

❖ GUIDELINES FOR CARGO VESSELS BYPASSING IN THE ICW

<b>Vessels Length/ Beam</b>	<b>May Bypass</b>	<b>Additional Restrictions</b>
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: less than 800 ft (243.9m) 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 -and- Beam: greater than 105 ft (32.0m) up to 106 ft (32.3m)	Vessels at berths 26-31 with a max beam of 132 ft (40.2m)	- Bunker barges not permitted alongside vessels in berths 24-27 - Bypassing the Celebrity Beyond at berth 25, due to her close proximity to the knuckle, requires advanced notice for consideration.
Length: less than 930 ft (283.5m) -and- 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 -and- 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 should be spotted as far away from the knuckle as possible.
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 greater than 20 kts may limit the movement of the vessel. - 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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		<ul style="list-style-type: none"> <li>- Tug requirements will be determined by the pilot.</li> </ul>
<p>Length: Any Beam: greater than 141 ft (43.0m) up to 159 ft (48.5m)</p>	ICW must be clear	<ul style="list-style-type: none"> <li>- Sustained winds greater than 15 kts may limit the movement of the vessel.</li> <li>- A second pilot may be required.</li> <li>- Whenever possible or deemed necessary, shall avoid transiting within 1 hour of max current, (preferably within 1 hour of high-water slack.)</li> <li>- Strong offshore currents/winds may delay vessel movements.</li> <li>- Tug requirements will be determined by the pilot.</li> </ul>
<p><b>Container Barges</b> Length: Any Beam: 106 ft (32.3m) or less</p>	<p>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)</p>	<ul style="list-style-type: none"> <li>- The barge must be sufficiently manned to make-up assist tugs prior to pilot boarding.</li> <li>- All container barges are restricted to daylight only for inbound transits.</li> <li>- 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.</li> <li>- Winds in excess of 15 kts may limit the movement of the barge.</li> <li>- Tug requirements will be determined by the pilot.</li> <li>- Barges with a beam greater than 106 ft (32.3m) must be approved in advance.</li> <li>-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.</li> </ul>

**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.

❖ CRUISE SHIP GUIDELINES\*

1. Cruise ships arriving at Berth 19 should enter 30 min. before a cruise ship arrives to Berth's 18 or 21.
2. Cruise ships arriving to berth 4 should enter before a cruise ship arriving to berth 2.
3. 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 to Berth 4. All others: a minimum of 15 minute spacing.
4. The Disney Dream (or vessels of her class) 1115 ft x 122 ft 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 Disney Dream.
  - c. The Disney Dream is authorized to sail from berth 4 with a vessel docked less than 100 ft from the corner of berths 3 & 4.
5. Inbound cruise ships bypassing other cruise ships in the ICW shall NOT be done on a routine basis. Bypassing shall only be done for medical emergencies, or repair emergencies, conditions permitting. All bypassing shall be approved beforehand with enough lead time to allow the Captain of the ship and the Pilot Association to approve the bypass, or for other berthing arrangements or other orders of entry to be arranged.
6. Outbound cruise ship bypassing shall ONLY be done with the agreement of the Captain of the ship and the attending Pilot. Tug requirements will be up to the pilot based on current conditions of wind, tide, current, draft, other traffic, or any other safety factors.
7. Container vessels are authorized to dock at Berth 16 while a cruise ship is utilizing Berth 18 under the following conditions:
  - a. The cruise ship should be docked before the container vessel.
  - b. Cruise ships may sail from Berth 18 provided the ships gear on the vessel in Berth 16 is brought in and there is sufficient space from any vessel in berth 19.
  - c. The securing of the gantry crane will be at the pilot's discretion based on present conditions and positioning of vessels.
8. RCCL - Freedom Class Vessels (Liberty, Freedom, and Independence of the Seas) 1112 ft x 127 ft
  - a. Arriving berth 19: Vessel at berth 16/17 shall not be south of the 600 ft mark and ship and shore cranes shall be fully stowed. Berth 18 shall be clear. Berth 21 shall be clear. Vessels at berth 22 shall not be south of the 900 ft mark.
  - b. Departing berth 19: All ship and shore cranes at berths 16/17 shall be fully stowed. Vessels at berth 17 shall not be south of the 1010 ft mark. Berth 18 shall be clear. Berth 21 shall be clear. Vessels at berth 22 shall be no farther south than the 900 ft mark
  - c. Any circumstances outside of this guideline must be approved in advance by the vessel's Captain and Pilots. Winds in excess of 20 knots may require additional restrictions.
9. All other cruise ships outbound from berth 19 with vessels at berths 16-18 or 21-22 can be authorized by a pilot on duty or a managing pilot in advance of the intended maneuver. The Captain of the ship will need to be in agreement with the pilot for the intended maneuver.

\* Maneuvers outside of, or not discussed within these cruise ship guidelines need to be approved well in advance by a Managing Pilot.

## ❖ GUIDELINES FOR CARGO VESSEL MOVEMENTS FOLLOWING CRUISE SHIP DEPARTURES

1. When four or more cruise ships are scheduled to depart before 1830, the Duty Harbormaster should contact the Pilot Boat Captain at least one hour before the first departure to communicate:
  - a. The inbound or shifting ships that are labor critical, and
  - b. Any ships required to depart to make room for these vessels.
2. These vessels will be considered priority ships for maneuvering after the last cruise ship departure.
3. When setting a time for the first inbound ship, it should be scheduled in a way that allows 20 minutes for each cruise ship departure. Priority ships will be manned and maneuvered as soon as possible. This could be earlier than the ship's scheduled time if cruise ship movements allow.
4. All remaining vessels are non-priority and should be scheduled so they are not maneuvering while pilots are handling priority ships.
5. If a cruise ship is delayed in a way that impacts cargo movement, the schedule should be updated for all vessels to ensure realistic expectations.

## ❖ 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.
  - h. Propane barges should arrive at least 1 hour before a vessel arriving to Berths 7 – 10 & 12 - 15 (Slips 1 & 3).

## ❖ GUIDELINES FOR BERTHS 4 & 5 (SLIP 2)

*FOR PLANNING PURPOSES ONLY*

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 takes 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.

❖ **GUIDELINES FOR BERTHS 7 - 15 (SLIPS 1 & 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.
5. Vessels arriving to berths 7-10 & 12-15 (Slips 1 & 3) shall not be scheduled within 1 hour after the scheduled arrival time of a propane barge utilizing berth 11.

❖ **GUIDELINES FOR BERTH 30**

1. Large vessels up to **990 ft x 132 ft or less, 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.
  - g. Vessels 700 ft or less in length may dock or undock from berths 30B & C when a vessel with a beam up to 141 ft is in berth 30A if all the conditions in items a through f above are satisfied.

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Vessels greater than 700 ft are limited to bypassing vessels in berth 30A with a maximum beam of 105 ft.

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

### ❖ GUIDELINES FOR BERTH 30D

1. Maximum length for a vessel in berth 30D is 580 ft.
2. Any vessel transiting to berth 30D requires a total of 140 ft of clearance from the vessels in Berth 30C and/or 30E.
3. If a vessel in berth 30D is spotted within 150 ft of either 30C or 30E, then vessels arriving to berth 30C or 30E should be spotted no less than 50 ft from the outboard side of the vessel in berth 30D.

Notes: This should allow:

Vessels up to 370' to transit with 106' beams in 30c and 30e.

Vessels up to 370'-460' to transit with a 106' beam in either 30c or 30e.

Vessels up to 460-580' to transit with 30c and 30e empty.

Limited restrictions on berth 30e, as most vessels can easily be spotted at least 70' away from a vessel with 150'.

### ❖ 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 a 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 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 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, 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 bunker barges would be Berth 28F or Berths 30d, e, or f.
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. 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.

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**DRAFT LIMITATIONS WITHIN PORT EVERGLADES (See Notes 1 - 3)**

BERTH 1A	11 FT AT ALL TIDES
BERTH 1B	17 FT AT ALL TIDES
BERTHS 1-3	29 FT AT ALL TIDES
BERTHS 4-5	40 FT AT ANY TIDE UP TO 42 FT WITH SUFFICIENT TIDE
BERTH 6	31 FT AT ANY TIDE UP TO 33 FT WITH SUFFICIENT TIDE
BERTHS 7-10 (SEE Note 5)	37 FT AT ANY TIDE UP TO 38 FT WITH SUFFICIENT TIDE
BERTH 11	31 FEET AT ALL TIDES
BERTHS 12-13 (SEE Note 4)	37 FT AT ANY TIDE UP TO 38 FT WITH SUFFICIENT TIDE
BERTHS 14-15 (SEE Note 4)	37 FT AT ANY TIDE UP TO 38 FT WITH SUFFICIENT TIDE
BERTHS 16-18	32 FT AT ANY TIDE UP TO 34 FT WITH SUFFICIENT TIDE
BERTHS 19-20	33 FT AT ALL TIDES (Except within 250 ft of Berth 21 then 32 ft at all tides.)
BERTHS 21-22	33 FT AT ANY TIDE UP TO 35 FT WITH SUFFICIENT TIDE
BERTHS 24	38 FT AT ANY TIDE UP TO 40 FT WITH SUFFICIENT TIDE
BERTH 25	38 FT AT ANY TIDE UP TO 40 FT WITH SUFFICIENT TIDE
BERTHS 26	36 FT AT ALL TIDES
BERTH 27	38 FT AT ALL TIDES
BERTHS 28A-E	25 FT AT ALL TIDES
BERTH 28F	20 FT AT ANY TIDE UP TO 21 FT WITH SUFFICIENT TIDE
BERTH 29	40 FT AT ANY TIDE UP TO 42 FT WITH SUFFICIENT TIDE
BERTHS 30A-G	40 FT AT ANY TIDE UP TO 42 FT WITH SUFFICIENT TIDE
BERTHS 31-32	40 FT AT ANY TIDE UP TO 42 FT WITH SUFFICIENT TIDE
BERTHS 33A	40 FT AT ALL TIDES
BERTHS 33B & C	36'06" AT ALL TIDES
MAIN TURNING BASIN	42 FT AT ALL TIDES
NORTH EXTENSION	30 FT AT ALL TIDES
SOUTH EXTENSION	37 FT AT ALL TIDES
SOUTHPORT TURNING NOTCH	42 FT AT ALL TIDES
DANIA CANAL	12'00" AT ANY TIDE UP TO 14 FT WITH SUFFICIENT TIDE (SEE Note 6)
PRIVATE YACHT FACILITIES	(SEE Note 6)

1. At certain berths, additional drafts may be handled with the approval of the Harbormaster and Pilots.
2. "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.
3. "Sufficient tide" means that the available tide must be greater than the amount of which the ship's draft exceeds the "at all tides" limitation, during the entire transit of the ship.
4. The draft limits in Slip 3 (Berths 12-15) are valid to 35 feet east of the bulkhead. There are soundings indicating less than 31 feet within 35 feet of the bulkhead at Berth 14 and less than 35 feet in Berth 13.
5. There is sufficient depth available within the slip. The limiting depth is located on the north side at the entrance to the slip.
6. Water depths at private facilities are not published and should be confirmed with the facility by the yacht or vessel representative prior to arriving at the facility.