



**COAST GUARD ADVISORY NOTICE (CGAN 2022-009)**

To: Distribution

Date: August 1, 2022

From: U. S. Coast Guard Sector New York

Revision No: 0

**Re: Update to the Deep Draft Working Group Navigation Guidelines**

1. Please review enclosure (1), the latest update to the Navigation Guidelines for deep draft vessels transiting within the Port of New York and New Jersey. These guidelines are routinely reviewed and promulgated by the Deep Draft Working Group of the Harbor Safety, Operations and Navigation Committee of the Port of New York and New Jersey. Changes of note are highlighted.
2. As guidelines, they are recommended navigation practices, not VTS measures as outlined in 33 CFR 161.11. However, per 33 CFR 160.5, the Vessel Traffic Center may, within the Vessel Traffic Service area, provide information, make recommendations, or to a vessel required under 33 CFR part 161 to participate in a Vessel Traffic Service, issue an order, including an order to operate or anchor as directed; require the vessel to comply with orders issued; specify times of entry, movement or departure; restrict operations as necessary for safe operation under the circumstances; or take other action necessary for control of the vessel and the safety of the port or of the marine environment.
3. In the interest of meeting its mission to maximize the safe and efficient use of the waterways of the Port of New York and New Jersey, VTS New York will monitor adherence to guidelines issued by the Committee. If the VTS detects a vessel is not adhering to these guidelines, the VTS will conduct a risk assessment based on the totality of the circumstances. If this risk assessment results in the identification of a hazardous condition per 33 CFR 161.11, the VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment.
4. In addition, owners, operators, masters, pilots, and persons in charge of vessels operating in the VTS area should consider the following guidelines as accepted standards of care collaboratively developed by the port community for the safe operation of vessels.
5. These Guidelines will be incorporated into the next update to Appendix 7 of the VTS User's Manual.

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Encl: (1) Deep Draft Working Group August 1, 2022 Advisory

# HARBOR SAFETY, OPERATIONS AND NAVIGATION COMMITTEE OF THE PORT OF NEW YORK AND NEW JERSEY

## DEEP DRAFT WORKING GROUP

### August 1, 2022 ADVISORY

The Deep Draft Working Group is made up of representatives of all pilot groups and involved parties servicing deep draft vessels transiting within the Port of New York and New Jersey. This group continually assesses vessel size and navigational constraints, channel conditions (based upon official U. S. Army Corps of Engineers Condition Surveys and Controlling Depth Reports), and publishes ADVISORIES containing **guidelines** defining permissible tide and current conditions and other restrictions for vessel transits within the various Federal channels of the port. Additionally, the group publishes **guidance** adhered to by participating pilots in regards to tug usage and selection. Unless specified elsewhere, readers of this and future ADVISORIES should take note of the recommended under keel clearance (UKC) of 3 feet in Ambrose Channel, 2 feet in all other channels, and 3 feet for SULCVs in all channels as promulgated by this committee and published in both the Coast Pilot and the VTSNY User's Manual. Advisories only provide Guidelines for navigation within the Federal Channels and DO NOT provide guidelines as to depths alongside berths. The port's UKC guidelines specify that moored ships remain afloat at all times; this has been interpreted to mean at least 1 foot under keel. Owners/Operators/Agents should ensure adequate water is available at intended berthing locations by closely communicating with terminal management.

The 50 Foot Harbor Deepening Project is complete. Subject to the below guidelines and the Port's UKC Guidelines ships are now able to avail themselves of the 50 foot channels from Ambrose to and through the Kill Van Kull to terminals on South Elizabeth Channel, Port Elizabeth Channel and Global Terminal New York at Howland Hook as well as Global Terminal Bayonne through Port Jersey Channel.

## Guidelines as of August 1, 2022

### Restrictive Guidelines for Port Jersey Channel Arriving or Departing from Global Terminal NJ

*Times for these jobs will be set up by pilots through applicable tug dispatch office.*

**ULTRA LARGE CONTAINER VESSELS (SEE ADDITIONAL GUIDANCE ON PAGE 2).**

DRAFT	Time / Tide Conditions Required
ARRIVING or DEPARTING	
Up to and including 42 Feet	Anytime
Greater than 42 Feet up to and including 47 Feet	Between 1 & 2 hours <b>AFTER Low or High</b> Water Battery. Vessels missing window will be required to wait for next window.
Greater than 47 Feet <i>Ship draft plus rise in tide up to 49' 00"</i>	Between 1 & 2 hours AFTER <i>High</i> Water Battery. <b><i>Maximum draft to Port Jersey is 49' 00"</i></b>
<b>Additional Notes and Restrictions:</b> No bunker barges shall be alongside moored cruise ships on arrivals or departures. Departures with draft ≥ 42 feet require three (3) tug boats. No backing into Global Terminal unless ABSOLUTELY necessary. Backing into Global must be pre-approved by servicing docking pilots and, if approved, at least three (3) tugboats and SLACK WATER will be required. Only ships of a beam of 140 feet or less will transit Port Jersey Channel, and ships with a beam of 106 feet to 140 feet will only transit between 1 and 2 hours after low or high water Battery, when a cruise ship of max width (including above the waterline) of 168 feet or more is moored at Cape Liberty Cruise Terminal.	

*In This Advisory: Mean Low Water means zero (0) tide. Mean High Water means +5 feet of tide. Use Battery Tide for Times. Guidelines are based upon normal conditions of wind, tide and current. Unusual meteorological conditions may result in adjustments to ensure navigational safety.*

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## **Restrictive Guidelines for NY Container Terminal (Howland Hook)**

ULCVs to NY Container Terminal (Howland Hook) are restricted as follows: no SULCVs; MAX Wind 25 Knots. Vessels may arrive inbound anytime. Vessel Sailings limited to one hour before battery high or low water. (SEE ADDITIONAL APPLICABLE RESTRICTIONS BELOW FOR GENERAL ULCV TRANSITS).

## **Restrictive Guidelines for South Elizabeth Channel**

No two vessels arriving or departing berth 98 with a combined beam of 265 feet or more may pass a vessel in berth in South Elizabeth Channel; Bunker barges may be required to be moved from vessels at berths 94-96; ULCVs will berth and depart South Elizabeth Channel ½ hour after to 1 ½ hours after Battery high or low water. Any vessel with a draft greater than 43 feet will berth and depart South Elizabeth Channel from Battery high or low water to 2 hours after Battery high or low water. MAX wind 30 knots.

## **Restrictive Guidelines for Arthur Kill**

No vessel 500 feet or greater in length shall meet or overtake a Suez Max tanker (defined as greater than 898 feet in length) in the Arthur Kill unless agreed to by the docking pilot.

## **Berths**

To reiterate: Adequacy of water depths at berths is the responsibility of facility owners and operators and must be coordinated between ships, agents and terminals prior to arrival.

## **Guidelines as of August 1, 2022**

### **Special Guidelines Applicable to Ultra Large Container Vessel (ULCV) Transits**

***ULCVs are defined as any container vessel with LOA of 997 feet or greater or with a beam of 140 feet or greater.***

Recent experience with larger ships calling on the port has clearly shown that, to promote an acceptable level of safety, Ultra Large Container Vessels (ULCVs) should employ an appropriate number of tugs and additional navigational safety measures. The Working Group has established the following guidelines for transit of ULCVs above The Narrows.

1. Prior to starting a ULCV inbound from Ambrose the berth must be confirmed "clear."
2. TWO (2) tugs to be available at The Narrows with a docking pilot aboard one of the tugs. This will provide for immediate tug assistance should a vessel be required to turn around and either anchor or return to sea in the event the ship cannot continue into the KVK or Port Jersey (due to visibility

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restrictions or other impediment). The docking pilot and the Sandy Hook Pilot will communicate as necessary.

3. For ULCVs **with** a working bow thruster bound into the Kill Van Kull, three (3) tug boats will be assigned from KVK LB 9 to the Berth. For vessels bound for Port Jersey a third tug boat will be assigned at Robbins Reef.
4. For ULCVs **without** a working bow thruster bound into the Kill Van Kull, four (4) tug boats will be assigned from KVK LB9 to the Berth. For vessels bound for Port Jersey a fourth tug boat **MAY** be assigned at Robbins Reef (docking pilot to assess need based upon ship and tidal conditions).
5. ULCVs should not transit Bergen Point in visibility of less than 1 ½ miles.
6. ULCVs should not transit Bergen Point in sustained winds of 30 knots or gusts greater than 34 knots as measured at Mariners Harbor.
7. No bunker barges allowed alongside a vessel berthed along the Kill Van Kull (KVK) or Port Elizabeth Channel while a ULCV passes unless agreed to by the docking pilot.
8. Terminal obligations:
  - (1) Cranes stopped until vessel is alongside and all fast.
  - (2) There must be minimum of 75 feet between ships at adjacent berths.
  - (3) Must be a minimum of 475 feet of useable channel between berthed vessels at opposite berths along Port Elizabeth channel.

## **Guidelines as of August 1, 2022**

### **Special Guidelines Applicable to Super Ultra Large Container Vessel (SULCV) Transits**

***SULCVs are defined as any container vessel with an LOA of 1,160 feet or greater or a beam greater than 159 feet.***

Recently completed simulation studies of 14,000 TEU Super Ultra Large Container Vessel (SULCV) transits in the Port of NY/NJ indicate that to promote an acceptable level of safety, SULCVs should employ an appropriate number and type of tugs, and additional navigational safety measures. Based upon these findings, the Working Group has established the following preliminary guidelines for transit of SULCV's above the Narrows. These guidelines will be amended as "hands on" experience is gained by the docking pilots.

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1. Prior to starting SULCV inbound from Ambrose the berth must be confirmed “clear”, and an anchorage spot should be confirmed available for bailout purposes.
2. SULCVs will not transit north of the “Narrows” unless visibility in Kill Van Kull (KVK) is greater than 1.5 NM.
3. SULCVs will not transit north of the “Narrows”, if regardless of direction maximum sustained winds exceed 20 knots or maximum gusts are 25 knots or higher. Mariners Harbor wind gauge to be used as reference station for KVK, Robbins Reef wind gauge to be used a reference station for Port Jersey Channel.
4. Transiting Bergen Point restricted to one hour either side of HW or LW Battery. A minimum three foot Under Keel Clearance (UKC) shall be required for transit from the Narrows to “Off” the berth. Due to berth controlling depth, maximum draft 49’0”.
5. Transiting Port Jersey Channel to/ from Global Terminal restricted to vessel arrival at Narrows and Sailing from berth with draft 47’-00” or more to be set up for one to two hours after Battery HW. Vessel arrival at Narrows and Sailing from berth with draft less than 47’-00” to be set up for one to two hours after Battery HW or LW. A minimum three foot Under Keel Clearance (UKC) shall be required for transit from the Narrows to “Off” the berth. Maximum draft 49’00”.
6. TWO (2) tugs to be available at the “Narrows” with a docking pilot aboard one of the tugs. This will provide for immediate tug assistance should a vessel be required to turn around, and either anchor or return to sea in the event the ship cannot continue into the KVK or Port Jersey (due to visibility restrictions or other impediment). The docking pilot and the Sandy Hook Pilot will communicate as necessary.
7. For SULCVs **with** a working bow thruster bound into the Kill Van Kull (KVK), TWO (2) additional tugs will be assigned from KVK LB 9 to the Berth. For vessels bound for Port Jersey TWO (2) additional tugs will be assigned from Robbins Reef.
8. For SULCVs **without** a working bow thruster bound into the Kill Van Kull, five (5) tugs will be assigned from KVK LB9 to the Berth. For vessels bound for Port Jersey a fifth tug boat **MAY** be assigned at Robbins Reef (docking pilot to assess need based upon handling characteristics of vessel and tidal conditions).

*Note: With regards to (6), (7) and (8) above, in the event that vessel handling characteristics dictate the use of special purpose escort tractor tugs tethered and operated in the “direct”, “arrest” or “indirect” mode, special purpose escort tractor tugs will be substituted as requested by the docking pilot.*

# HARBOR SAFETY, OPERATIONS AND NAVIGATION COMMITTEE OF THE PORT OF NEW YORK AND NEW JERSEY

9. No ULCV or SULCV may meet or overtake an SULCV while the SULCV is transiting the Kill Van Kull (KVK) and Port Elizabeth Channel, unless agreed to by the docking pilot.

No bunker barges allowed alongside a vessel berthed along the Kill Van Kull (KVK) or Port Elizabeth Channel while a SULCV passes unless agreed to by the docking pilot.

10. The following additional restrictions apply:

- a. All vessels required to go BOW in and back out. *Note: A deviation from this guideline may be allowed with pre-approval of the servicing docking pilot. If approved, four tugboats and slack water will be required.*
- b. Port Jersey Channel – Max Beam (including max width above the waterline) of cruise ships at Bayonne Cruise Terminal is 168 ft. There cannot be a cruise ship at Bayonne Cruise Terminal and a vessel at NEAT at the same time. One or the other acceptable.
- c. SULVC capable berths: All berths on the face of Port Elizabeth, PNCT B61, Maher B62, B64, B66, B68, B72, and Global Terminal.

11. Terminal obligations:

- a. Cranes must be centered in berth and stopped until vessel is alongside and all fast.
- b. Cranes must be fully boomed up.
- c. Head lines and Stern lines cannot be more than two lines per bollard.
- d. There must be 100 feet between ships at adjacent berths.
- e. There must be a minimum of 475 feet of useable channel between berthed vessels at opposite berths along Port Elizabeth Channel.