

UNITED NEW YORK SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION  
AND  
UNITED NEW JERSEY SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION

January 19, 2017

TO: All Shipping Agents and Interested Parties

SUBJECT: Anchorage and Channel Entry / Departure Guidelines

We regret having to inform you of extensive shoaling in Ward Point Bend West Reach at the southern end of the Arthur Kill recently made known that now requires draft restrictions be imposed on vessels transiting to/from all terminals on the Arthur Kill. This shoaling has reduced the controlling depth by 2 ft.; from 35 ft. MLLW to 33 ft. MLLW. We have appealed to the Army Corps of Engineers to immediately conduct maintenance dredging to relieve this situation.

We have revised our entry and departure guidelines to reflect this reduction.

Attached please find the Sandy Hook Pilots' most up-to-date transit Guidelines for:

1. Entry and departure to/from the Federal Anchorages in the Upper Bay and Gravesend Bay (*no change from previous guidelines*)
2. Starting in to Sandy Hook Channel transiting to terminals on the Arthur Kill (*updated to reflect reduction in controlling depths in Ward Point Bend West Reach*).
3. Sailing from terminals on the Arthur Kill to Sea via Arthur Kill (*updated to reflect reduction in controlling depths in Ward Point Bend West Reach*).

Please ensure you consult these guidelines when setting up ship arrivals and departures.

Also, attached for your information is the most recent Advisory issued by the Navigational Capabilities Standing Working Group (AKA: Deep Draft Working Group) of the Harbor Ops Committee. It has been updated to reflect an increase in draft for Port Jersey Channel into Global Terminal Bayonne.

Please direct any questions to our Chief, Dispatch Operations, Ms. Laura Taaffe at 718-448-3900 Ext 213, preferably during normal business hours, or to me at Ext 214.

Very truly yours,



JOHN H "Jack" OLTHUIS  
Executive Director

Cc: USCG VTSNY

# Sandy Hook Pilots Anchorage Guidelines

These are General Guidelines only – draft, shipboard conditions and maneuvering characteristics, weather conditions (including visibility), and tidal conditions will be taken into consideration by the assigned pilot prior to anchorage arrival or departure. Due consideration of Under Keel Clearance Recommendations (3' sea channels and 2' inner harbor channels) should also be given. Ambrose Channel has been deepened to a project depth of 53'. Using normal tidal and weather conditions, and complying with the recommendations posted in the USCG VTS User's Manual, the following guidelines should be used:

## **Stapleton Anchorage – Federal Anchorages 23A, 23B, 24**

As per 33 CFR 110.155, vessels drawing 40 feet or greater (*arriving from sea*) must anchor in this anchorage within 5 hours after ebb current begins at the Verrazano Narrows.

South to north, there are 5 anchorage positions in Stapleton Anchorage.

Draft and length limitations for these positions are as follows:

Position 1:	50'+	1000' length maximum (under normal circumstances)
Position 2:	48'	no length limit
Position 3:	45'	670' and greater.
Position 4:	40'	less than 670'
Position 5:	38'	less than 670'

To comply with CFR33 110.155 regulations, the following **START-IN GUIDELINES** (normal conditions) for deep draft ships bound for Stapleton Anchorage from Ambrose are in effect:

### **DRAFT and/or Length**

40' up to 50'6" and/or length 800' or more

50'7" up to 51'6"

51'7" up to 52'6"

52'7" up to 53'6"

53'7" up to 54'6"

### **Start In from Ambrose**

HWSH to 4.5 hours after HWSH

HWSH to 3 hours after HWSH

HWSH to 2 hours after HWSH

15 minutes before HWSH to 1 hour after HWSH

45 minutes before HWSH to HWSH

Please Note: Vessels with drafts in excess of 48' are limited to Position 1.

The deepest vessels may start in earlier to take advantage of HW, but could have to delay anchoring awaiting ebb current.

As noted above, existing regulations require certain arriving vessels to anchor on an Ebb Current.

To ensure safety, these guidelines specify that vessels with drafts 40' or more need to enter and depart this anchorage on an opposing current.

*The only exception is for vessels with adequate thrusters and/or tug assistance.*

## **Bay Ridge Flats Anchorage – Federal Anchorages 21 A, 21B, 21C**

21A is primarily for tugs and barges.

Draft limitations for 21B are 34' or less.

Draft limitations for 21C are 45' ... no length limit, but more room required with greater LOA.

Vessels with drafts 40' or more need to enter and depart this anchorage on an opposing current.

*The only exceptions are for vessels with adequate thrusters and/or tug assistance.*

## **Gravesend Bay Anchorage – Federal Anchorage 25**

Draft limitation is 48' ... 1200' length or less ... approximate anchor placement in grid D/E 2

If permitted by USCG VTS to anchor just outside anchorage in channel (special circumstances), up to 54'6" can be accommodated.

Vessels with drafts 40' or more need to enter and depart this anchorage on an opposing current.

*The only exceptions are for vessels with adequate thrusters and/or tug assistance.*

# SANDY HOOK CHANNEL START IN GUIDELINES (Revised 1/17)

***NOTE; DUE TO SHOALING IN WARD POINT BEND WEST REACH WE HAVE BEEN FORCED TO REDUCE THE CONTROLLING DEPTH INTO THE ARTHUR KILL FROM 35 FT. MLLW TO 33 FT MLLW. THE BELOW GUIDELINES REFLECT THIS ADJUSTMENT.***

FROM THE **SCOTLAND BUOY** FOR VESSELS TRANSITING SANDY HOOK CHANNEL AND RARITAN BAY UNDER NORMAL TIDAL AND WEATHER CONDITIONS:

- Vessel Draft up to **37' 06"** ***RESTRICTED***  
Vessels with this draft cannot currently transit into Arthur Kill
- Vessel Draft up to **37'** ***RESTRICTED***  
Vessels with this draft cannot currently transit into Arthur Kill
- Vessel Draft up to **36' 06"** ***RESTRICTED***  
Vessels with this draft cannot currently transit into Arthur Kill
- Vessel Draft up to **36'** ***RESTRICTED***  
Vessels with this draft cannot currently transit into Arthur Kill
- Vessel Draft up to **35' 06"**  
Start in 2 hours before HWSH
- Vessel Draft up to **35'**  
Start in 2 hours before HWSH to 1 hour before HWSH
- Vessel Draft up to **34' 06"**  
Start in 2 hours before HWSH to HWSH
- Vessel Draft up to **34'**  
Start in 2 ½ hours before HWSH to ½ hour after HWSH
- Vessel Draft up to **33' 06"**  
Start in 3 hours before HWSH to 1 hour after HWSH
- Vessel Draft up to **33'**  
Start in 3 ½ hours before HWSH to 1 ½ hours after HWSH
- Vessel Draft up to **32' 06"**  
Start in 4 hours before HWSH to 2 hours after HWSH
- Vessel Draft up to **32'**  
Start in 4 ½ hours before HWSH to 2 ½ hours after HWSH
- Vessel Draft up to **31' 06"**  
Start in 5 hours before HWSH to 3 hours after HWSH
- Vessel Draft up to **31'**  
Start in any stage of the tide

These are general guidelines only. Draft, weather conditions (including visibility), tidal conditions and each ship's characteristics and capabilities should be taken into consideration prior to arrival and start in.

Vessels should comply with the recommended Under Keel Clearance for the port.

# ARTHUR KILL via SANDY HOOK CHANNEL SAILING GUIDELINES

**NOTE; DUE TO SHOALING IN WARD POINT BEND WEST REACH WE HAVE BEEN FORCED TO REDUCE THE CONTROLLING DEPTH EXITING ARTHUR KILL THE SOUTHWAY FROM 35 FT. MLLW TO 33 FT MLLW. THE BELOW GUIDELINES REFLECT THIS ADJUSTMENT.**

FOR **OUTBOUND** DEEP DRAFT VESSELS TRANSITING ARTHUR KILL, RARITAN BAY AND SANDY HOOK CHANNEL UNDER NORMAL TIDAL AND WEATHER CONDITIONS:

Vessel Draft up to <b>35' 6"</b> depart	Buckeye Perth Amboy	2 hours before HWSH** to HWSH**
Vessel Draft up to <b>35</b> feet depart	Bayway*	2 hours before HWSH to 1½ hour before HWSH**
	Carteret*	2 hours before HWSH to ½ hour before HWSH
	Motiva and South*	2 hours before HWSH to HWSH
Vessel Draft up to <b>33</b> feet depart	Bayway	3 hours before HWSH to ½ hour before HWSH
	Carteret	3 hours before HWSH to ½ hour after HWSH
	Motiva and South*	3 hours before HWSH to 1 hour after HWSH
Vessel Draft up to <b>32</b> feet depart	Bayway	3 ½ hours before HWSH to ½ hour after HWSH
	Carteret	3 ½ hours before HWSH to 1 ½ hours after HWSH
	Motiva and South*	3 ½ hours before HWSH to 2 hours after HWSH

\* For Terminals between those listed below- appropriate adjustments should be implemented.

\*\*HWSH - High Water Sandy Hook

These are general guidelines only. Draft, weather conditions (including visibility), tidal conditions and each ship's characteristics and capabilities should be taken into consideration prior to arrival and start in.

Deep draft vessels should comply with the recommended Under Keel Clearance for the port.

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

## NAVIGATIONAL CAPABILITIES STANDING WORKING GROUP JANUARY 15, 2017 ADVISORY

The Navigational Capabilities Standing Working Group (AKA: Deep Draft Working Group) is made up of representatives of all pilot groups servicing deep draft vessels transiting within the Port of New York and New Jersey. This group continually assesses channel conditions based upon official U. S. Army Corps of Engineers Condition Surveys and Controlling Depth Reports (CDRs) and publishes Advisories containing **guidelines** defining what tide and current conditions ships will be accommodated within the various Federal channels of the port. Additionally, the group publishes **guidelines** to which all participating pilots will adhere with regard to tug usage. Readers of this and future ADVISORIES should take note of the recommended underkeel clearance (UKC) of 3 feet in Ambrose Channel and 2 feet in all other 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 WILL 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 underkeel. 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.

**Reminder: Bayonne Bridge Air Gap requirements as per the USCG remain unchanged.**

### **Guidelines as of January 15, 2017**

#### **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 41 Feet	Anytime
Greater than 41 Feet up to and including 47 Feet	Between 1 & 2 hours <b>AFTER Low</b> or <b>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 <b>High</b> Water Battery. <b><u>Maximum draft to Port Jersey is 49' 00"</u></b>
<b><u>Additional Notes and Restrictions:</u></b> No bunker barges shall be alongside moored cruise ships on arrivals or departures. Departures with draft $\geq$ 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) tug boats and SLACK WATER will be required.	

#### **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.

**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.

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

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

*ULCVs are defined as any container vessel with a LOA of 997 feet or greater or any length vessel 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. 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. (Visibility restrictions or other impediment) The docking pilot and the Sandy Hook Pilot will communicate as necessary.
2. 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.
3. 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).
4. No two ULCVs should meet between Bergen Point and Constable Hook. Inbound vessels will normally have preference over Outbound vessels; air draft permitting.
5. ULCVs should not transit Bergen Point in visibility of less than 1 ½ miles.
6. ULCVs should not transit Bergen Point in wind 30 knots or greater.