

❖ GUIDELINES FOR VESSELS BYPASSING IN THE ICW

Vessels Length/ Beam	May Bypass	Additional Restrictions
Length: Any Beam: 105 ft (32.0m) or less	- Vessels at berths 24-32 - Bunker barges alongside vessels.	- Combined beams of vessels not to exceed 237 ft (72.3m) at berths 24-32 (excludes bunker barge)
Length: Any Beam: greater than 105 ft (32.0m) up to 106 ft (32.3m)	Vessels at berths 24-31 with a max beam of 132 ft (40.2m)	- Bunker barges not permitted alongside vessels in berths 24-27
Length: 800 ft (243.9m) or greater Beam: greater than 105 ft (32.0m)	Vessels at berths 26-31 with a max beam of 132 ft (40.2m)	- Bunker barges not permitted alongside vessels in berths 24-27 - Vessels in berth 25 with a beam of 106 ft (32.3m) or greater that are less than 220 ft from the knuckle.
Length: less than 930 ft (283.5m) Beam: greater than 106 ft (32.3m) up to 132 ft (40.2m)	Vessels at berths 24-31 with a max beam of 106 ft (32.3m)	- Bunker barges not permitted alongside vessels in berths 24-31
Length: 930 ft (283.5m) or greater Beam: greater than 106 ft (32.3m) up to 132 ft (40.2m)	Vessels at berths 24-27 with a max beam of 93 ft (28.4m) and berth 29 with a max beam of 106 ft (32.3m)	- Bunker barges not permitted alongside vessels in berths 24-31 - Vessels in berth 25 & 26 must be more than 220 ft away from the knuckle.
Length: less than 1065 ft (324.7m) -and- Beam: greater than 132 ft (40.2m) up to 141 ft (43.0m)	Vessels at berth 29 with a beam of 80 ft (24.4m) or less	- No bunker barges alongside. No vessels at berths 24-27. - Strong offshore currents/winds may delay vessel movements. - Tug requirements will be determined by the pilot.
Length: 1065 ft (324.7m) or greater -and- Beam: greater than 132 ft (40.2m) up to 141 ft (43.0m)	ICW must be clear	- Winds in excess of 20 kts may limit the movement of the vessel. - Maximum draft 41'06" (12.65m). - A second pilot may be required. - Whenever possible or deemed necessary, shall avoid transiting within 1 hour of max current, (preferably within 1 hour of high-water slack.) - Strong offshore currents/winds may delay vessel movements.

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		- Tug requirements will be determined by the pilot.
Length: Any Beam: greater than 141 ft (43.0m) up to 158 ft (48.2m)	ICW must be clear	- Winds in excess of 20 kts may limit the movement of the vessel. - Maximum draft 41 ft (12.5m). - A second pilot may be required. - Whenever possible or deemed necessary, shall avoid transiting within 1 hour of max current, (preferably within 1 hour of high-water slack.) - Strong offshore currents/winds may delay vessel movements. - Tug requirements will be determined by the pilot.
Container Barges Length: Any Beam: 106 ft (32.3m) or less	Vessels at berths 24-29 with a beam of 100 ft (30.5m) or less and berth 31 with a beam of 132 ft (40.2m) or less (prior approval by pilots is required)	- The barge must be sufficiently manned to make-up assist tugs prior to pilot boarding. - All container barges are restricted to daylight only for inbound transits. - A clear ICW for inbound and outbound transits shall be preferred, however a bypass when not under tow may be approved on a case-by-case basis if the vessel being bypassed has a beam of 100 ft (30.5m) or less at 24-29, and 132 ft (40.2m) or less at berths 31. - Winds in excess of 15 kts may limit the movement of the barge. - Tug requirements will be determined by the pilot. - Barges with a beam greater than 106 ft (32.3m) must be approved in advance. -Berth 33A shall be considered a berth of last resort for a barge with a beam of 90 ft (27.4m) or greater. Any berth other than berths 30-32 must be approved in advance by the pilots.

NOTES: These guidelines are intended for planning purposes only. Beams indicated are assumed at the waterline and may not necessarily be the maximum beam of the vessel. Tug requirements will be determined by the pilots based on present conditions of tide, current, wind, draft, traffic, and any other safety factors. Unusual conditions of weather, tides, currents, traffic, or draft may necessitate additional requirements, or make the bypass unsafe to facilitate. All bypassing not covered or outside of these guidelines requires managing pilot approval in advance of the intended movement. All vessels moored at berths 25 & 26 should be spotted as far away from the knuckle as possible. Failure to do so may result in the bypass not being approved.

❖ GUIDELINES FOR TOWING VESSELS

1. Loaded petroleum barges that do not exceed any of the following dimensions: **LOA 300 ft, Beam 80 ft, Draft 15 ft**; may be towed on a hawser through the Outer and Inner Bar Cuts subject to prevailing conditions provided that an assist tugboat, if required, can be made up to the barge prior to entering the channel. Exceptions to this provision may be made if there are extenuating circumstances involving the safety of personnel, property, or the environment. (Ref. Harbor Safety Agreement of March 30, 2010) NO WAIVERS for vessels that do not meet the size requirements of this guideline.
2. Propane barges:
 - a. Will not enter port if conditions are such that an assist tug cannot make up to the barge before entering the channel.
 - b. A loaded barge may not enter port when High-Capacity Passenger Vessels (HCPV) are moored between Terminals 2 through Terminal 23. A loaded barge must enter port prior to HCPVs entering or after HCPVs depart the port. The loaded barge must be escorted into port by a law enforcement vessel.
 - c. When moored at berth 11, must not conduct cargo operations when there are HCPVs moored at Terminals 1 through Terminal 23.
 - d. The barge can conduct operations at berth 13 while HCPVs are moored.
 - e. While at berth 13, the tug shall be moored eastward of the barge during transfer operations. The tug must be manned and ready for operation.
 - f. An empty barge may depart port while HCPVs are moored. If the barge is not entirely empty, the barge will be considered loaded and remain in port until HCPVs depart.
 - g. Should threat conditions change, the Coast Guard may implement additional restrictions.

❖ GUIDELINES FOR BERTHS 4 & 5 (SLIP 2)

1. The combined beams of vessels using Berths 4 and 5 should not exceed **191 ft**.
2. When a vessel is to be brought into Berth 4 or 5, any vessel docked on the opposite side of the slip should not be within **300 ft** of the eastern end of the slip.
3. Yacht carriers and other dry dock vessels should not be in the submerged condition while another vessel is maneuvering in the slip. If this is unavoidable, the dry dock vessel must be given adequate notice. Their assurance of readiness must be given before the maneuver will take place.
4. Particular tugboats may be mandated, regardless of preferred tug provider, depending on vessel configurations and unusual conditions of wind, tide, current, or draft.
5. The Carnival Magic (or vessels of her class) require the following conditions when docking/undocking at berth 4:
 - a. No vessels at berth 6 (unless approved in advance by a Co-Managing Pilot).
 - b. Any vessel docked at Terminal 2 must be 100 ft north of the corner of berths 3 & 4 or vessels docked within 100 ft of the corner must arrive after the Carnival Magic. The Carnival Magic is authorized to sail from berth 4 with a vessel docked less than 100 ft from the corner of berths 3 & 4.
 - c. There shall be 30 min spacing behind the Carnival Magic when inbound to berth 4.

❖ GUIDELINES FOR BERTHS 14 & 15 (SLIP 3)

1. Vessels in berth 14 will NOT bypass vessels in berth 15.
2. When a vessel is arriving at berths 12 or 13, vessels docked in berth 15 must be spotted 50 ft west of the corner of berths 15/16. If this is not possible then the following options may be utilized by the pilots as deemed necessary:
 - a. The vessel in berth 15 will be shifted out of the slip until the vessel bound for berth 12 or 13 is safely alongside the berth.
 - b. In lieu of shifting the vessel at berth 15, the pilot on the inbound vessel may elect to use additional or specific tugs, or may require a specific entry time for the inbound vessel during favorable conditions of wind, current, visibility, weather, etc.
3. No vessel at berth 15 shall extend more than 100 ft outside of the slip when moored.
4. If a vessel is to be moored at berth 15 and will extend outside of the slip, the Master of the vessel, prior to arrival, shall provide the vessel's agent with a letter stating that the vessel can be safely moored when it is extending outside of the slip.

❖ GUIDELINES FOR BERTHS 16/17/18

1. Container vessels are authorized to dock at Berth 16 while a cruise vessel is utilizing Berth 18 under the following guidelines:
 - a. The passenger vessel should be docked before the container vessel.
 - b. If the container vessel extends past the north end of Berth 16, cargo operations will be shut down while tankers are arriving or departing from Berth 13.
 - c. Passenger vessels may sail from Berth 18 provided the ships gear on the vessel in Berth 16 is brought in.
 - d. The securing of the gantry crane will be at the pilot's discretion based on present conditions and positioning of vessels.

❖ GUIDELINES FOR BERTH 30

1. Large vessels up to **985 ft x 106 ft, 922 ft x 131 ft, and 889 ft x 141 ft** are permitted at berth 30 with the following restrictions:
 - a. No bunker barge alongside a vessel in berth 31 while the vessel is docking or undocking.
 - b. When the length of the vessel bound for berth 30 is **700 ft** or greater a vessel shall be spotted in berth 31 with a minimum clearance of 250 ft from the north end.
 - c. When the length of a vessel bound for berths 30A-C is **700 ft** or greater, there should be 100 ft of additional space available on each end of the vessel to permit safe berthing. Less space is authorized for vessels when sailing. Exceptions to this rule may be authorized in advance on a case-by-case basis.
 - d. These vessels shall berth starboard side to. Prior approval is required to dock port side to.
 - e. Vessels of similar size but outside of these dimensions may be approved by the pilots on a case-by-case basis.
 - f. There should be a minimum of **100 ft** of clearance from the corner of berths 30 & 31 when other traffic is expected in or out of berth 30.

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- g. Particular conditions of wind, current, and weather may limit the movement of the vessel.

❖ **GUIDELINES FOR BERTHS 33A, 33B & 33C**

1. The maximum combined beams for vessels occupying berths 33a and b is not to exceed **178 ft**. Unusual conditions of wind, tide, current, or draft may necessitate additional requirements for combined beams exceeding **145 ft** such as the need for specific tug requirements.
2. When docking or undocking any vessel at berth 33a, there must be clear line of sight down the berth with adequate clearance from any vessel docked in berth 32. A very large or extra wide beam vessel at berth 32 may require additional clearance on a case-by-case basis. Visual confirmation of 'line of sight' for berth 33a should be verified in order to maximize the use of available berth space.

❖ **GUIDELINES FOR LARGE TANK VESSELS**

1. Large Tank Vessels utilizing Slips 1, 2, & 3 will be limited as follows:
 - a. Tank vessels are limited to a maximum beam of 150 ft (45.7m).
 - b. Pilots require an advance notice of arrival for any tank vessel with a beam greater than 106 ft (32.2m).
 - c. Tank vessels greater than 106 ft (32.2m) beam may require an open slip.
 - d. Tank vessels greater than 106 ft (32.2m) beam may not be able to maneuver within one hour of any maximum currents.
 - e. The number of tugs will be at the pilot's discretion.
 - f. Draft limitations will remain the same as the restrictions set forth in these guidelines.
 - g. Vessels should be spotted no closer than 25 feet from the west wall and must be securely moored inside the slip.

❖ **GUIDELINES FOR PORT LAUDANIA**

1. Vessels with a configuration and size of the Gulfstream Express **235 ft x 48 ft** (fwd house w/aft control station & bow thruster):
 - a. One tug for arrival and departure.
 - b. Use of a second tug may be required during adverse weather or currents.
 - c. If backing down the canal, a second tug should be used when visibility astern is impaired due to 3 high containers.
 - d. Should not transit the Dania Canal within 1 hour of max current.
2. Vessels with a configuration and size of the Transport Express **210 ft x 46 ft** (Aft house w/ bridge control only):
 - a. Two tugs for arrival and departure.
 - b. Shall dock head out in the canal.
 - c. Sailing anytime day or night.
3. Vessels with a configuration and size of the Florida Express **220 ft x 40 ft** (fwd house w/bow and stern thrusters):

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- a. One tug may be required during adverse weather or currents, or when there is yacht congestion in the vicinity of the berth.
 - b. Sailing anytime day or night.
4. Port Dania - East Basin
- a. All vessels must have adequate wheelhouse visibility.
 - b. The channel in the area south of the Port Laudania east-west dock and the fuel dock must be sufficiently clear.
 - c. Vessels with a maximum draft of 10'-00" may transit ****at any tide**. Vessels with a draft greater than 10'-00" should transit with ***sufficient tide**.
 - d. Vessels with a draft greater than 8'-00" should remain 25 feet off the east wall in the basin due to a shallow ledge.
5. For vessels utilizing the east-west dock at Port Laudania and not entering the turning basin:
- a. A vessel with a draft up to 12'-00" may transit ****at any tide**.
 - b. A vessel with a draft greater than 12'-00" up to a maximum of 14'-00" should transit with ***sufficient tide**.
6. Port Dania - West Basin
- a. A vessel with a draft up to 12'-00" may transit ****at any tide**.
 - b. Vessels with a draft of 12'-00" to a maximum of 14'-00" should transit with ***sufficient tide**.
 - c. Vessels with an LOA of 180' or more should transit during daylight and within one hour of slack water.
 - d. The channel south of the main ramp must be clear for vessel transits. Vessels at the ramp protruding into the channel must either vacate the berth or be shifted caddy-corner across the ramp.

* "Sufficient tide" means that the available tide must be greater than the amount of which the ship's draft exceeds the "all tides" limitation, during the entire transit of the vessel.

** "At all tides" means any tide which is not an occasional negative tide, with respect to Mean Lower Low Water. A negative tide reduces the "all tides" draft limitation accordingly.

NOTE 1: Currents for Port Laudania are calculated by adding 1 hour to the current prediction at the "Port Everglades, 17th St bridge" reference point.

NOTE 2: Tides for Port Laudania are calculated by adding 1 hour to the tidal prediction at the "Port Everglades, Turning Basin" reference point.

❖ **GUIDELINES FOR BUNKER BARGE LAY BERTHS**

1. Whenever possible, bunker barges should not be placed in lay berths which may incur a higher risk of an incident occurring. Such locations would include close proximity to knuckles or corners including the ICW knuckle, the knuckle at Berth 32/33, the east ends of any slips, especially Berth 15 and Berth 5, the east end of Berth 30, the north end of Berth 2 near the bow of a vessel in Berth 1, or in Berths 33A/B when a vessel is docking in the opposite berth. Bunker barges should not be in Slip 2 when a passenger vessel is docking or undocking at Berth 4.
2. Preferred areas for laying in of bunker barges would be Berth 28F, the west end of Berth 30, Berth 2 (well south of a vessel in Berth 1), and Berth 16 (when not in conflict with vessels docking in Berth 18). You may also consider laying in bunker barges alongside the camels at the Northwest corner of the turning notch.

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3. When vessels are being bunkered via barge, the effective beam of the ship is substantially increased. Since many of these vessels are already at or near the maximum beam that we can safely bypass, the bunkering operation may restrict vessel movements. Please keep this in mind.
4. Bunker barges, as single skinned petroleum vessels, pose an especially high risk to the environment surrounding Port Everglades. It is our objective to operate in the safest manner possible, while promoting the efficient movement of vessels in the Port while protecting life, property, and the environment of Port Everglades.

❖ **OTHER GUIDELINES**

1. When there is less than **140 ft** of berthing space over and above the LOA of a vessel to be berthed between two vessels or a vessel and a bulkhead, additional tugs, particular tugs, slack water, and/or other constraints may be required on a case-by-case basis. In any event, the pilots should be notified of the situation in advance so that adequate preparations can be made.
2. It is recommended that vessels leave **35 ft** of clearance from the corner of all berths.
3. No cargo vessels shall be scheduled to arrive within 30 minutes after a passenger vessel arrives.
4. Cargo vessels sailing from Southport shall not get underway until a passenger vessel docking in the ICW is confirmed to be all fast.
5. Inbound Cruise Ship spacing: 30 minutes between vessel's going to Berth's 19 & 18; 19 & 21; 2 & 4, and 30 minutes spacing after a vessel going port side to Berth 4.