

OPERATIONS MANUAL NO. 6

PREFACE

Port Tampa Bay has formulated a Port Operations Manual for the guidance of all users of the Port of Tampa. This manual is a compilation of official rules and regulations governing the use of the waterways, docks, piers and wharves in the Hillsborough County Port District.

The document is sectionalized to provide easy access to information affecting the port district, terminal operation, vessels and crewmen.

The purpose of the manual is to provide a single source of regulatory data which will simplify the dissemination of this type of information. Its availability will preclude the necessity of searching several sources.

By Board action, Port Tampa Bay Operations Manual No. 6, and amendments thereto, is an official document of the Tampa Port Authority, binding on all persons, firms and corporations doing business in the port.

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List of Changes and Effective Pages

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SECTION ONE: DESCRIPTION OF TAMPA HARBOR**A00 LOCATION**

The Port of Tampa, Florida is situated at the head of Tampa Bay, a large natural indentation of the Gulf of Mexico about midway of the west coast of the Florida peninsula.

The City of Tampa is located at the head of the Hillsborough Bay, at the mouth of the Hillsborough River, about 41 miles from the Gulf entrance.

A10 ENTRANCE

The entrance to Tampa Bay is located about 220 miles north of Key West, 330 miles southeast of Pensacola, 360 miles from Mobile and 512 miles from New Orleans, and is marked by Egmont Key Lighthouse.

A20 BRIDGES

The Sunshine Skyway (*Interstate Highway I-275*) crosses lower Tampa Bay from Maximo point to Terra Ceia Island, a distance of about 11 miles. Vessels enroute to the harbor from the Gulf pass under the cable-stayed concrete segmented bridge, with a 95-foot roadbed, rising 181 feet over the Tampa Bay ship channel. This span provides a horizontal clearance of 1,000 feet, and a vertical clearance of 181 feet at the center, dropping off to 175 feet at 500 feet either side of the centerline of the channel at mean high water.

A30 CHANNEL DEPTHS AND WIDTHS

Channels project depth from the Gulf of Mexico through Tampa and Hillsborough Bay and upper Tampa Harbor from the City of Tampa, and through Tampa Bay to Port Tampa: 43 feet deep and 700 feet wide in Egmont Channel, thence 43 feet deep with widths of 600 feet in Mullet Key Cut, and 500 feet in Tampa Bay and Hillsborough Bay; 34 feet deep and 400 feet wide in Port Tampa Sparkman Channel and Port Sutton; East Bay Channel and Turning Basin, 43 feet deep; Alafia River Channel, 34 feet deep and 200 feet wide.

Operating drafts can be determined from current sounding data available from the U.S. Army Corps of Engineers.

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A35 ANCHORAGES

Vessels with good ground tackle can anchor anywhere outside Egmont Bar in depths of 25 to 50 feet. Vessels requiring anchorage for periods exceeding 72 hours are required to anchor at Egmont Channel anchorage located at the sea buoy.

There are emergency anchorages South of Mullet Key (East of Egmont Key Lighthouse) in natural depths of 30 to 35 feet and southwestward of Gadsden Point in depths of 29 to 36 feet.

Vessels of no greater than 670 feet LOA, or up to 685 feet with a tug, and 27 foot or less draft may anchor South of Gadsden Point Cut. Natural depths in the area range from 29 to 35 feet. Vessels may anchor in Gadsden Anchorage for up to 3 days with permission from the U.S. Coast Guard (*Contact the VTS at 813-242-1600*).

There are Explosive and Quarantine anchorages East of Mullet Key, South of Interbay Peninsula and North of the junction of Weedon Island Channel and K-Cut Channel in Old Tampa Bay. The use of the Explosive and Quarantine anchorages is restricted as outlined in 33 CFR 110.93.

The East Bay Channel and Turning Basin has not been designated as a legal anchorage by either the United States Coast Guard or the United States Corps of Engineers. The Rivers and Harbors Act (30 Stat. 1152; 3 U.S.C. 409-Sec. 15) states, "...it shall not be lawful to tie up or anchor vessels or other craft in navigable channels in such a manner as to prevent or obstruct the passage of other vessels or craft." Therefore, vessels desiring to anchor in this restricted area must make prior arrangements with the Director of Operations of the Tampa Port Authority.

By granting permission to a vessel to anchor in the East Bay Turning Basin, the Tampa Port Authority or its agents, servants, or employees shall not be liable for any injury, loss or damage to any person or property from any cause of whatsoever nature. It shall be the responsibility of the Master of the vessel to select the safest location to anchor and to assure that this position is maintained. Should conditions require repositioning of the vessel in order to maintain safety to the vessel, property and/or navigation, it shall be the responsibility of the Master of the vessel to promptly take necessary action to reposition the vessel to a safe location.

A40 TIDES AND TIDAL CURRENTS

The mean range of tides is 1.3 feet at the lower end of the Bay, 1.6 feet at Port Tampa and 1.8 feet at Tampa. The spring tidal range is 1.7 feet at the lower end of the Bay and 2.4 feet at Tampa and Port Tampa. Extreme range is about 3.8 feet at the lower end of

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the Bay and 4.8 feet at Tampa. Strong southwesterly winds, which occur in winter, lower water level about 2 feet.

In the entrance of Tampa Bay, tidal currents usually have considerable velocity. On the flood tide, the current sets southeastward across the bar, while on the ebb it sets northwestward. NOAA ~~is currently installing~~ **has installed** a physical oceanographic real-time system (PORTS) for Tampa Bay.

To receive real-time data on currents, water levels and wind call 1-866-827-6787 **or go to** <https://tidesandcurrents.noaa.gov/ports/textscreen.shtml?port=tb>.

A50 DENSITY/SALINITY

Seasonal variance is too great for any specific period of time to be determined in advance.

A60 WEATHER CONDITIONS

Tampa Harbor is open for navigation throughout the year. Mean temperature is 72.2 degrees; minimum of 62.8 degrees and maximum of 81.6 degrees; annual rainfall is 51.57 inches. On average there are 91 days with thundershowers occurring mostly in the late afternoons of June, July, August and September. The risk of hurricanes moving in from the Gulf of Mexico has been greatest in June and October.

The prevailing direction of winds is from the east. Because of Tampa's flat terrain, night ground fogs occur frequently during the cool weather season with an average of 25 days of heavy fog each year.

A65 PILOTAGE

Pilotage is compulsory for all foreign vessels drawing 7 feet or more. It is optional for U.S. vessels sailing coastwise under license and enrollment which have on board a pilot licensed by the Federal Government. Pilotage is available from:

Tampa Bay Pilots
1825 Sahlman Drive
Tampa, FL, 33605
telephone 813-247-3737
FAX 813-247-4425
email: dispatch@tampabaypilots.com

The pilot station is mid-length of Egmont Key. The Pilots maintain 4 boats. Two of them; the Tampa and Manatee are 53 feet in length and have black hulls and grey

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superstructures. The remaining two; the Desoto and Egmont are 60 feet in length and have black hulls and white superstructures. The pilot station monitors channels 16, 10, 12 and 13, works on 10, 12 and 13. The boats monitor 16, 10, 12, and 13 and work on 10, 12 and 13.

The pilot office monitors VHF-FM channel 10.

A70 TUGS

Tugs use their own lines and publish their own rates, copies of which may be obtained from any of the following companies:

Sea Bulk Towing, Inc.

1801B Sahlman Dr.
Tampa, FL 33605
(813) 247-3187

Marine Towing of Tampa, LLC

908 S. 20th St.
Tampa, FL 33605
(813) 242-4116

A75 COOPERATIVE VESSEL TRAFFIC SERVICE (CVTS), TAMPA BAY

The Cooperative Vessel Traffic Service (CVTS) is a partnership between the U.S. Coast Guard and Port Tampa Bay Authority. The operational portion of the CVTS, the Vessel Traffic Center (VTC), located at the Port Tampa Bay Security Operations Center is manned 24 hours a day by Coast Guard and Port Tampa Bay personnel. The CVTS primary function is to coordinate safe and efficient vessel movement and to prevent marine accidents and waterway incidents in Tampa Bay and also the associated loss of life and damage to property and the environment. This is accomplished by coordinating vessel movements through the collection, verification, organization and dissemination of information. The CVTS is in the process of becoming a regulated traffic service under the Code of Federal Regulations.

Contact the CVTS by telephone at 813-241-1886 (PTB) or 813-242-1600 (USCG); FAX 813-241-1810.

The CVTS monitors VHF-FM channels 16, 13 and 12; works on channel 12. Voice calls are "Tampa Traffic" or "WHX-362".

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A80 POLLUTION OF AIR AND WATER

It shall be unlawful for any person, firm or corporation to deposit, place or discharge into the waterways of the Port of Tampa, any ballast, dunnage, sanitary, sewage, butcher's offal, garbage, dead animals, gaseous liquid or solid matter, oil, gasoline, residuum of gas, calcium carbide, trade waste, tar or refuse, or any other matter which is capable of producing floating matter or scum on the surface of the water, sediment or obstruction on the bottom of the waterways, or odors or gases of putrefaction. All vessels using Port facilities shall take every precaution to avoid pollution of the air. County air pollution control procedures will be strictly enforced. In addition to these regulations, all appropriate Federal, State and Local laws, rules or regulations pertaining to air and water pollution shall be strictly observed.

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SECTION TWO: GENERAL INFORMATION**B00 ADMINISTRATION**

Refer to Tampa Port Authority Terminal Tariff No. 13.

B10 JURISDICTION

Refer to Tampa Port Authority Terminal Tariff No. 13.

B15 PORT ACCESS

Each person requesting access to Port Tampa Bay facilities is advised that entering these facilities is deemed valid consent to the terms of the Port Tampa Bay Access Policy. Questions regarding the policy can be addressed by contacting Lt. R. McCalister at 813-241-1899 (rmccalister@tampaport.com) or J. Torres at 813-241-1809 (jtorres@tampaport.com).

Access to a Port Tampa Bay facility will be granted in accordance with our Access Policy noted above; however, that access can be denied and/or revoked at the sole discretion of the Port Director, or personnel designated by him, based on improper conduct, such as but not limited to: fighting, theft, assault or similar type offenses.

B20 APPLICATION AND INTERPRETATION OF TARIFF

Refer to Tampa Port Authority Terminal Tariff No. 13.

B30 CONSENT OF TERMS OF TARIFF

Refer to Tampa Port Authority Terminal Tariff No. 13.

B40 ACCESS TO RECORDS

Refer to Tampa Port Authority Terminal Tariff No. 13.

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B50 EXCLUSION FROM TARIFF

Refer to Tampa Port Authority Terminal Tariff No. 13.

B60 DANGEROUS AND HAZARDOUS CARGO

Refer to Tampa Port Authority Terminal Tariff No. 13.

B70 EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

Refer to Tampa Port Authority Terminal Tariff No. 13.

B80 DEFINITIONS

Refer to Tampa Port Authority Terminal Tariff No. 13.

B91 FREQUENTLY CALLED TELEPHONE NUMBERS

POLICE, FIRE

AMBULANCE, EMS..... 911

HILLSBOROUGH COUNTY EMERGENCY MGMT. OPERATIONS (Civil Defense)

9450 E. Columbus Drive

Tampa, Florida 33619 (813) 272-6900

HILLSBOROUGH COUNTY SHERIFFS OFFICE (Administration)

2008 E. 8th Ave

Tampa, Florida 33605 (813) 247-8200

HILLSBOROUGH COUNTY AVIATION AUTHORITY

4100 George J. Bean Parkway

Tampa, Florida 33607 (813) 870-8705

CUSTOMS & BORDER PROTECTION

1624 E. 7th Ave, Ste. 101

Tampa, Florida 33605 (813) 712-6100

After 6:00 pm call: (813) 228-2385

SEAFARER'S CENTER AND TAMPA PORT MINISTRIES

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1309 Shoreline Drive
Tampa, Florida 33605 (813) 247-5237

TAMPA BAY PILOTS

1825 Sahlman Drive Dispatch (813) 247-3737
Tampa, Florida 33605 Station (727) 823-8699

TAMPA FIRE RESCUE (Non Emergency)

808 Zack Street
Tampa, Florida 33602 (813) 274-7011

TAMPA POLICE DEPARTMENT (Administration)

One Police Center 411 N. Franklin Street
Tampa, Florida 33602 (813) 231-6130

TAMPA PORT AUTHORITY Administrative Offices..... (813) 905-7678
1101 Channelside Drive Operations Department (24 Hours) (813) 241-1886
Tampa, Florida 33602 Vessel Traffic Service (813) 242-1600

U.S. COAST GUARD

Prevention Department
155 Columbia Drive
Tampa, Florida 33606 (813) 228-2191

U.S. COAST GUARD SECTOR ST. PETERSBURG

600 8th Ave. S.E.
St. Petersburg, FL 33701 (727)824-7534

U.S. PUBLIC HEALTH SERVICE

Vessel Sanitation Program
Ft Lauderdale, Florida Office (954) 356-6650

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B92 Foreign Consuls

The following countries have consulates in the Tampa Bay area with addresses and telephone numbers as indicated below:

Consulate General of Greece

400 N. Tampa St.
Suite 1160
Tampa, Fl. 33602
813-865-0200
tampa@consulategeneralofgreece.org

Consulate of Ecuador

8104 N. Hale Avenue
Tampa, Fl. 33614
813-884-8985

Consulate of Denmark

202 S. Rome Ave.
Suite 200
Tampa, Fl. 33606
813-769-1439
consulate@arsavage.com

Consulate of Canada

501 E. Kennedy Blvd.
Suite 1700
Tampa, Fl. 33602
813-384-2869
mcintosh@honoraryconsulcanada.com

Consulate of Mexico in Orlando

2550 Technology Dr.
Orlando, Fl. 32804
407-422-0514
consulado@conorlando.net

Consulate of Peru

2106 W. Busch Blvd.
Tampa, Fl. 33612
813-930-7387
consuladohperu_tampa@hotmail.com

Consulate of Panama

6107 Memorial Hwy
Suite C
Tampa, Fl. 33615
813-242-0310
consutamppty@gmail.com

Consulate of Russia

3 Reserve Road
Clearwater, Fl. 33674
727-432-0538
carlmkuttlerjr@gmail.com

Consulate of Germany

5621 Strand Blvd.
Suite 105
Naples, Fl. 34109
239-596-6020
nhenning@henning-law.com

SECTION THREE: RULES AND REGULATIONS GOVERNING USE OF FACILITIES**C00 GENERAL RESTRICTIONS AND LIMITATIONS**

Refer to Tampa Port Authority Terminal Tariff No. 13.

C05 CARGO STATEMENTS

Refer to Tampa Port Authority Terminal Tariff No. 13.

C10 RECOGNIZED WORKING HOURS

Refer to Tampa Port Authority Terminal Tariff No. 13.

C15 BILLING ON ACCOUNT

Refer to Tampa Port Authority Terminal Tariff No. 13.

C20 PAYMENT OF BILLS

Refer to Tampa Port Authority Terminal Tariff No. 13.

C25 DELINQUENT BILLS

Refer to Tampa Port Authority Terminal Tariff No. 13.

C30 DELINQUENT LIST

Refer to Tampa Port Authority Terminal Tariff No. 13.

C35 INDEMNITY BOND REQUIREMENT

Refer to Tampa Port Authority Terminal Tariff No. 13.

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C40 RESPONSIBILITY FOR LOSS OR DAMAGE

Refer to Tampa Port Authority Terminal Tariff No. 13.

C45 DAMAGE TO PROPERTY

Refer to Tampa Port Authority Terminal Tariff No. 13.

C47 CLEANLINESS/OBSTRUCTION OF PREMISE/WHARVES

Refer to Tampa Port Authority Terminal Tariff No. 13.

C50 RESTRICTION OF LOADING OR UNLOADING VESSELS TO LICENSED STEVEDORES

Refer to Tampa Port Authority Terminal Tariff No. 13.

C55 LICENSING OF STEAMSHIP AGENTS

Refer to Tampa Port Authority Terminal Tariff No. 13.

C65 CARGO HANDLING EQUIPMENT AND VESSEL REPAIR MATERIALS

Refer to Tampa Port Authority Terminal Tariff No. 13.

C70 CARGO STAGING AREA

Refer to Tampa Port Authority Terminal Tariff No. 13.

C73 OPERATING RULES FOR LOADING OF SCRAP METAL

The following rules and regulations will be strictly adhered to by terminal operators and stevedores stockpiling and loading scrap metal over piers, wharves, docks and aprons owned by Port Tampa Bay.

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1. The terminal operator shall be held responsible for all actions incident to the transport, stockpiling, stevedoring and other actions incident to the movement of scrap metal across Authority-owned roads, wharves and other public facilities. Truck haulers, stevedores and other subcontractors are considered to be under the control of the terminal operator, and the latter shall be held responsible for any damage, misconduct or other violations of regulations committed by these parties.
2. Staging of scrap metal on public wharves is strictly prohibited without prior written approval of the Authority's **Director of Operations**. While it is the policy of Port Tampa Bay to cooperate with the terminal operator in allowing the stockpile of scrap material prior to shipment, as a general rule the **Director of Operations**, after a review of all factors concerning the utilization of the wharf, will attempt to authorize the terminal operator up to three working days advance utilization of the berth prior to scheduled arrival of the vessel, but in no case shall he authorize more than five working days' use of public berth in advance of the arrival time (*see note at the end of this section*). Use of the wharf by a terminal operator without specific authorization is subject to a penalty of \$500 per hour until the violation is corrected. A terminal operator who deposits scrap on a public wharf in anticipation of the scheduled arrival of a vessel and does so with permission of the **Director of Operations**, assumes full responsibility for the removal of the scrap in the case of delay or cancellation of the vessel and shall be subject to assessment of wharf demurrage charges as published in Item E45 of Port of Tampa Tariff No. 13, which charges shall continue until the wharf is cleared to the satisfaction of the **Director of Operations**.
3. Loading of scrap metal at public wharves shall be confined to Berth 001. Loading at other Port Tampa Bay berths shall be at the approval of the **Director of Operations**, who may specify specific handling procedures to be adhered to at the berth.
4. Regardless of location, no scrap metal shall be permitted within 6 feet of any improvement at the wharf to include bull rails; protective devices around manifolds, water points, fire hydrants, fences or other structures. Terminal operators and their agents shall be especially mindful of sensitive wharf installations which are susceptible to damage, product discharge, fire or other casualty growing out of the mishandling of scrap material on or over the installation in question.
5. **Appendix A** of this Operations Manual specifies loading limits for Authority-owned wharves, which limits shall be strictly adhered to by terminal operators and their agents.

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6. See **Item E85 in Port of Tampa Tariff No. 13** for rules and charges relative to assignment of a Port Operations Specialist to inspect and ensure compliance of these and other rules.
7.
 - (a) Scrap metal which falls overboard or is dropped into the water from cargo handling equipment during the loading of vessels will not be permitted to remain in the water at any berth.
 - (a) If scrap metal is observed falling into the water during loading, the terminal operator will take immediate action upon vessel departure to clear the debris from the berth and bar drag the operational loading area at a designated depth as determined by Port Tampa Bay. All costs associated with the debris clearing and bar drag operations, which may include demurrage charges for confirmed vessels waiting for the berth, will be the responsibility of the terminal operator.
 - (b) Port Tampa Bay reserves the right to conduct an independent bar drag of the berth. Should debris be discovered, the terminal operator will be responsible for all cost associated with the debris clearing and bar drag operations which may include demurrage charges for the subsequent confirmed vessel waiting for a berth.
 - (d) If the terminal operator does not take immediate action to clear the berth to the Authority's satisfaction, Port Tampa Bay will take the action necessary to do so. The terminal operator will be charged all costs plus 100% if Port Tampa Bay actions are required.
8. Port Tampa Bay reserves the right to revoke the license of a terminal operator or stevedore to operate for willful negligence, incompetence or inefficiency in the handling of scrap metal during stockpiling or loading operations.

Note: Working days are all days, except Saturday and Sunday, when scrap may be stockpiled on a berth without prior berth preferential commitment to others.

C75 WEIGHING OF VEHICLES

Refer to Tampa Port Authority Terminal Tariff No. 13.

C80 ASSIGNMENT OF SPACE IN PUBLIC FACILITIES

Refer to Tampa Port Authority Terminal Tariff No. 13.

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SECTION FOUR: RULES AND REGULATIONS APPLICABLE TO VESSELS**D00 HARBOR MASTER FEE**

Refer to Tampa Tariff 13.

D05 VESSEL REPRESENTATION

Refer to Tampa Port Authority Terminal Tariff No. 13.

D06 QUARANTINE

The Public Health Service protects the Port against introduction of quarantinable disease from foreign countries by enforcing national quarantine laws; conducts medial inspection of aliens to determine eligibility for entry; examines passengers and/or crew members arriving from foreign ports to ascertain that they have required immunization; inspects cargo manifests, conveyances and certain imports; applies control measures; maintains safe standards on sanitation and provides medical and hospital services to legal beneficiaries of the U.S. Public Health Service. Information on immunization certificates may be secured from the Public Health Service.

Vessel Quarantine Office: Miami (954) 356-6650

D07 CUSTOMS

Tampa is the headquarters of Customs District No. 18. The Office of the District Director of Customs is open between 8:30 a.m. and 5:00 p.m., Monday through Friday, except legal holidays. Entry and clearance of vessels will be performed at the Marine Section from 8:30 a.m. to 5:00 p.m., Monday through Friday. Entry and clearance may also be accomplished between 8:30 a.m. and 5:00 p.m., Saturdays, Sundays and legal holidays by appointment. In case of emergency no appointment is required.

U.S. Customs and Border Protection
1624 7th Avenue, Suite 101
Tampa, FL 33605

District Director: (813) 228-2381
Marine Inspection: (813) 228-2388

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D08 IMMIGRATION

The Tampa Office of the Department of Homeland Security, Immigration and Naturalization Service, is charged with the inspection of arriving ship and air passengers and crewmen. The office is open between the hours of 9:00 a.m. and 2:30 p.m., Monday through Friday. Immigration inspection service is available at all times. Inspectors usually board inbound vessels at berth; however, they will board elsewhere upon request of the agents or operators following quarantine inspection of vessels and aircraft arriving from foreign countries.

Immigration and Naturalization Service
5524 W. Cypress Street
Tampa, FL 33607
(813) 637-3081
(800) 375-5283

D09 Bunkers

All grades and types are available with delivery by barge or truck. All types of lube oils are available with delivery in bulk or drums. A 24 hour notice is required.

The following offer bunkering service:

Best line Oil, Inc	813-248-1044
Martin Product Sales	813-257-0079
Palmdale Oil Company, Inc.	813-236-5591
Port Consolidated	813-247-3417
Tropic Oil Company	305-501-4318

D10 RESPONSIBILITY FOR PAYMENT OF DOCKAGE AND OTHER CHARGES INCURRED BY VESSEL

Refer to Tampa Port Authority Terminal Tariff No. 13.

D15 DOCKAGE BEGINS AND ENDS

Refer to Tampa Port Authority Terminal Tariff No. 13.

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D20 DOCKAGE RATES AND CONDITIONS ON ARRESTED VESSELS

Refer to Tampa Port Authority Terminal Tariff No. 13.

D25 GRACE PERIOD IN CALCULATION OF DOCKAGE DAYS

Refer to Tampa Port Authority Terminal Tariff No. 13.

D30 VESSELS EXEMPT FROM DOCKAGE CHARGE

Refer to Tampa Port Authority Terminal Tariff No. 13.

D35 DOCKAGE RATES

Refer to Tampa Port Authority Terminal Tariff No. 13.

D45 ELECTRICAL SERVICE TO REFRIGERATED CONTAINERS OR TRAILERS

Refer to Tampa Tariff 13.

D49 APPLICATION FOR BERTH

- A. At Private Terminals—Vessels, their owners, charterers or agents desiring a berth at any of the private terminals at the Port of Tampa shall make such arrangements with the individual terminal operator.
 - B. At Publicly-Owned Terminals
 - 1) Subject to preferential berthing privileges granted under leases with the Authority, to the maximum extent possible, and in accordance with all requirements in the subsequent parts of this section, vessels will be berthed at publicly-owned facilities in a “first come – first served” order. Preferential berths notwithstanding, Port Tampa Bay reserves the right, through its Operations Department, to assign berths and/or change the assignment of berths already reserved, for the best utilization of Port Tampa Bay facilities, taking into account any and all elements which the Port in its sole discretion, chooses to consider in order to achieve the best berth and facilities utilization and is in the best interest of the port.
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- 2) Vessels, their owners, charterers or agents desiring a berth at any publicly-owned terminal at the Port of Tampa shall make arrangements with the Operations Department (*see the following Note*).
- 3)
 - a. Application for berth shall be made in advance and not less than 72 hours prior to date of docking, and shall be confirmed no less than 24 hours prior to vessel's arrival. The application shall specify the date and expected time of arrival at and departure from berth, together with the nature and quantity of cargo to be handled.
 - b. Grant of berth assignment shall constitute an agreement by the vessel, her owner, charterer and agent, jointly severally and in solids to comply with the rates, rules, regulations and provisions contained in this manual and the ordinances of this Authority.
 - c. Port Tampa Bay reserves the right to refuse to permit the handling of any commodity at any publicly-owned facility which in its judgment is unsuitable for handling under the prevailing conditions
 - d. The Operations Department must be notified in advance of all changes in vessels' ETA. **Any change in arrival of 12 hours or more will be considered a new reservation** (*See the following, Exception 1*).
 - e. All vessels must notify the Operations Department fifteen (15) minutes in advance of their arrival to or departure from all publicly-owned facilities. This can be accomplished by calling on Channel 12 (WHX-362 or Tampa Traffic) or by calling 813-241-1886, 24 hours per day.
- 4) Port Tampa Bay reserves the right, subject to availability and preferential berthing privileges granted under leases or agreements with the Authority to assign passenger vessels to passenger facilities located at Berths 267, 269, or 272. In the event space is not available at either of the passenger facilities, berth assignment will be made at an alternate, suitable, Port Tampa Bay berth.
- 5) Vessels desiring berthing space at public docks for the sole purpose of repairing, awaiting orders, refueling or taking on fresh water, and/or any reasons other than loading/unloading cargo, must contact the Operations Department for assistance in locating such space if available. Assignment of a berth for such purposes is subject to orders to vacate if a working ship requires the berth.
- 6)
 - a. As a part of its application for berth, the vessel, its owners or agents, shall advise the Port Authority of the protection and indemnity association (P&I Club) which affords the vessel indemnity coverage as well as the name and telephone number of the local legal representative thereof knowledgeable with regard to such coverage.

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- b. Any damage caused by the vessel to the wharf or any installation or equipment which is the property of Port Tampa Bay, whether it be through incompetence or carelessness on the part of the pilot or officer of the ship carrying out operations or for any other reason, shall be the responsibility of the master and of the owners of the ship causing the damage. Port Tampa Bay shall be able to detain the ship until it has received a satisfactory guarantee for the amount of the damage caused or a reasonable estimate thereof.
 - EXCEPTION 1 – Arrival delay at Berth 205 of more than 24 hours from ETA may result in loss of reservation. Failure to comply may result in penalties as stated in Item D52 “Vessel Movements – Penalties.”
 - NOTE – At Port Authority Berth Nos. 222, 223, and 227 only, Terminal Operators may make berth reservations for vessels of all types.
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D50 VESSEL DELAYS

Refer to Tampa Port Authority Terminal Tariff No. 13.

D52 VESSEL MOVEMENTS – PENALTIES

Refer to Tampa Port Authority Terminal Tariff No. 13.

D53 REQUIREMENT OF VESSELS TO WORK OVERTIME

The agents and/or owners of all vessels which are accepted for berthing at the public terminal facilities or berths of Port Tampa Bay may be required to work the vessel continuously to completion with overtime for ships' account, in all cases, when the berth assigned to the vessel, or the assigned terminal facility of the Tampa Port Authority is declared by the Port Director to be congested.

Any vessel in berth which refuses to work continuously to completion shall vacate the berth upon orders of the Port Director. When a vessel loses its right to berth by refusing to work continuously to completion, such vessel will forfeit its turn at the berth assigned and go to the bottom of the list of vessels which are assigned to the berth or terminal.

Should any vessel fail to vacate the berth upon the above conditions, the Port Director shall have the right, authority, and privilege to move the vessel at the vessel's own risk and expense. In any event, any delay in moving the vessel when so ordered will result in

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assessment of a charge of \$1,000 per hour or fraction thereof plus 150% of the demurrage costs incurred by a waiting vessel, in addition to regular dockage charges.

D54 MANNING OF VESSELS

Every vessel must at all times have on board at least one person in charge with authority to take action as may be directed by the Port Director, and every vessel must at all times have on board sufficient crew members to operate or handle the vessel should movement of the vessel be ordered by the Port Director.

D55 OPERATION OF HEAVY LIFT DERRICK BARGES/BARGE MOUNTED EQUIPMENT

Refer to Tampa Port Authority Terminal Tariff No. 13.

D60 WATER

Refer to Tampa Port Authority Terminal Tariff No. 13.

D61 LIGHTS

All vessels shall display proper lights from sunset to sunrise while lying at anchor or at any wharf or dock.

D71 COLLISIONS/ALLISIONS/DAMAGE

In the event of a collision between two vessels or between a vessel and any wharf, dock or pier, report of such collision shall immediately be made to Port Tampa Bay [24-hour telephone number is **(813) 241-1886**, VHF marine radio WHX 362, Channel 12] with a written report furnished within 24 hours to the Port Director, U.S. Coast Guard and terminal operator, where applicable, by the master or owner and pilot of said vessel; provided that in the case of a minor collision where a vessel is under way and proceeding to the open sea, there being no need of repairs, said written report may be mailed by the master or owner of said vessel from the next port which it enters; and provided further that in all cases of collision, report from an owner or agent shall not relieve the pilot of the duty of rendering his report within the specified time.

The repair of collision damage to a public wharf, dock or pier shall be made at the expense of the vessel, its owner or charterer, to the satisfaction of Port Tampa Bay. Depending

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on the nature of the damages, Port Tampa Bay shall have the option to repair or have repaired said damage to the public wharf, dock or pier, with prior notice to the vessel agent and shall invoice the vessel, its owner or charterer through its agent for the cost of repairs plus 20%. If the collision is not reported as required, Port Tampa Bay shall repair or have repaired said damage to the public wharf, dock or pier and shall invoice the vessel, its owner or charterer through its agent, for cost plus 100%.

Port Tampa Bay may detain any vessel or other watercraft responsible for any damage to the facilities until sufficient security has been given for the amount of damage.

D72 BERTH ASSIGNMENT – RAISING OF SUNKEN VESSELS

In the event that a vessel shall sink or submerge at a Port Tampa Bay owned berth, the owner, agent, user or insurer shall, at his own expense, cause such vessel to be raised and immediately be removed from the berth area. Failure to do so shall be considered abandonment of such vessel, and the vessel shall be subject to removal by the Port Director, without liability for any damage, cost or otherwise.

In order to ensure compliance with this item, Port Tampa Bay shall, prior to assignment of berth, reserve the right to require proof of adequate legal liability and comprehensive general liability insurance from the vessel, owner, agent or user, or in lieu thereof to furnish Port Tampa Bay with an indemnity bond as provided in Item C35 of the Port of Tampa Tariff No. 13 and revisions thereto.

D75 PORT TAMPA BAY DISTRICT ANCHORING

Permission to engage in top-off or lightering operations at any anchorage area in the Port District, must be obtained from the Operations Department of Port Tampa Bay. When requesting a reservation to use this facility the following data is required:

- ETA at anchorage location
- Draft arriving if offloading or expected draft leaving if topping-off
- Length overall of vessel
- Beam of vessel
- Product to be handled
- Quantity to be handled
- ETD

Permission to utilize the facility requires adherence to the following conditions and regulations:

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1. Request for reservation must be submitted at least 72 hours prior to expected arrival of vessel. These requests will be handled in chronological order based on receipt by Operations Department.
2. A delay of more than 8 hours in arrival may result in loss of reservation.
3. All vessels using this facility must be equipped with bow and stern anchors.
4. All operations must be performed with all due and reasonable precautions. All unsafe practices, impediments to navigation and endangerment of shore facilities are prohibited. The right to withhold or withdraw permission is reserved by Port Tampa Bay if the nature of the cargo or the method of operation is deemed to be inconsistent with the safety of others.
5. In the case of a vessel off-loading its entire cargo, Port Tampa Bay reserves the right to order the shift of such a vessel to a berth when its draft reaches 30 feet to complete its unloading.
6. A penalty of 50 cents per ton of 2,000 lbs of cargo transloaded will be assessed upon any vessel or stevedore transloading cargo at the approved anchorage site or mooring facility without a reservation or prior approval of the Port Authority, or outside of the area assigned or designated or otherwise in contravention of the rules and regulations of the Authority regarding transloading of cargo at the anchorage site or mooring facility as contained in this section.
7. It is the intention of Port Tampa Bay to not use anchorage or mooring facilities in competition with established port authority owned berths.
8. Any vessel or floating objects left in a non-authorized anchorage area must be removed immediately or be subject to the dockage fees of a vessel of that dimension for every day plus 100%. Failure to do so shall be considered abandonment of such vessel, and the vessel shall be subject to removal by the Port Director, without liability for any damage, cost or otherwise.

All other general items in the Port Tampa Bay Tariff No. 13 and Operations Manual No. 6 shall apply.

D80 DISPOSAL OF GARBAGE

In accordance with Annex V of the International Convention for the Prevention of Pollution From Ships, 1973, known as Annex V of MARPOL (Marine Pollution) 73/78 Port Reception Facilities On board Vessel for Ships Garbage and separation on board vessel of various wastes are required. Garbage is defined as all kinds of food, cargo and

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maintenance waste, ashes or clinkers, and domestic waste generated in living spaces and liable to be disposed of at regular or periodic intervals. Garbage does not include fresh fish, fish parts, dishwater and gray water. To enhance the movement of ships and commerce through Hillsborough County Port District facilities individual terminal operators of either Port Tampa Bay public facilities or private facilities within the Hillsborough County Port District shall be responsible for filing applications with the U.S. Coast Guard for a Certificate of Adequacy (COA) for garbage reception facilities. Terminal operators are responsible for providing, upon request, the requirements contained in 33 CFR Parts 151, 158. All berth applicants for Port Tampa Bay owned berths shall provide to the controlling terminal operator 24-hour notice of vessels' intent to discharge garbage at any Port Tampa Bay berth and it is the responsibility of the terminal operator or its designated contractor to provide reception facilities for food, plant, meat and other potentially infectious waste, when required by the vessel in accordance with the aforementioned requirements and those set forth in 7 CFR 330 and 9 CFR 94. Regulated food waste must be handled at a facility approved by the U.S. Department of Agriculture Animal and Plant Health Inspection Service (APHIS). Terminal operators or their designated contractor shall provide the necessary reception facilities when requested to do so for other than APHIS related garbage from any commercial, full service solid waste company. The following list of companies is not a preferential recommendation on the part of Port Tampa Bay, but merely to indicate those companies certified by APHIS to provide the service as outlined above. Qualified contractors are subject to the applicable regulations for the collection and disposal of ship's waste (33 CFR Parts 151, 155, and 158, 46 CFR Part 25).

Cliff Berry, Inc.	813-626-6533
Diversified Environmental Services Inc.	813-248-3256
EQ Florida, Inc.	813-623-5302
Florida Ship Supply	813-248-1175
Republic Waste Services, Inc.	813-961-3534
Universal Environmental Solutions	813-478-3204
Waste Services of Florida, Inc.	813-248-3802

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