

Container Ships

a) Tug, Pilot, And Daylight Requirement Matrix

- i) Daylight and Pilot requirements are for transit of channels of 500' width or less
- ii) Requirements more stringent than this matrix prescribes may be circumstantially required at pilot discretion

<u>Pilots/Daylight</u>	<u>Tugs</u>	<u>LOA</u>		<u>Beam</u>		<u>GT</u>
1+ 24/7	2+					≥70K
2 OR Daylight Only	2+	≥1000	AND	≥145		
2 24/7	3+	>1100	OR	≥160	OR	≥100K
2 AND Daylight Only	3+					≥115K

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 to a distance of no less than 150' from the Port Sutton Entrance Channel limits 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 ≥85k 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