00”
Old Port Tampa					
2.8	Cuts G-K	30’-09”	02/2024	5%	Max 33’-00”
2.8	Rattlesnake	12’-00”	NA		
2.8	Rattlesnake to Misener berth	14’-00”	NA		
St. Petersburg					
2.9	Bayboro Entrance	21’-11”	07/2025	5%	Includes North Approach
2.9	Point Pinellas Channel	16’-11”	07/2025	5%	
Big Bend					
2.10	Big Bend Channel	39”-05”	10/2025	5%	Max Draft 41’-00”
2.10	Big Bend N/S Channel	32’-07”	08/2024	5%	Daylight only
East Tampa					
2.11	Alafia River Channel	27’-07”	11/2025	5%	
2.11	Alafia River Turning Basin	27’-00”	11/2025	5%	
Port Sutton					
2.12	Entrance Channel	41’-11”	11/2025	5%	
2.12	Turning Basin	40’-07”	02/2025	5%	
2.12	East of TPA 3	33’-07”	02/2025	5%	
East Bay					
2.13	Northeast Channel	39’-10”	02/2025	5%	
2.13	Lower Basin to TPA 211	39’-10”	02/2025	5%	
2.13	TPA 211 to TPA 210	35’-08”	12/2023	5%	
2.13	TPA 210 to TPA 209	35’-08”	12/2023	5%	
2.13	TPA 209 to TPA 208	35’-00”	12/2023	5%	
2.13	North of TPA 208	33’-02”	12/2023	5%	
2.13	Upper East Bay Basin	33’-02”	12/2023	5%	
Hillsborough D to Ybor Channel					
2.14	Hillsborough D to Sta 60-00	39’-00”	04/2026	5%	
2.14	Sta 60-00 through Ybor Channel	33’-09”	02/2025	5%	Within 100’ left or right of centerline
Anchorages					
2.15	Gadsden Anchorage	27’-00”	NA		
2.15	Bravo Cut Flats Anchorage	20’-00”	NA		17’ if in W corner
2.15	East Bay Anchorage	30’-00”	NA		

2.5 Main Ship Channel

a) Vessels exceeding maximum draft in table SAF 2.4 must be started in at a time where minimum UKC requirements will be satisfied during the entirety of the transit.
b) Maximum draft vessels should transit with less than 6-foot seas. If seas are greater than 6 feet, apply formula for increased draft due to heel or proceed at appropriate reduced speed.
c) Maximum combined beam for meeting in 500-foot sections of main channel is 220 feet; beam combinations over 220 will require one way traffic.

2.6 Southwest Channel

2.7 Port Manatee

a) Current Guidelines
    i) To or From Sea:
        - Less than 30 foot draft; anytime
        - Draft from 30 to 35 feet; current 0.5 kt or less.
        - Greater than 35 foot draft; slack water.

    ii) Shifts To or From the North:
        - Less than 27 foot draft; anytime.
        - Draft from 27 to 34 feet; current 0.5 kt or less.
        - Greater than 34 foot draft; slack water.

b) Vessel Length Guidelines
    i) LOA from 700 to 799 feet; 0.5 kt of current or less.
    ii) LOA 800 and greater; Slack Water for all drafts.
    iii) Maximum LOA; 900 feet.
c) Vessel Movement Guidelines
    i) Maximum two vessel movements per slack water.
    ii) Only one vessel with draft greater than 36 feet per slack water.
    iii) LOA over 700’ and draft over 34’ requires 2 class A tugs for turnaround.

2.8 Old Port Tampa

a) Maximum 2 Moves per tide
b) Current Guidelines
    i) Outbound
        - Draft of less than 25 feet, current less than 1 kt
        - Draft 25 feet or greater, head out, current less than 0.5 kt
        - Draft of 25 feet or greater, head in, slack water
    ii) Inbound
        - Draft of less than 25 feet; current 1.0 kt or less
        - Tank vessel with draft less than 25 feet requires current less than 1.0 kt flood or 0.5 kt ebb

- Draft of 25 feet or greater; slack water. 1 Class-A tug required

c) Vessel Length Guidelines
   i) LOA of greater than 700'; current less than 0.5 kt inbound or outbound.
   ii) Maximum LOA of 750 feet

d) Additional Guidelines
   i) One way traffic in G-Cut for drafts greater than 27 feet
   ii) Maximum combined beam of 196 feet for meeting in Old Tampa Bay
   iii) No passing in Old Port Tampa
      1) A vessel moored at Tampa Bulk will shift as far to the East as necessary so that a vessel maneuvering to/from Global Partners will have adequate clearance for assist tug use
      2) A vessel will not berth or unberth at Tampa Bulk with a vessel at Global Partners
      3) With a vessel at Chevron, no vessels may pass in or out of Old Port Tampa
   iv) No split tides if winds are greater than 20 kts as measured at Port Tampa PORTS

e) Rattlesnake

2.9 St Petersburg

2.10 Big Bend

a) East/West Entrance Channel and Turning Basin
   i) 750' Maximum LOA
   ii) All vessels with a LOA of 700' or greater OR a beam of greater than 106' are restricted to daylight transit
   iii) Winds must comply with wind table for partially loaded and in ballast vessels SAF-7.6

b) North/South Channel
   i) Daylight transits only

2.11 East Tampa

a) Maximum LOA of 675'
b) LOA of 650 or greater; daylight only for turnarounds
c) Combination of LOA of phosphate vessel and beam of sulphur vessel not to exceed 650 feet for phosphate vessel to sail.
d) Winds must comply with wind table for partially loaded and in ballast vessels SAF-7.7

2.12 Port Sutton

a) SEE PORT SUTTON COMBINED BEAM RULES SAF-4.1

2.13 East Bay

2.14 Hillsborough D, Sparkman, & Ybor

a) Hillsborough D to Sta 60-00:
   i) One way traffic for vessels with a draft greater than 36'-00"

b) Sta 60-00 through Ybor Channel:

2.15 Anchorages

a) Gadsden
    i) Maximum LOA of 675 feet or up to 685 feet with 1 stand-by tug
b) Bravo Cut Flats
c) East Bay
    i) Anchorage not for general use, contact Tampa Port Authority for permission

SAF-3.0 BERTH GUIDELINES

3.1 BERTH UKC Allowances

a) General & Bulk cargo berths: 4" static UKC Alongside
b) Petroleum and Hazardous cargo berths: 6" static UKC alongside
c) All Maximum Drafts are determined using Table SAF-3.2 +/- tidal levels using MLLW
d) Reserved for later use – Freshwater Allowances
e) NOAA PORTS Tampa Bay will be used for determining actual tide height. The accurate measurement of the physical conditions provided by PORTS versus working with predicted conditions greatly enhances the safety of all critical movements throughout the port.

3.2 Comprehensive Berth Guideline Table

Number	Name	Max Draft Alongside	Last Sounding	Berth Length	Dock Face Dimensions	Notes
East Bay						
TPA #200	International Ship Repair	Var				
TPA #201	General Cargo	34'-07"	01/2024	904	904 x 11.5	
TPA #202	General Cargo	34'-08"	01/2024	675	600 x 11.5	
TPA #204	Moasic - Phosphate	34'-10"	12/2017	920	920 x 10	Shore wires
TPA #205	Tampa Juice	34'-01"	10/2023	580	206 x 8.5	Good for 290' S of Manifold
TPA #206	ISR	26'-05"	1/2020			A/S N end barge Coastal 24
TPA #208	General Cargo	35'-03"	1/2024	900	900 x 11.5	
TPA #209	General Cargo	33'-00"	10/2023	600	600 x 11.5	
TPA #210	General Cargo	34'-07"	1/2024	600	600 x 11.5	
TPA #211	General Cargo	43'-09"	2/2024	600	600 x 11.5	
TPA #212	General Cargo / Containers	44'-01"	2/2024	750	750 x 11.5	
TPA #213	General Cargo / Containers	43'-05"	11/2020	1450	1290 x 11.5	
TPA #214	General Cargo / Containers	39'-05"	09/2026	1300		Upland Under construction
TPA #145	Newport - Phosphate	38'-05"	3/2025	1000	555 x 10	
TPA #143	Rockport North - Phosphate	43'-03"	3/2025	1460	1490 x 12	53' freeboard required for loader
TPA #142	Rockport South - Phosphate	31'-08"	6/2018			
TPA #150	General Cargo	43'-00"	1/2026	1440		
	Shrimp Docks	15'-00"	4/1989			
Port Sutton						
TPA #1	Smorgon Steel - Scrap	36'-08"	09/2023	650	530 x 7.5	
TPA #2	Pasco - Liquid Sulphur	33'-09"	09/2023	650	500 x 7.5	
TPA #3	Cemex - Cement	34'-09"	09/2023	553	553 x 7.5	

TPA #4	Holcim - Cement	18’-05”	05/1997	550	550 x 7	
	TPS Blackpoint - Ammonia	34’-00”	09/2026	700	500 x 7.5	Soundings good to 300’ West of Chiksan
TPA #5	Scrap Steel	33’-08”	09/2026			
TPA #6	Watco Tampaplex Loading Berth	33’-03”	09/2026	800	730 x 10	
TPA #7	Watco Tampaplex Waiting Berth	33’-03”	09/2026	800	800 x 6	
	Tampa Port Service Ammonia	36’-00”	10/2023	750	315	Soundings good for 360’ East of Chicksan
TPA #21		19’-03”	01/2001	450	200 x 8	Draft for 400’ LOA centered on dock. Extends 150’ North
TPA #22	Gulf Sulphur Port Sutton	34’-00”	09/2025	700	254 x 10	
TPA #23	Watco Port Sutton	33’-00”	09/2026	900	700 x 12	
TPA #24	Martin Gas	35’-02”	10/2025	715	200 x 8	Fendering not in line
TPA #24B	Central Oil	14’-00”	05/1997	225	120 x 6.3	
TPA #26	Cacciatore Cement	34’-03”	11/2023	800	485 x 11	
TPA #27	Targa - LPG	34’-07”	10/2020	400		400’ LOA with Berth 26. 300’ offset to W. Center E, 85’ and W 215’
TPA #30	LPG / Aggregates	43’-06”	12/2023	1400	400 x 8.5	4 dolphins. 1000’ Centered on berth.
TPA #31	Cement / Aggregates	43’-10”	12/2023	1000	370 x 8.5	1000’ centered on berth
Hillsborough D Cut						
TPA #218	General Cargo/ Titan Cement	39’-08”	7/2026	1275	500 x 11	
TPA #219	General Cargo	39’-01”	02/2024	750	400 x 11	
TPA #220	Aggregates, Acid	41’-08”	2/2017	900	480 x 11	Vessel to be docked venter of berth on arrival
TPA #222	Petroleum	44’-07”	04/2024	1,020	270 x 11	Max LOA 750’ Beam 120’
TPA #223	Petroleum / Ammonia	40’-11”	02/2024	750	865 x 8	
TPA #227	Petroleum	41’-01”	02/2024	800	270 x 11	Soundings good to 420’ East of manifold center
Sparkman Channel						
DD #4	TSR - Graving Dock	24’-00”	07/1989	740’ x 124’-09” x 28’		
DD #3	TSR - Graving Dock	24’-00”	07/1989	740’ x 110’-03” x 28’		
DD #2	TSR - Graving Dock	21’-04”	07/1989	900’ x 150’ x 22’-04”		

DD #1	TSR - Graving Dock	17’-00”	07/1989	448’ x 79’ x 20’		
Pier F	TSR - Lay Berth	25’-07”	04/2013	675	675	
Pier D	TSR - Lay Berth	25’-04”	04/2013	595	595	
Pier A	TSR - Lay Berth	7’-07”	04/2013	700	700	
	Gulf Sulphur	35’-00”	02/2025	650	305 x 8	Sulphur Enterprise turn off of TSR, Max 24’ fwd, 31’ Aft. Left wheel only
TPA #243	BP - Petroleum	31’-09”	01/2018	700	275 x 7	needs recert. bollards/fender
TPA #244	Citgo - Petroleum	34’-03”	04/2024	700	240 x 10	
TPA #245	Argos	N 33’-03” S 33’-05”	01/2024 04/2024	1040	1040 x 9	
Ybor Channel						
TPA #247	Tampa Marine Terminal	34’-07”	03/2013	650	575 x 8	
TPA #248	GMR - Layberth	See Note	12/2008	830	830 x 5	Max drafts 17’-00” W of 400 16’-06” E of 400’
TPA #250	GMR - Layberth	14’ to 25’	12/2000	700	700 x 5	
TPA #251	Port Ybor South/GMR	28’-04”	04/2016	860	920 x 8	RO-RO ramp height 6.2’
TPA #252	Port Ybor North/GMR	23’-04”	04/2016			
	GMR - Shipyard	15’-00”	01/2009	880	880 x 5	
TPA #254	Marathon Petroleum	36’-03”	02/2025	786	280 x 6	Manifold to GMR 420’ Manifold to Cargill 360’
TPA #256	Cargill - Salt	34’-03”	10/2025	700	320 x 10	Fenders not in line
	Mariani Asphalt	34’-00”	01/2017	410	250 x 8	Conflict with Buckeye and Cargill
TPA #258	Buckeye Tampa Petroleum	34’-00”	01/2025	600	310 x 9.5	Good for 300’ N of Manifold
	Sahlman Shrimp Docks	15’ to 32’	1984	360	360 x 6	Not used until surveyed
	ISR - Shipyard	25’-00”	11/2008	750	600 x 10	
	ISR - Layberth	19’-05”	11/2008	600	380	
TPA #263	ISR - Metroport - Shipyard	14’ - 19’ W 19’ - 26’ E	5/2016	700 w/264	575 x 10	Decommissioned - Not in use
TPA #264	ISR - Metroport - Shipyard	10’-17’ N-S	11/2008	350	350 x 10	Decommissioned - Not in use
TPA #265	ISR - Metroport - Shipyard	18’ - 22’ W 21’6”-27 E	11/2008	750	750 x 10	Decommissioned - Not in use
TPA #266	Cruise Terminal 6	31’-02”	1/2017	275	275 x 10	
TPA #267	Cruise Terminal 6	31’-09”	11/2017	600	1200 x 10	
TPA #268	Cruise Terminal 6	29’-11”	02/2024	700		

TPA #269	Cruise Terminal 3	34’-10”	11/2011	960	1050 x 7.5	
TPA #271	Aquarium - American Victory	31’-03”	3/2000	548	548 x 7.5	
TPA #272	Cruise Terminal 2	34’-07”	9/2013	600	1221 x 7.5	
TPA #273	Cruise Terminal 2	34’-06”	3/2016	621		
	Harbour Island	27’-00”	9/1989	450		Seddon Ch. 18’ plus tide
SeaPort Manatee						
SPM #4	General Cargo	39’-03”	05/2025	600	600 x 8	
SPM #5	General Cargo	39’-03”	05/2025	600	600 x 8	
SPM #6	General Cargo	38’-10”	05/2025	645	415 x 8	Stbd. side to over 37’ draft with approval from pilot
SPM #7	Phosphate, Petroleum	39’-03”	05/2025	840	724 x 8	Draft 37’-07” past #8 face
SPM #8	General Cargo, Petroleum	39’-05”	05/2025	670	500 x 8	
SPM #9	General Cargo, Petroleum	41’-04”	05/2025	808	708 x 8	37’-10” max less than 50 ft of E wall
SPM #10	General Cargo, Petroleum	39’-05”	05/2025	780	595 x 8	
SPM #11	Delmonte - Refrigerated Cargo	32’-01”	05/2025	681	581 x 8	
SPM #12	General Cargo	38’-08”	05/2025	1250	950 x 8	
SPM #14	General Cargo	39’-03”	05/2025	790	790 x 8	37’-03” S of 900’ mark
Barge Mooring	West of SPM #14			416’		N/S orientation
Barge Mooring	South of SPM #14			300’		E/W Orientation
Big Bend						
TPA #300	Port Redwing	40’-09”	10/2025	1500	500 X 10	
TPA #301	Port Redwing	40’-01”	10/2025	1000’	1000 X 110	
TPA #302	Port Redwing	40’-05”	11/2025		1000’	
TPA #400	Mosaic Phosphate West	42’-02”	2/2024	1500	1500 x 10	
TPA #401	Mosaic Phosphate East	42’-02”	2/2024			
	TECO Coal	34’-04”	03/2024	788	788 x 9.5	Dravo Ht 53.6’ above MLW
East Tampa (Alafia)						
	Mosaic - Phosphate Loading	34’-05”	5/2024	675	500 x 8	
	Mosaic – Sulphur	33’-05”	5/2024	675	230 x 8	
Old Port Tampa						
	Chevron - Petroleum	31’-01”	7/2017	750	545 x 10	
	Global Partners - Petroleum	31’-06”	1/2018	750	650 x 8	
	Tampa Bulk - Citrus Pellets	31’-09”	1/2017	730	730 x 7	

St Petersburg/Bayboro						
	Cruise Terminal	21’-02”	1/2018	1500	1500 x 8	
	USF East Wharf	15’-11”	1/2018	970	970 x 8	
	USCG South Wharf	13’-00”	6/2003	1200	1200 x 8	
Rattlesnake						
	Misener - General Cargo	14’-00”	10/1995	600	600 x 7	
	U.S. Army Covered Dock	10’-00”	3/1994	150	150 x 5	
	Targa - LPG	11’-00”	11/2002	325	325 x 5	
Weedon Island						
	North Berth		12/2010	675	800 x 8	Facility No Longer in Service as of 2017. New surveys required.
	South Berth		12/2010	675	1060 x 8	
	Barge Berth				800 x 8	

SAF- 4.0 FACILITY SPECIFIC GUIDELINES

4.1 Port Sutton Beam Guidelines

a) Ammonia Beam and Distance Table:

i) Vessels that wish to transit to or from berths 22 and 23 while there is a vessel at the Ammonia Berth should refer to the table below. The maximum LOA for all transits to/from 22 and 23 with a vessel at the ammonia berth is 600'

ii) Use the Manifold to stern distance of the ammonia vessel along with the beam of the ammonia vessel to determine the beam of any vessel that can make the transit to Berth 22 or 23

		Manifold to Stern of Ammonia Vessel				
		250	**275**	**300**	**325**	**350**
Beam of Ammonia Vessel	**85**	90	84	78	71	68
	90	84	81	75	68	62
	95	81	75	68	62	59
	100	75	68	62	59	52
	106	68	62	56	50	46

b) Additional Beam Guidelines

i) **023**: A two vessel combined maximum beam of 120 feet is imposed for passage to/from berth 022 when there is a vessel at berth 023.

ii) **NH3 + 023**: A three vessel combined maximum beam of 212 feet is imposed for piloted vessels to or from berths 021 or 022.

iii) **NH3 + 024**: A three vessel combined maximum beam of 212 feet is imposed for piloted vessels to or from berths 021, 022 or 023.

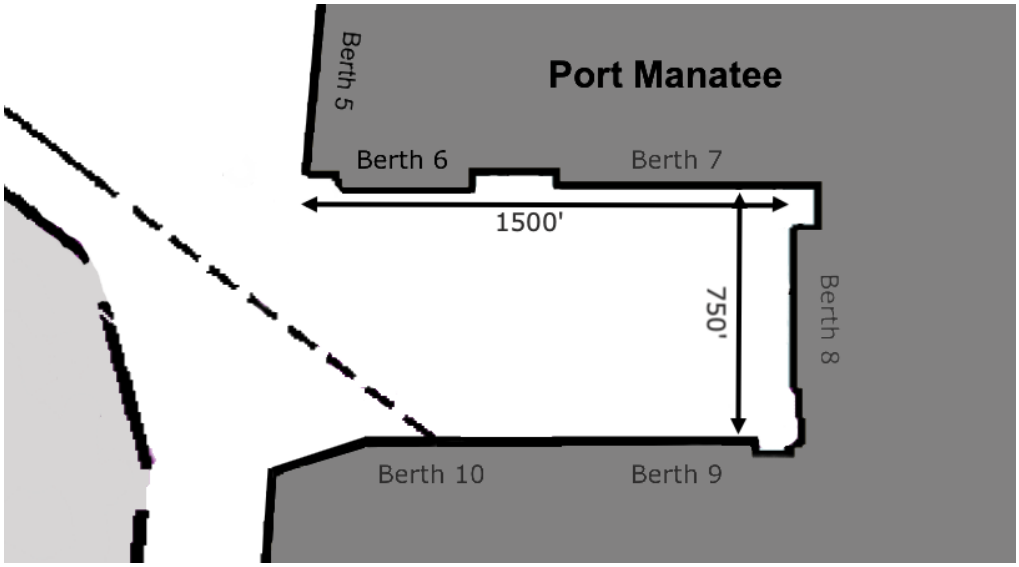
iv) **W/B + 024**: A three vessel combined maximum beam of 212 feet is imposed for piloted vessels to or from berths 021, 022, 023 or NH3.

v) **L/B or W/B + 026**: A three vessel combined maximum beam of 282 feet is imposed for piloted vessels to or from berths 021, 022, 023, 024, or NH3.

4.2 Manatee Berth #8

The maximum LOA of a vessel when docking and undocking at Berth 8 iss 670' minus the combined beam of vessels alongside Berth 7 & Berth 9

a) For the purposes of this rule the beam of a vessel alongside Berth 7 & Berth 9 is not deducted when it is moved 300' from the Berth 8 dock face
b) This guideline only applies to vessels when docking and undocking, and not while a vessel is alongside.
c) Example – Vessel at Berth 7 has a beam of 50'. Berth 9 is empty. The maximum allowed LOA of a vessel docking at Berth 8 is 620' unless the vessel at Berth 7 is moved to the 300' mark.



4.3 Tampa Ship Repair

Any vessel transiting to or from Tampa Ship repair must send the following documentation to TBPA Dispatch in the timeframes outlined below:

a) If going in or out of a drydock, the TSR Drydock Policy and Procedures must be signed and acknowledged by the master on behalf of themselves and the owner/management before an order is taken for the vessel. SAF-7.3
b) If the vessel is considered a special movement SAF-7.4 a completed Vessel Special Movement form SAF-7.1 must be submitted for approval 72 hours in advance (24 hours if the transit is less than 3nm)
c) For any movement in or out a TSR Movement Planning Form SAF-7.4 should be submitted 24 hours in advance

SAF- 5.0 VESSEL SPECIFIC GUIDELINES

5.1 Special Vessel Movement:

These Special Vessel Movement Guidelines have been developed through a joint effort between the Tampa Bay Pilots Association and the local tugboat providers Marine Towing of Tampa and EN Bisso. These Guidelines are approved by the Tampa Bay Harbor Safety & Security Committee and supported by USCG Sector St. Petersburg. These Guidelines are always subject to any special circumstances, and requirements can be adjusted accordingly.

Special Vessel Movements include dead ship tows, vessels with mechanical and/or navigation equipment casualties, barges being towed outside their designed configuration, and slow-moving vessels (barges) transporting equipment with a beam exceeding 106'. Any vessels transiting under a COTP Order may require additional safety requirements.

A "Special Vessel Movement Form" must be submitted for approval to the email addresses located at the bottom of the form with the notice of arrival (NOA) at least 72 hours in advance of the requested movement date and time. Special Vessel Movements that are 3nm or less require submittal at least 24 hours in advance. All efforts will be made to schedule Special Vessel Movements at the requested date and time where possible - taking other vessel traffic and tugboat availability into consideration. Timely submittal of **all** required information will facilitate the best chance of scheduling the requested transit date and time.

Special Movement transits are to be made in daylight only and require a minimum visibility of 3 nautical miles. Tugboat operators should be notified in advance of NOA submittal to ensure tugboat availability for dead ship movements per the table below:

Dead Ship Assist Tug General Recommendations:

LOA of Tow	Tow Tugs	Assist Tugs	Total
Less than 350'	1	1	2
350' to 650'	1	2	3
Greater than 650'	1	4	5

Any dead ship tow with a LOA of less than 650 feet and a draft greater than 26 feet will require one additional assist tug to the requirements above.

SEE FORM SAF-7.1

5.2 Vessels of Concern - Captain of the Port Policy Letter No 01-17

a) Except as follows, when transits are scheduled for cruise ships or vessels carrying especially hazardous cargo, all other transits in Tampa Bay will be one way, with no meeting or passing between Mullet Key Channel lighted buoys 23/24 and Port Tampa Bay Berth 272. Any vessel desiring to meet and cruise ship or vessel carrying especially hazardous cargo may meet the opposing vessel(s) in Gadsden Point Cut Channel or anywhere west of lighted buoys 23/24 in Mullet Key Channel.

b) Vessel operators desiring to enter or transit through a moving security zone at any other location in Tampa Bay shall obtain permission from the COTP prior to commencing their transit. To request permission, contact Cooperative Vessel Traffic Service Tampa Bay via VHF channel 12 or 813-242-1600. If permission is granted, all persons and vessels must comply with any given instructions.

c) Vessel of Concern (VOC) is defined as a vessel carrying Especially Hazardous Cargos or of a class or type, with a certain size or maneuvering characteristics, that requires special handling while transiting within Tampa Bay.

d) This protocol addresses the arrival and departure of a single VOC as well as the arrival and departure of multiple VOC(s) on the same calendar day based on local time, therefore it is essential that all affected vessel traffic adhere to the following vessel traffic protocol. This protocol does not supersede or negate security zone regulations established by reference (a) of COTP Policy Letter 01-17.

e) A vessel security zone and procedures are established for all waters, from the surface to the bottom, within a 500 yd radius of all cruise ships and vessels carrying especially hazardous cargoes.

f) Requirements Common to All VOC Movements:

    i) Except as follows, all transits will be one way, with no meeting or passing between Mullet Key Channel Buoys 23/24 and Port Tampa Bay Beith 272. Gadsden Point Cut Channel and Mullet Key Channel west of LB 23/24 may be used for passing arrangements as follows:

        1) A single VOC may only meet a maximum of two opposing vessels (no hawser tows unless tug master and pilot make prior passing arrangements) when forecasted, sustained winds are predicted to be 15 knots or less and reasonable visibility (no fog or heavy rain) is predicted. Only one opposing vessel shall plan on meeting two VOCs in convoy.

        2) A single VOC may meet a maximum of one opposing vessel (no hawser tows unless tug master and pilot make prior passing arrangements) when forecasted, sustained winds are predicted to be between 16 and 20 knots and reasonable visibility (no fog or heavy rain) is predicted. Only one opposing vessel should plan on meeting two VOCs in convoy.

    ii) All vessels shall give the Cooperative Vessel Traffic Service (CVTS), 24- and 4-hour notices prior to arrival at the sea buoy and 4- and 2- hour notices prior to departure from berth. Vessel operators who foresee a conflict with scheduled movements must contact the CVTS.

    iii) Especially Hazardous Cargos: The owner, master, agent, or person in charge of a vessel or barge, loaded with EHCs, shall report the following information to

CVTS Tampa Bay at least twenty-four hours before entering Tampa Bay or its approaches, shifting, or departing Tampa Bay:

1) Name and country of registry of the vessel or barge;
2) The name of the port or place of departure;
3) The name of the port or place of destination;
4) The estimated time that the vessel is expected at Egmont Channel Lighted Buoys "9" and "10" to begin its transit of Tampa Bay (Moving security zones and procedures are established for all waters, from surface to bottom, within a 500-yard radius);
5) The cargo carried and amount.

5.3 Passenger Ships - Captain of the Port Policy Letter No 01-17

The following applies to cruise ships measuring 855' LOA, 106' Beam, and 70,000 GRT or greater:

a) Single Cruise Ship:
   i) Cruise ships that meet the aforementioned criteria shall arrive at the "T" Buoy at 0230 for a 0230-0500 start-up window depending on traffic, with an expected docking time between 0630 and 0830. Start up for the cruise ship shall be adjusted, within the window, to allow for movement of other commercial vessels that are restricted in sailing by tide or current, as long as such movement does not cause the cruise ships to deviate the window. If the arrival time is changed due to exceptional weather circumstances, the cruise ship will be allowed to reestablish its arrival time. The cruise ship must notify the VTS no later than 1200 the day prior to the scheduled arrival date with its reestablished arrival time. Any deviation greater than 30 minutes from the reestablished arrival time will move the cruise ship inline with other traffic that has reported to the VTS.
   ii) The departure window will be no earlier than 1530 and no later than 1730 under favorable weather conditions. The cruise ship must notify the VTS no later than 1200 with a departure time for that day. Any deviation greater than 30 minutes from that day's established departure time will move the cruise ship departure time in line with other traffic that has reported to the VTS. If the departure time is delayed due to exceptional weather circumstances, the cruise ship will be allowed to reestablish its departure time. Any deviation greater than 30 minutes from the reestablished departure time will move the cruise ship in line with other traffic that has reported in to VTS.

b) Multiple Cruise Ships:
   i) The cruise ships arrive at the "T" Buoy at 0230 for a 0230 – 0500 start-up window depending on traffic, with an expected docking time of 0630 – 0830. The cruise ships will be expected to coordinate arrival so that they can convoy together, within the window, at a distance established by the pilots on each vessel. Start-up for the cruise ships shall be adjusted, within the window, to allow for movement of other commercial vessels that are restricted in sailing by tide or current, as long as such movement does not

cause the cruise ships to deviate from the window. If one or more of the cruise ship's arrival times are changed due to exceptional weather circumstances, the cruise ships will be given the opportunity to reestablish an arrival time. The cruise ships must notify the VTS no later than 1200 the day prior to the scheduled arrival date, with their reestablished arrival times. Any deviation greater than 30 minutes from the reestablished arrival time will move the cruise ships in line with other traffic that has reported to the VTS.

ii) Upon departure, the cruise ships will convoy together during a departure window no earlier than 1530 and no later than 1730 under favorable weather conditions. The cruise ships must notify the VTS no later than 1200 with a departure time for that day. Any deviation greater than 30 minutes by any cruise ship from its established departure time will move the departure time in line with other traffic that has reported to the VTS. If the cruise ship's departure time is delayed due to exceptional weather circumstances, the cruise ship will be allowed to reestablish its departure time within the 30-minute convoy requirement. Any deviation greater than 30 minutes from the reestablished departure time will move the delayed cruise ship in line with other traffic that has reported to the VTS.

iii) Vessels at berths in Ybor Channel shall enter and depart in a sequence coordinated by the pilots on board.

c) Additional Requirements for Cruise Ships Measuring 900' LOA, 106' Beam, and 85,000 GRT or Greater:

i) With sustained winds of 20 knots or less, as measured at Terminal 2, East Bay Causeway, or Peter O. Knight Airport, the vessel may transit Sparkman Channel.

ii) With sustained winds of 21 to 25 knots, as measured at Terminal 2, East Bay Causeway, or Peter O. Knight Airport, the vessel may transit Sparkman Channel with the mutual agreement of the master and pilot taking into consideration variables, such as wind direction, tug availability, vessels at berth along Sparkman Channel, etc.

iii) With sustained winds of 26 to 30 knots, as measured at Terminal 2, East Bay Causeway, or Peter O. Knight Airport, the vessel may transit from the "T" Buoy to East Bay only. An alternative berth will be identified and communicated to the pilot and master of the vessel prior to the inbound transit.

The following general guidelines apply to all passenger ship transits in Tampa Bay:

a) Max Air Draft - 180 feet at MHW.

b) One-way traffic in Hillsborough Cut D, Sparkman Channel and Ybor Channels.

c) Tug Requirements (sustained wind measured at PORTS Middle Tampa Bay sensor)

i) 20 to 25 knots - 1 Class A tug

ii) 25 to 30 knots - 2 Class A tugs.

iii) 30 knots or greater - 2 Class A tugs. Proceed to alternate berth.

d) Sparkman Channel

i) Arrivals - Winds greater than 25 knots up to 30 knots, as measured at Terminal 2, E.N Bisso & Son Towing or Peter O. Knight Airport: May transit Sparkman Channel with the mutual agreement of the vessel Master and Pilot, taking into consideration variables such as wind direction, tug availability and vessels alongside in Sparkman Channel.

ii) Departures - Winds greater than 20 knots up to 25 knots, as measured at Terminal 2, E.N Bisso & Son Towing or Peter O. Knight Airport: May transit Sparkman Channel with the mutual agreement of the vessel Master and Pilot, taking into consideration variables such as wind direction, tug availability and vessels alongside in Sparkman Channel.

e) A final determination of berthing arrangements and tug use will be made by mutual agreement of the vessels Master and the Pilot based upon the actual conditions in the port area.

5.4 Container Ships

a) Tug, Pilots and Daylight Requirement Matrix

i) Daylight and Pilot requirements are for transit of channels of 500' or less

ii) Requirements more stringent than this matrix prescribed may be required at pilot discretion based on any transit circumstances.

Pilots/Daylight	Tugs	LOA		Beam		GT
1+ pilot(s) 24/7	2+					≥70,000
2 pilots or Daylight	2+	≥1000'	*AND*	≥145'		
2 pilots 24/7	3+	>1100'	*OR*	≥160'	*OR*	≥100,000
2 pilots and Daylight	3+					≥115,000

b) Weather for containerships of 70,000 GT or greater

i) Require sustained winds of 25kts or less @ Middle Tampa Bay

ii) Require pilot approval for sustained winds of 20-25kts @ Middle Tampa Bay

c) Containerships with a beam of over 106'

i) May meet vessels in 500' foot channels when opposing traffic has a combined beam of 220' or less AND LOA of 700' or less AND a draft of 25' or less

ii) Must meet opposing traffic with a combined beam of greater than 220' outside of MK 23/24

iii) Must meet opposing traffic with a LOA greater than 700' OR a draft greater than 25' outside of MK 23/24

iv) Require Berth 31 to be clear for inbound transits.

v) Require sustained winds of 18kts or less @ East Bay for outbound transits with a vessel at Berth 31

vi) One Way Traffic in the channel east of MK 23/24 for vessels ≥ 85,000 GT

d) Containerships with LOA over 900' and beam of 106' or less

i) Can meet opposing traffic with LOA of 700' or less OR draft of 30' or less anywhere.

ii) Can meet opposing traffic with LOA greater than 700’ OR draft greater than 30’ in Gadsden Pt Cut or outside of MK 23/24

e) Containerships may meet Security Zone vessels that meet above requirements and the Security Zone requirements with pilot approval.

f) Maximum vessel dimensions of 1200’ LOA or 160’ beam until Port Sutton Entrance Channel is widened or further simulation is conducted

5.5 RO-RO Ships

a) Ro-Ro vessels with high sail areas shall not commence inbound or outbound transits with sustained wind speeds of 20 knots or greater as measured at the East Bay Causeway or Sparkman Channel wind monitoring stations.

b) Ro-Ro vessels greater than 660’ LOA north of berth 208 shall transit East Bay in daylight only and if turning berths 201 & 202 must be clear.

SAF-6.0 POLICIES

6.1 Notification Requirements and General Guidelines for Vessel Safety

a) Notifications of Safety Defects
   i. The Master of the vessel, the person directing the vessel's movement, the vessel's agent, and/or the United States Coast Guard shall, at the time Pilot service is requested, notify the Pilot Dispatch office of any vessel or equipment malfunction, limitation or condition which could possibly affect the safe navigation of the vessel in Tampa Bay. Such conditions requiring notice include, but are not limited to:
      - Equipment covered by 33 CFR 164.53 such as: radars, nav radios, gyro, echo equipment and steering gear.
      - Any other equipment, crew, or vessel conditions that could influence the handling or navigation of the vessel, and
      - Any recent maintenance or repairs conducted while in port that might impact engine performance or vessel maneuverability; and
      - Fuel or other issues that may impact the responsiveness and operating condition of the ship's engines

b) Obstructed Visibility
   i. Due to the restrictive nature of Tampa Bay's waterway, all vessels must afford proper visibility from the bridge in accordance with 33 CFR 164.15. A 20-degree arc of visibility dead ahead cannot be obstructed by more than 5 degrees, and a 225-degree arc of visibility (from dead ahead to 112.5 degrees abaft each beam) cannot be obstructed by a total of more than 20 degrees.
   ii. If, because of vessel design, trim, wind assist devices such as roto sails, or obstructive deck cargo, a vessel cannot offer the Pilot satisfactory visibility in accordance with 33 CFR 164.15 then, at the discretion of the Pilot or Tampa Bay Pilots Management, two Pilots and/or daylight requirements may be imposed.

c) Trim
   i. A vessel's trim should be such that the Pilot is ensured sufficient propeller and rudder action and be in accordance with International Marine Organization, MARPOL Annex I, Regulation 18 guidelines.
   ii. Vessels should be even keel or trimmed by the stern, a vessel whose draft does not meet this requirement may request a one-time exemption or deviation from the guideline(s) by providing written request to the Tampa Bay Pilots Management 48 hours in advance minimum. The following must be provided:
      - Drafts forward and aft for the movement
      - Reason even keel or trim by the stern cannot be obtained
      - Suggestions as to how the vessel will be maneuvered to ensure safe passage (additional tugs etc.)
   iii. Passenger vessels are exempted from the trim requirement

d) Vessel Engine Policy
   i. All piloted commercial vessels maneuvering in Tampa Bay must be capable of promptly attaining the designed maneuvering RPMs and vessel speeds as posted in the vessel's wheelhouse. Vessels must be able to answer all engine and helm commands at all times while underway. Any load limiting or automatic acceleration limiting devices or software that would limit the speed of response to engine orders must be capable of being overridden immediately from the wheelhouse in case of an emergency.
   ii. Any vessel without the capability to attain its posted RPMs in a timely fashion because of engine maintenance, engine break in requirements, or engine power limiting devices that

cannot be overridden may be restricted to daylight transit and/or additional Pilotage or tug requirements.

iii. These engine limitations can affect not only the safety of the vessel and waterways but also impact the vessel scheduling of other port customers. The Tampa Bay Pilots require a minimum of 12 hours' notice of any of these limitations before the vessel's anticipated arrival, shift, or sailing. Failure to properly notify pilot dispatch of these limitations in a timely manner may result in transit delays or cancellations until safe pilotage requirements can be attained.

iv. It is recognized that due to a vessel's draft and hydrodynamics of the channels in Tampa Bay, a vessel may not achieve the posted resultant speed for given RPMs.

e) Pilot Plug

i. All vessels requesting Pilotage are required to provide an operational AIS Pilot plug, including heading, in accordance with IMO regulations.

f) Requirement for proper air conditioning during periods of extreme heat

i. During the summer months in Tampa Bay, temperatures and humidity may become extreme and could negatively impact ship crew performance if sufficient cool spaces are not available. Therefore, it is imperative that vessels arriving in the summer have proper air conditioning available for crew accommodations and the bridge. Vessels that arrive for transit with their accommodation spaces or bridge air conditioning systems inoperative, not available for use, or otherwise ineffective during the hot summer months may be subject to delays or transit interruptions. It is expected that the vessel operator will make every effort to have a deficient air conditioning system repaired while in port.

g) Any new vessel arrivals that have not previously called the Ports of Tampa Bay with a LOA exceeding 1,050' and Beam exceeding 145' require approval from the Tampa Bay Pilots Management prior to submitting a notice of arrival.

6.2 Docking Facilities

a) Dock Design & Docking Procedures

i. To maximize safe navigation, new dock projects, dock rebuilds (including fendering), or substantial repairs to a dock should be done with consultation from the Tampa Bay Pilots. Although approval from the Tampa Bay Pilots does not ensure the economic or operational success of a marine terminal or facility, it has been found that consulting with the Tampa Bay Pilots during the planning phase contributes to safely achieving this goal.

ii. Tampa Bay Pilots Management will evaluate all projects that are presented to the Tampa Bay Pilots for review. Industry is urged to present proposed plans well in advance of commencement of construction.

iii. All docks should be built as far back as possible from the channel to minimize surging due to passing vessels and to maximize the navigable water available to transiting vessels. This guideline shall not supersede any existing minimum regulatory setback.

iv. All docks should provide bollards that allow vessels to obtain proper leads in order to maximize the effectiveness of mooring line placement.

v. While the Pilot may provide advice that assists a vessel in arriving safely alongside a dock, it is the duty of the vessel captain to ensure that his/her vessel is securely moored at the facility dock. It is the captain's decision whether to secure the vessel to a particular dock and how to properly secure it.

vi. All berths should have sufficient landing area to provide the ship's gangway with an adequately clear run, to maintain safe, convenient access to a berthed ship at all tide levels and changing freeboard.

b) Proper Fendering & Lighting
   i. To protect the dock and the vessel, adequate fendering systems should be installed and properly maintained.
   ii. Docks should have sufficient lighting to allow vessels to come safely alongside and to run their mooring lines to all bollards and/or dolphins.
   iii. If a particular dock's structural integrity is in question, the Tampa Bay Pilots Management shall notify the Coast Guard requesting an assessment of that facility.
   iv. For slip arrangements, the outermost mooring dolphin should be lit and be adequately fendered. In addition, consideration should be given to downward-facing lighting of any large structure that is in deep water adjacent to the navigable channel.
   v. Many vessels carry fuel in single skin tanks which could be punctured in the event of a allision with any structure. Consideration should be given to providing fendering to any structure that could potentially come into contact with a vessel during a mooring operation.

c) Docking Clearance
   i. Before starting any docking or undocking operation, adequate clearance to vessels at adjacent berths must be provided to safely complete the evolution and provide adequate mooring arrangements. Pilots may refuse to maneuver a vessel if adequate clearance is not provided. Any operator or agent planning an operation with marginal clearances should solicit approval from the Tampa Bay Pilots before ordering the job to avoid vessel delays and costs.

d) Bunkering & Special Operations
   i. There are certain docks in Tampa Bay that encroach on the channel. When a vessel is docked in these areas and a barge or launch is placed alongside the vessel for bunkers or other operations, a hazardous navigation constriction of the channel may be created.
   ii. Any vessel that plans to conduct these operations should notify VTS and pilot dispatch before commencing.

e) Vessel Size Guidelines for Berth
   i. The length of vessels docking in Tampa Bay are restricted to adequately allow for proper mooring of the vessel. Ships should not extend over the end of the dock without prior notification and approval by Tampa Bay Pilots and the terminal operator. Tampa Bay Pilots will maintain specific maximum vessel sizes, see SAF-3.2

f) Light Pollution
   i. All facilities bordering the Ship channel and it's deep draft tributaries should shield their lights so they do not interfere in any way with the safe navigation of vessels or barges. Interference includes, but is not limited to, interference with or obstruction of aids to navigation, or unduly diminishing the night vision of mariners transiting the waterway.
   ii. Any facility with lights which interfere with safe navigation will be reported to the Coast Guard.

6.3 Vessel Grounding

a) If a ship grounds in the confines of the federal channel or responds abnormally due to shoaling, hydrographic surveys should be completed to ascertain the depth of water in the area. If there is shoaling, the draft of vessels transiting this area shall be limited as per Pilot's recommendation.
b) Timely and accurate hydrographic surveys of suspected shoaling areas are necessary for the Pilots to assess the situation and give advance notice to maritime interests in Tampa Bay if draft reductions are required.

6.4 Guideline Exemption Requests

a) All vessels subject to guidelines contained in the Tampa Bay Pilots Safety Guidelines, may request an exemption or deviation from the guideline(s) by providing written request to the Tampa Bay Pilots Management no later than 72 hours in advance of expected vessel movement.

6.5 Safe Mooring Acknowledgement

a) Due to large passenger vessels and deep loaded cargo vessels transiting in close proximity to moored vessels, there is a great risk of vessel surging alongside certain berths in Tampa. Vessels calling the following berths must sign & return the Safe Mooring Acknowledgement letter: TPA #31. TPA #218, TPA #219, TPA #220, Gulf Sulfur Hookers Point, TPA #244 Citgo, TPA #245 Argos, TPA #247 GMR, TSR "A Pier". See SAF-7.2

6.6 Federal Pilotage – Delegation of Duties

a) This policy applies to vessels which have employed a Tampa Bay Pilot to comply with the provisions of 46 CFR Part 15 – Pilot Manning Requirements.
b) If the Tampa Bay Pilot is the only person qualified to serve as Pilot onboard the vessel, the vessel must be under the control and direction of the Pilot while it is underway (§ 15.812).
c) The decision whether certain duties - such as operating steering gear, engines, and assist tugboats - may be delegated under the pilot's direction during transit and mooring/unmooring operations shall be at the ultimate discretion of the Tampa Bay Pilot.
d) Any disagreement between the vessel and Pilot on this delegation of duties may result in denial of service and vessel delays.

SAF-7.0 APPENDICES

7.1 Special Vessel Movement Form

7.2 Safe Mooring Acknowledgement

7.3 Tampa Ship Repair Drydock Policy

7.4 Tampa Ship Repair Movement Planning Form

7.5 Captain of the Port Policy Letter No 01-17

7.6 Big Bend Channel Crosswind Component

7.7 Alafia Channel Crosswind Component