Port Community Information Bulletin # 22-11
Sector St. Petersburg (813) 228-2191
Tampa, Florida

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Expiration Date: TBD

Vessel of Concern Traffic Protocol

The Tampa Bay Vessel Movement Committee (VMC) defines a Vessel of Concern (VoC) as a class or type of vessel of certain size and manuvering characteristics that requires special handling while transiting within Tampa Bay.

VoC(s) shall follow this vessel traffic protocol developed by the Tampa Bay Harbor Safety and Security Committee and accepted by the U.S. Coast Guard Captain of the Port. This protocol addresses the arrival and departure of a single Vessel of Concern (VoC) as well as the arrival and departure of multiple VoC(s) on the same calendar day based on local time. This PCIB supercedes and cancels PCIB 18-06 "Vessel of Concern Traffic Protocol".

Single VoC Transits:

The VoC arrives at the "T" buoy at 0200 for a 0200 – 0400 start up depending on traffic, with an expected docking time between 0530 and 0730. If the VoC arrival time is changed due to exceptional weather circumstances, the VoC will be given the opportunity to reestablish its arrival time. The VoC must notify the Cooperative Vessel Traffic Service (CVTS) no later than 1200 of the day prior to the scheduled day of arrival with its reestablished arrival time. Any deviation greater than 30 minutes from the reestablished arrival time moves the VoC in line with other traffic that has reported in to the CVTS.

The departure window will be no earlier than 1600 and no later than 1730 under favorable weather conditions. The VoC must notify the CVTS no later than 1200 with a departure time for that day. Any deviation greater than 30 minutes from that day's established departure time moves the VoC departure time in line with other traffic that has reported in to the CVTS. If the VoC departure time is delayed due to exceptional weather circumstances, the VoC will be given the opportunity to reestablish its departure time. Any deviation greater than 30 minutes from the reestablished departure time moves the VoC in line with other traffic that has reported in to the CVTS.

Multiple VoC Transits:

The VoC(s) arrive at the "T" buoy at 0200 for a 0200 – 0400 startup depending on traffic, with an expected docking time of 0530 – 0800. The VoCs will be expected to coordinate arrival so that they can convoy together within the protocol time frame at a distance established by the Pilots on board each vessel. If one or more of the VoCs arrival times are changed due to exceptional weather circumstances, the VoC(s) will be given the opportunity to reestablish arrival time. The VoC(s) must notify the CVTS no later than 1200 of the day prior to the scheduled day of arrival with its reestablished arrival times. Any deviation greater than 30 minutes from the reestablished arrival time moves the VoC(s) in line with

other traffic that has reported in to the CVTS. Upon departure the VoCs will convoy together with a departure window no earlier than 1600 and no later than 1730 under favorable weather conditions. Vessels at berths in Ybor Channel shall depart in a "Last in, First Out" sequence which will be coordinated by the Pilots on board.

The VoC(s) must notify the CVTS no later than 1200 with a departure time for that day. Any deviation greater than 30 minutes by any VoC(s) from that day's established departure time moves the delayed VoC(s) departure time in line with other traffic that has reported in to the CVTS. If the VoC(s) departure time is delayed due to exceptional weather circumstances, the VoCs will be given the opportunity to reestablish their departure time within the 30 minute convoy requirement. Any deviation greater than 30 minutes from the reestablished departure time moves the delayed VoC(s) in line with other traffic that has reported in to the CVTS.

Requirements common to all VoC movements:

All vessels should give the CVTS 24 and 4 hour notice prior to arrival at the sea buoy or 4 and 2 hour notice prior to departure from a berth. Vessel operators who foresee a conflict with scheduled VoC movement must contact the CVTS to plan movements.

All transits of the VoCs will be one way with no meeting or passing between Mullet Key Channel buoys 23/24 and the Tampa Port Authority berth 272 unless the other vessel's draft allows it passage outside the channel or by mutual agreement between vessel Master/Pilot.

Gadsden Point Cut Channel may be used for:

- A single VoC may only meet a maximum of two opposing vessel (no hawser tows unless the tow agrees to depart the channel) when forecast sustained wind is 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 at the Gadsden Point Cut Channel.

- A single VoC to meet a maximum of one opposing vessel (no hawser tows unless the tow agrees to depart the channel) when forecast sustained wind is 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.

It is essential that all affected vessel traffic adhere to the vessel traffic protocol. This protocol will remain in effect until rescinded by the U.S. Coast Guard Captain of the Port or until VoC(s) no longer call on the Port of Tampa.

Requirements for the Carnival Spirit, RCL Radiance, and NCL Libra Class Vessels:

In addition to the requirements for the Vessels of Concern, the following protocols apply to the transit of the Carnival Spirit Class, RCL Radiance Class, and NCL Libra Class vessels.

- With sustained winds of 20 knots or less, as measured at Terminal 2, Seabulk Towing, or Peter O. Knight Airport, the vessel may transit Sparkman Channel.

- With sustained winds of 21 to 25 knots, as measured at Terminal 2, Seabulk Towing, 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.

- With sustained winds of 26 - 30 knots, as measured at Terminal 2, Seabulk Towing, or Peter O. Knight Airport, the vessel may transit 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.

Under certain conditions and at the discretion of the Pilot, tugboats may be required.

If deemed necessary, the COTP may modify this protocol in order to preserve safety throughout the port.

S. L. DICKINSON
Captain, U. S. Coast Guard
Captain of the Port