

Channel and Facility Guidelines

Handling Guidelines for Vessel Movement

Tampa Bay Main Channel

Draft of 38'-03" plus tide at any time, to a maximum of 40'-03".

- Drafts of over 38'-03" feet must be started in at least 4 hours before appropriate tide window.
- 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.

Sunshine Skyway Bridge

- Maximum allowable air draft for bridge transit is 180 feet at zero tide. Any air draft exceeding 180 feet must have appropriate tide window and approval from pilots.

Southwest Channel

Maximum draft of 14 feet plus tide.

Handling Guidelines for Vessel Movement

Port Manatee

Draft and Current Restrictions

- Draft of 36'-08" plus tide to a maximum of 39'-08".

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.

Shifts to or From the North:

- Less than 27 foot draft; anytime.
- Draft from 27 to 33 feet; current 0.3 kt or less.
- Greater than 33 foot draft; slack water.

Vessel Length Restrictions

- LOA from 700 to 799 feet; 0.5 kt of current or less.
- LOA 800 and greater; Slack Water for all drafts.
- Maximum LOA; 900 feet.

Vessel Movement Restrictions

- Maximum two vessel movements per slack water.
- Only one vessel with draft greater than 36 feet per slack water.
- LOA over 700' and draft over 34' requires 2 class A tugs for turnaround.

Handling Guidelines for Vessel Movement

Old Port Tampa

Draft Restriction

- Maximum draft of 33'-00" plus tide to a maximum of 35'00" due to G-Cut restriction.
- Maximum 2 moves per tide.

Current Restrictions

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.

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.

Vessel Length Restrictions

- LOA of greater than 700'; current less than 0.5 kt. inbound or outbound.
- Maximum LOA of 750 feet.

Additional Restrictions

- One way traffic in G-Cut for drafts greater than 27 feet.
- Maximum combined beam of 196 feet for meeting in Old Tampa Bay.
- 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** Motiva will have adequate clearance for assist tug use.
 2. A vessels will not berth or unberth at Tampa Bulk with a vessel at Motiva.
 3. With a vessel at Chevron, no vessels may pass in or out of Old Port Tampa.
- No split tides if winds are greater than 20 kts. as measured at Port Tampa PORTS.

Handling Guidelines for Vessel Movement

Weedon Island

Draft Restrictions

- **Channel decommissioned. New surveys required before any transits.**

Bayboro

Draft Restriction

- Maximum draft of 22 feet plus tide.

Point Pinellas Channel

Draft Restriction

- Maximum draft of 18'-08" feet plus tide.

Rattlesnake

Draft Restrictions

- Maximum draft of 12 feet plus tide.
- Maximum draft of 14 feet plus tide to Misener berth.

Big Bend

- Maximum Draft of 33'-06" plus tide in East/West Entrance Channel and Turning Basin.
- Maximum Draft of 32'-08" plus tide in North/South Channel.
- Maximum LOA 700' in turning basin.
- All vessels transiting the N/S channel with a beam of 75' or more and a draft of 28' or more are restricted to daylight transit.
- All vessels transiting the E/W channel with a beam of greater than 106' are restricted to daylight transit.

Handling Guidelines for Vessel Movement

East Tampa

- Maximum draft of 31'-05" plus tide in entrance channel and turning basin.
- Maximum LOA of 675'.
- LOA of 650 or greater; daylight and high water slack only for turnarounds.
- Combination of **LOA** of phosphate vessel and **beam** of sulphur vessel not to exceed 650 feet for phosphate vessel to sail.

Port Sutton Entrance Channel and Port Sutton to Berth 31

Maximum Draft 38'-03" plus tide.

Maximum draft of 40'-03" plus tide in Port Sutton Turning Basin.

Port Sutton

Maximum Draft of 34'-00" plus tide East of Berth #3.

Three vessel combined maximum beam of 212 feet for vessels transiting to or from Berths 21, 22, 23, 24, Kinder Morgan Waiting Berth and TPS Ammonia.

Gadsden Anchorage

Draft Restrictions

- Maximum draft of 27 feet.

Vessel Length Restriction

- Maximum LOA of 675 feet or up to 685 feet with 1 stand-by tug.

Handling Guidelines for Vessel Movement

East Bay Channel - Northeast Channel - East Bay Turning Basin to Berth #211

Maximum draft of 38'-03" feet plus tide.

East Bay - Upper Basin Channel

Maximum draft of 35'-06" plus tide to Berth #210.

Maximum draft of 34'-10" plus tide to Berth #209.

Maximum draft of 34'-00" plus tide to Berth #208.

East Bay - Upper Basin Channel North of Berth #208 and Upper Turning Basin

Maximum draft of 32'-07" plus tide.

East Bay Anchorage

Maximum draft 30'-00" plus tide.

Anchorage not for general purpose, contact Tampa Port Authority.

Hillsborough D Cut to Sta 60-00

Maximum draft of 38'-03" plus tide.

One way traffic for vessels with a draft greater than 36'-00".

Hillsborough D Cut, Sparkman Channel and Ybor Channel

Maximum Draft of 35'-06", any vessel with draft over 34'-06" must have at least 1' positive tide.

Underkeel Clearance Allowances

10% clearance in main ship channels.

5% clearance in auxiliary channels.

6" underkeel clearance alongside Petroleum and Hazardous materials berth.

4" underkeel clearance alongside General & Bulk cargo berths.

Example

$$\begin{array}{r} 40' \\ - \quad 04' \\ \hline = \quad 36' \end{array}$$

Minimum Survey Depth

10% of Depth

Max draft plus tide for transit

Notes

Tampa Bay Navigational Guidelines

The Tampa Bay Harbor Safety Committee and the Coast Guard Captain of the Port recommend that the following guidelines regarding the movement of vessels in and out of port be adopted and practiced by pilots, masters, and persons in charge of vessels. Nothing in these guidelines shall supersede or alter any applicable laws or regulations. In construing and complying with these guidelines, regard shall be had to all dangers to navigation and collision and to any special circumstances, including the limitations of the vessel involved, which may make a departure from the guidelines necessary to avoid immediate danger.

- A Ship draft of 38'-03" (11.66 M) is considered reasonable in and out of Tampa Bay at mean low water (MLW) and higher conditions of tide to a maximum of 40'-03" (12.27M).
- B During periods of restricted visibility, vessels should not transit the bay unless two sets of channel buoys are visible ahead. Vessels should proceed at speeds that are considered safe for existing conditions. *Please note that the Tampa Bay Pilots Association utilize the following guideline: "During periods of restricted visibility (less than one nautical mile visibility on the intended route of transit) vessels should not commence an inbound transit (COLREGS Demarcation Line to Berth or safe alternative) or outbound transit (Berth to COLREGS Demarcation Line or safe alternative). Vessels should proceed at speeds which are considered safe for existing conditions."*
- C Whenever possible, vessel movement arrangements should be made via landline through the local agents. If time is of the essence, arrangements may be made via radiotelephone.
- D When arranging a movement between a vessel in port and a vessel which 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:
 - 1. Within the port area, incoming and outgoing vessels restricted by tide should split time, with no more than two vessels trying to make the tide.
 - 2. 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.
 - 3. All meeting and passing situations should be made at the safest possible locations, with due regard to the size of the vessels, width of the channel, and existing conditions. Both vessels should adjust speed to accomplish this safely. Vessels least affected by existing conditions (current and wind) should give way to the other. Light draft vessels should give way to deep draft vessels if conditions permit.
 - 4. 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 upon.

Tampa Bay Navigational Guidelines

Draft recommendations for all of the commercial channels of Tampa Bay, Old Tampa Bay and Hillsborough Bay have been established. For maximum usage and the maintenance of reasonable safety standards, certain restrictions on movements are also recommended. The following data represents the most recent review and analysis of the soundings of these channels.

If vessels are entering the port at maximum recommended draft, the following are ship-handling procedures that should be adhered to for safely transiting these areas.

Egmont Channel

Maximum draft vessels shall transit in 4 to 6 foot seas or less. If greater than 6-foot seas, apply formula for increased draft due to heavy sea conditions or proceed at appropriate reduced speed.

Vessels intending to transit Tampa Bay are subject to two general Constraints:

1. The navigability of the shipping channel in terms of depth and current restrictions.
2. The depth of water at the berthing facility.

The handling and draft constraints for the shipping channels and berths have been established by the Tampa Bay Pilots Association and are disseminated through the Recommended Handling Guidelines.

Drafts shown are mean lower low water (MLLW). Users should apply tidal water level difference to figure shown.

PORTS will be used for determining tide height, current direction & velocity and wind direction and 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.

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
TPA #1	Smorgon Steel - Scrap	36'-11"	12/2017	650	530 x 7.5	
TPA #2	Pasco - Liquid Sulphur	34'-08"	11/2016	650	500 x 7.5	
TPA #3	Cemex - Cement	35'-04"	11/2016	553	553 x 7.5	
TPA #4	Holcim - Cement	18'-05"	5/1997	550	550 x 7	
	Yara Hydro - Ammonia	34'-06"	2/2014	700	500 x 7.5	Soundings good to 300' West of Chiksan
TPA #5	Scrap Steel	34'-08"	1/2014			
	Kinder Morgan Tampaplex Loading Berth - PS Berth 6	34'-10"	11/2015	800	730 x 10	
	Kinder Morgan Tampaplex Waiting Berth - PS Berth 7	34'-03"	7/2015	800	800 x 6	
	Tampa Port Service Ammonia	34'-08"	5/2011	750	315	Soundings good for 360' East of Chiksan
TPA #21		19'-03"	1/2001	450	200 x 8	Draft for 400' LOA centered on dock. Extends 150' North.

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
TPA #22	Gulf Sulphur Port Sutton	34'-02"	10/2017	700	254 x 10	
TPA #23	Kinder Morgan Port Sutton	34'-03"	11/2015	1000	700 x 12	
TPA #24	Martin Gas	33'-07"	12/2016	715	200 x 8	Fendering not in line.
TPA #24B	Central Oil	14'-00"	5/1997	225	120 x 6.3	
TPA #26	Cacciatore Cement	34'-06"	2/2018	800	485 x 11	
TPA #27	Targa - LPG	31'-06"	6/2015	400		400' LOA with Berth 26. 300' offset to W. Center E, 85' and W 215'
TPA #30	LPG / Aggregates	43'-06"	11/2016	1000	400 x 8.5	4 dolphins. 1000' Centered on berth.
TPA #31	Cement / Aggregates	43'-01"	11/2017	1000	370 x 8.5	1000' centered on berth.
TPA #200	International Ship Repair	Var				
TPA #201	General Cargo	34'-01"	2/2017	904	904 x 11.5	
TPA #202	General Cargo	33'-05"	12/2017	750	600 x 11.5	

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
TPA #204	CFI - Phosphate	34'-10"	12/2017	920	920 x 10	Shore wires.
TPA #205	Tampa Juice	34'-10"	3/2016	580	206 x 8.5	Good for 290' S of Manifold
TPA #206	Open					
TPA #208	General Cargo	34'-08"	1/2018	900	900 x 11.5	
TPA #209	General Cargo	34'-00"	12/2016	600	600 x 11.5	
TPA #210	General Cargo	35'-10"	1/2013	600	600 x 11.5	
TPA #211	General Cargo	42'-09"	1/2018	600	600 x 11.5	
TPA #212	General Cargo / Containers	42'-11"	12/2017	750	750 x 11.5	
TPA #213	General Cargo / Containers	41'-03"	3/2017	1450	1290 x 11.5	
TPA #145	Newport - Phosphate	37'-01"	6/2018	1000	555 x 10	
TPA #143	Rockport North - Phosphate	38'-07"	6/2018	1460	1490 x 12	53' freeboard required for loader.
TPA #142	Rockport South - Phosphate	31'-08"	6/2018			
TPA #150	General Cargo	42'-08"	5/2017	1440		

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
	Shrimp Docks	15'-00"	4/1989			
TPA #219	General Cargo	43'-04"	9/2012	1434	400 x 11	
TPA #220	Aggregates, Acid	41'-08"	2/2017	900	480 x 11	
TBA #222	Petroleum	45'-07"	4/2018	1,020	270 x 11	Max LOA 750' Beam 120'
TPA #223	Petroleum / Ammonia	41'-01"	12/2016	750	865 x 8	
TPA #227	Petroleum	41'-07"	1/2017	800	270 x 11	Soundings good to 420' East of manifold center.

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
DD #4	TSR - Graving Dock	24'-00"	7/1989	740' x 124'-09" x 28'		Contact Pilot Office for restrictions.
DD #3	TSR - Graving Dock	24'-00"	7/1989	740' x 110'-03" x 28'		
DD #2	TSR - Graving Dock	21'-04"	7/1989	900' x 150' x 22'-04"		
DD #1	TSR - Graving Dock	17'-00"	7/1989	448' x 79' x 20'		
Pier D	TSR - Lay Berth	25'-04"	4/2013	595	595	
Pier F	TSR - Lay Berth	25'-07"	4/2013	675	675	
Pier A	TSR - Lay Berth	7'-07"	4/2013	700	700	
	Gulf Sulphur	34'-04"	1/2017	650	305 x 8	Sulphur Enterprise turn off of TSR, Max 24' fwd, 31' Aft. Left wheel only.
TPA #243	BP - Petroleum	31'-09"	1/2018	700	275 x 7	need recert. bollards/fender
TPA #244	Citgo - Petroleum	34'-08"	3/2017	700	240 x 10	
TPA #245	Florida Rock - Aggregates	N 32'-00" S 32'-08"	5/2014 5/2014	1040	1040 x 9	

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
TPA #247	Tampa Marine Terminal	34'-07"	3/2013	650	575 x 8	
TPA #248	GMR - Layberth	See Note	12/2008	830	830 x 5	Max draft 17' W 400'. Max draft 16'-06" E of 400'.
TPA #250	GMR - Layberth	14' to 25'	12/2000	700	700 x 5	
TPA #251	Port Ybor South/GMR	31'-03"	1/2009	860	920 x 8	RO-RO ramp height 6.2'
TPA #252	Port Ybor North/GMR	30'-06"	3/2009			
	GMR - Shipyard	15'-00"	1/2009	880	880 x 5	
	Marathon Petroleum	32'-00"	5/2018	700	280 x 6	Manifold to GMR 420' Manifold to Cargill 360'
TPA #256	Cargill - Citrus Pellets	34'-02"	4/2011	756	320 x 10	Fenders not in line.
	Mariani Asphalt	34'-00"	1/2016	410	250 x 8	Conflict with Buckeye and Cargill.
TPA #258	Buckeye Tampa Petroleum	33'-01"	8/2018	600	310 x 9.5	Good for 300' N of Manifold
	Sahlman Shrimp Docks	15' to 32'	1984	360	360 x 6	

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
	ISR - Shipyard	25'-00"	11/2008	750	600 x 10	Not used until surveyed
	ISR - Layberth	19'-05"	11/2008	600	380	Not used until surveyed
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	32'-01"	7/2017	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	

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
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.
East Tampa						
	Mosaic - Phosphate Loading	26'11"	3/2018	675	500 x 8	See channel restrictions under Channel Guidelines
	Mosaic - Sulphur	27'-06"	3/2018	675	230 x 8	

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
<i>Big Bend</i>						
TPA #400	Mosaic Phosphate West	35'-02"	12/2017	1500	1500 x 10	See channel restrictions under Channel Guidelines.
TPA #401	Mosaic Phosphate East	34'-09"	12/2017			
	TECO Coal	34'-02"	5/2017	788	788 x 9.5	Dravo Ht 53.6' above MLW
TPA #300	Port Redwing	34'-04"	12/2015	1500	500 X 10	See channel restrictions

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
Port Manatee						
Berth #4	General Cargo	38'-08"	6/2017	600	600 x 8	
Berth #5	General Cargo	38'-11"	6/2017	600	600 x 8	
Berth #6	General Cargo	36'-10"	9/2018	645	415 x 8	Stbd. side to over 37' draft with approval from pilot.
Berth #7	Phosphate, Petroleum	35'-07"	6/2017	840	724 x 8	Stbd. side to only over 37' draft.
Berth #8	General Cargo	36'-08"	6/2017	670	500 x 8	Check channel guidelines for all Port Manatee berths.
Berth #9	General Cargo, Petroleum	36'-10"	6/2017	808	708 x 8	
Berth #10	General Cargo, Petroleum	37'-01"	6/2017	780	595 x 8	
Berth #11	Delmonte - Refrigerated Cargo	33'-07"	6/2017	681	581 x 8	
Berth #12	General Cargo	37'-03"	6/2017	1250	950 x 8	
Berth #14	General Cargo	37'-10"	6/2017	790	790 x 8	

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
St. Petersburg / Bayboro						
	Cruise Terminal	22'-06"	6/2003	1500	1500 x 8	
	USF East Wharf	16'-06"	6/2003	970	970 x 8	
	USCG South Wharf	13'-00"	6/2003	1200	1200 x 8	
Weedon Island						
	North Berth	See Note	12/2010	675	800 x 8	Facility No Longer in Service as of 2017. New surveys required.
	South Berth	See Note	12/2010	675	1060 x 8	
	Barge Berth				800 x 8	
Old Port Tampa						
	Chevron - Petroleum	31'-01"	7/2017	750	545 x 10	See channel restrictions for Old Tampa Bay.
	Motiva - Petroleum	31'-06"	1/2018	750	650 x 8	
	Tampa Bulk - Citrus Pellets	31'-09"	1/2017	730	730 x 7	

Facility Guidelines

Berth Number	Name	Maximum Draft A/S	Date of Last Soundings	Berth Length	Dock Face Dimensions	Notes
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	