

U.S. Department of
Homeland Security

United States
Coast Guard



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MARITIME SAFETY AND SECURITY BULLETIN 07-16

July 11, 2016

**UNDER KEEL CLEARANCE RECOMMENDATIONS FOR PUERTO RICO
AND THE U. S. VIRGIN ISLANDS**

Effectively immediately, the Under Keel Clearance recommendations for all ports in North Puerto Rico and the U.S. Virgin Islands are as follows:

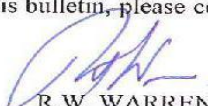
- 2 feet for single hull tank vessels carrying oil or other hazardous material products.
- 1 foot for double hull or double bottom tank vessels carrying oil or other hazardous material materials.
- 1 foot for all other vessels.

For South Puerto Rico only, the Under Keel Clearance recommendations are as follows:

- 10 % of the vessel draft.

It is the responsibility of the vessel's Master and servicing pilots to know the depths of the areas in which they operate. This Marine Safety Information Bulletin supersedes all other previous U.S. Coast Guard Captain of the Port policies.

For additional information regarding this bulletin, please contact Sector San Juan Prevention Department at 787-729-2376.


R.W. WARREN
Captain, U.S. Coast Guard
Captain of the Port San Juan

10 MAY 2023 REVISION

In order to protect the safety of the environment, to ensure the uninterrupted flow of commerce, and to preserve the economic return on the citizens' investment in the infrastructure of San Juan Bay Harbor, the following requirements shall apply.

VESSEL REQUIRING PILOT

Pilotage is compulsory for all foreign vessels and US vessels under registry when entering or leaving the harbors of PR.
All vessels that enter or leave the ports of Puerto Rico or travel in the navigable waters of the bays, rivers, or any other navigable body of water of Puerto Rico are subject to <u>compulsory pilotage services in the ports of Puerto Rico.</u>
Vessels require pilots - vessels with 7ft or more of draft including Tugboats and Yachts or when it is requested by any vessel.
Vessels exempt from pilotage services: <ul style="list-style-type: none"> • Vessel exempted from pilotage by the law of the US (US flag vessel on Coastwise trade that have an onboard officer with a federal endorsement to sail in the Port of San Juan) • Single hulled vessel with a draft less than 7ft • Any vessel when it is moved inside a drydock or from drydock to adjacent pier • Any vessel moved to an adjacent dock or continuous dock by means of its lines as long as the move is less than the length of the vessel

US COAST PILOT #5, chapter 13-(39); 46 CFR 15.1001; 46CFR15.812(a)(1)(3); Law 226, article 19, 20; Regulation 6384 Rule 51, 52; Regulation 6384, rule 51, 52

Arrival and Departure Notification

<ul style="list-style-type: none"> • For arrival or departure notification the agent needs to fill out and send the SJPB notification form via email (no other form or method will be accepted) • Agent needs to report an arrival 24 hours in advance • Agent needs to report a departure 2 hours in advance • The Pilot will be available in ample time prior to the scheduled departure, as ordered by the vessel's agent, in order to perform a proper Master/Pilot exchange before departure from the berth. • Agent needs to notify if vessel will be delayed more than 30 minutes with 2 hours in advance • Every vessel that is delayed without prior notice will be assigned a later turn depending on traffic. Consideration of scheduled traffic is to be taken • Cancellations: less than 2 hours prior to service. A cancellation charge will be applied • Waiting time (delay): A waiting time (delay) will be charged if it exceeds 30 minutes and then another waiting time (delay) if the vessel exceeds one hour after 30 minutes.
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Regulation 7214, rule 16, 17 &; Regulation 7187, section 3B

Boarding Position

Position	Lat / Long
3 nm North Entrance	18° 31.4' N x 066 07.8'W

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Boarding Arrangement

- Contact Pilot Station on VHF Channel 14 for the Position/Height of the ladder (1 or 2 meters above the water, depending on Pilot Boat used) Allow no slack in the ladder on the deck.
- **Vessel speed should be 8 to 10 knots** unless otherwise directed by the pilot.
- Head the vessel so that the pilot may embark or disembark on the lee side.
- Rig the pilot ladder with spreaders in accordance with SOLAS Regulations.
- The ladder must be in good repair. A sturdy and clean pilot ladder is appreciated by your pilot.
- No boat rope or man ropes are required.
- No line or un-moused sister hooks shall be attached to the foot of the ladder.
- At night, provide a brilliant light shining forward, and so as not to shine into the pilot boat operator's eyes, to illuminate the ladder.
- Attend the ladder with an officer equipped with a radiotelephone to communicate with the ship's bridge. Provide an escort to and from the bridge.
- Have a ring buoy, and at night a float light, ready to toss overboard immediately in case the pilot falls.

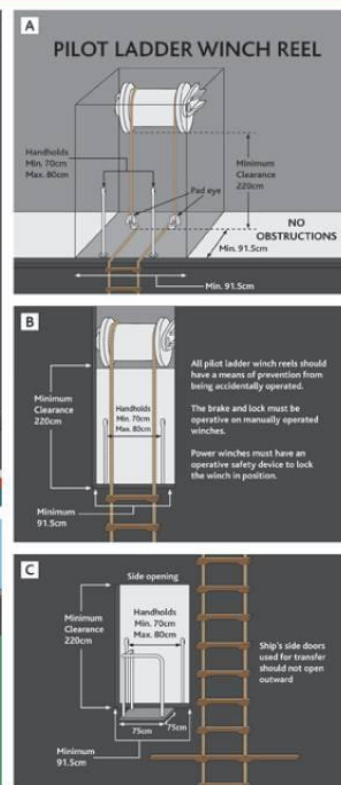
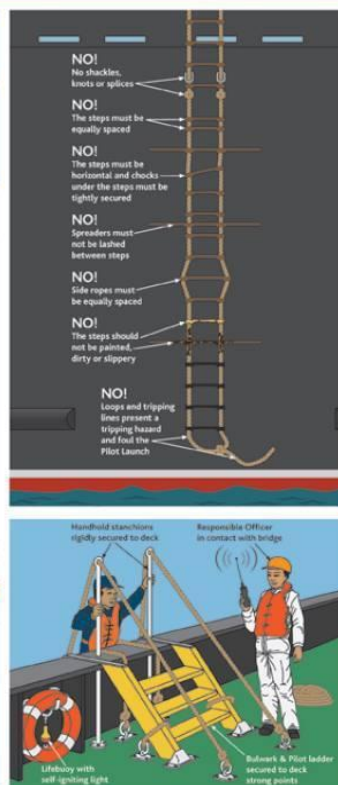
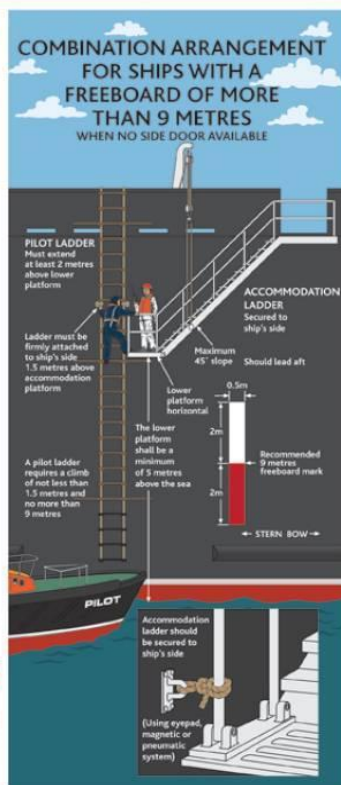
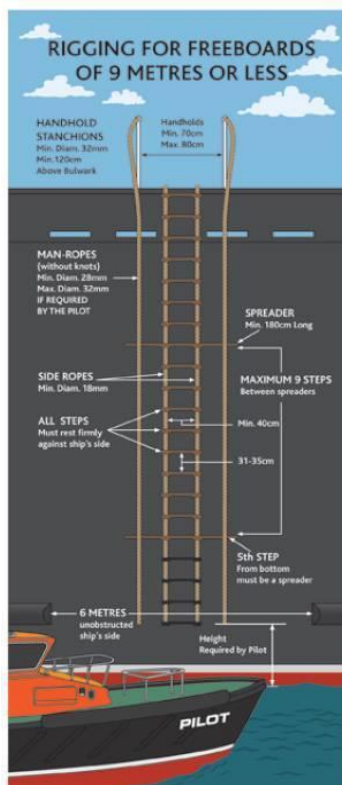
REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>



10 MAY 2023 REVISION

Underkeel Clearance

- The Under Keel Clearance recommendations for all ports in North Puerto Rico and the U.S. Virgin Islands area as follows:
 - 2 feet for single hull tank vessels carrying oil or other hazardous material products.
 - 1 foot for double hull or double bottom tank vessels carrying oil or other hazardous materials.
 - 1 foot for all other vessels

MSIB 07-16 (July 11 2016)

Maximum Draft in Channels

Name of Channel	Maximum vessels draft Tankships & Tank barge	Maximum vessel draft for all other vessels
Bar Channel	38 (11.6m)	39 (11.9m)
Anegado Channel	38 (11.6m)	39 (11.9m)
San Antonio Approach Channel	33 (10.0m)	34 (10.4m)
San Antonio Channel	32 (9.9m)	33 (10.0m)
Graving Dock Channel	34 (10.4m)	35 (10.7m)
Army Terminal Channel	38 (11.6m)	39 (11.9m)
Puerto Nuevo Channel	37 (11.3m)	38 (11.6m)

This information incorporates the Captain of the Port under keel clearance of 2 ft for single hull tank vessels and 1 foot for all other vessels (MSIB 03-02; MSIB 07-16)

Army Terminal Channel

- The Maximum beam for vessel transit is 34.4m (113ft). Any beam that exceeds this will be treated as a special circumstance. Additional safety measures may be put in place including the use of multiple pilots, daylight passage, tidal, and/or weather restrictions.
- This is determined by using the PIANC Policies for the approach channel.

Puma Energy San Juan Bulk terminal navigational restrictions 4.2

Tankers

Tank Vessel Transits Restricted	0300-0430 1500-1630	Due to circadian rhythm lows, no tank vessel whether inbound, outbound, or shifting in any condition (loaded or ballast) shall transit in San Juan Bay during these time periods.
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Cruise Ships

Arriving Cruise Ships	0345-0530	The harbor entrance must be maintained free and clear of all other vessels until the last cruise ship enters the harbor.
		Cargo vessels departing must be ready to sail, <i>in all respects</i> , by 0230. If not ready to sail, the vessel will need to wait until the last cruise ships have safely entered the harbor.
		Arriving Cargo vessels must enter no later than 0330. If not, it will have to wait until the last cruise ships enter the harbor.
Arrival In-Transit Cruise Ships	Anytime	For an arriving Cruise Ship, 45 minutes of buffer is to be given between other vessels to ensure that the channel will be clear.
		Any vessel not able to clear the entrance within said 45-minute leeway period will not be allowed to transit the entrance channel until the Cruise Ship has cleared the channel.
Departing Cruise Ships	Anytime	Departing cruise ships have priority of movement provided that the scheduled departure time is adhered to. A cruise ship that wishes to depart earlier than the scheduled departure time (due to all aboard etc.) will be considered depending on pilot availability and the impact on other scheduled traffic. A cruise ship that is not ready to depart per the scheduled time may be rescheduled.
Order of Arrival – Docking at the same time		<ol style="list-style-type: none"> 1. Frontier Pier 2. Pan American Dock – East 3. Pan American Dock – West 4. Pier 4 – East 5. Pier 4 - West 6. Pier 3 – East 7. Pier 3 – West 8. Pier 1 – East 9. Pier 1 – West
Order of Dep. at the same time		The above order in reverse

Rule 31 and Rule 32 of regulation 7214 “Policies of transit in Puerto Rican Ports” and Commission letter of January 28, 2003, and October 28, 2005

Gantry Cranes

- All vessels moored at Puerto Nuevo Channel need to maintain the navigable channel clear of ship cranes. Gantry cranes booms are to be kept in the up position while not working cargo.
- Gantry Cranes are not to be moved while the vessels are approaching the berth, in the process of mooring/casting off to make the mooring operation safer for the vessel, the line handlers and particularly the cranes operators

Regulation 7214 Rule 29

VHF Radio Watch

- A Constant Radio Watch on Channel 14 is required on all vessels moored in San Juan Harbor. Especially in Puerto Nuevo Channel to allow vessels transiting the Channel to request the movement of ships cranes to be swung in for safe passage.

Mediterranean Moored

- If a Mediterranean Moored vessel is blocking a navigable channel and a vessel needs to navigate through the channel, the Mediterranean Moored vessel will need to move alongside the berth until the channel is clear of all traffic.

Regulation 7214 rule 28

Change of Berth

- At no time can the agent change a berth without permission from the Port Authority. Pilots can dock at another vessel in case of Emergency or safety issue as long as they notify Port Control.

Regulation 7214 rule 54, 55

Berth Conditions

- Each berth owner/operator shall install and maintain a proper fendering system according to the size and type of vessel that will call at each berth. If the facility employs the use of temporary fenders, such as Yokohama fenders, they shall be secured as per manufacturer's specifications.
- Each berth owner/operator shall install and maintain a proper lighting system according to the size and type of vessel that will call at each berth.
- Each berth owner/operator shall install and maintain a proper mooring point system according to the size and type of vessel that will call at each berth.
- Any deviation from this policy will be treated as a special circumstance. Additional restrictions may be put in place including the use of multiple pilots, daylight passage, tidal, and/or weather restrictions.

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Tug Standards

- Ships and the waters in which they operate represent a dynamic, ever-changing environment. Firm Policies addressing every possible scenario are not possible. The individual pilot on board is best situated to evaluate the specific docking and/or undocking evolution contemplated by the vessel and the prevailing weather, current, and traffic situation affecting the vessel. These Policies are recommendations only. It is recognized that the on-scene discretion of the pilot and master should not be hindered. The following Policies regarding tug assistance for docking and undocking are in no way intended to limit, hinder, or override the on-scene discretion of the pilot. There will be situations where actions that conflict with these recommendations may be necessary to address specific situations or special circumstances that confront a specific vessel. Further, it is recognized that the vessel, tug design, and terminal configuration may change, requiring a departure from the current tug assistance for docking and undocking Policies.
- Vessels recognized as having superior handling characteristics may be exempted from certain requirements or restrictions at the individual pilot's discretion. Conversely, new classes of vessels, those deemed to have below average handling characteristics, those with nonfunctioning equipment, or those operating in any condition where the pilot requires additional safety margin may have additional requirements/restrictions imposed at the individual pilot's discretion.

A. Car Carrier/Roll on & Roll off

Vessel Type	Length	Thruster	Docking	Undocking	Total tugs HP
Car Carriers (MSIB 12-01)	Less than 450'	none	2	2	3,600 hp
	Less than 450'	Bow or stern	1	1	1,800 hp
	450'-650'	none	2	2	6,000 hp
	450'-650'	Bow or stern	2	2**	6,000 hp
	650' +	none	3*	2	7,800 hp
	650' +	Bow or stern	2	2	6,000 hp
*If car carrier design prohibits the use of 3 tugs, 2 tugs of combine HP of 7,800 are required					
**If the Master and Pilot agree during docking that, due to thruster capabilities and any other condition, it is safe to undock with 1 tug. Minimum HP is 3,000 hp					

MSIB 12-01

B. Tankers

Tankers	500'-700'	N/A	2	2	1 ASD/tractor and 1 conventional
	701'-750'	N/A	2	2	2 ASD/tractor
	751' +	N/A	3	3	2 ASD/tractor and 1 conventional
	Minimum Bollard Pull for all tugs 40 tons				

All other vessels/Berths

<ul style="list-style-type: none"> All ships exceeding 450 feet in length require at least 1 tug for arrival and departure. If the bow thruster is less than 600 hp or is not 100% operational 2 tugs are required. If vessel does not have a bow thruster, then 2 tugs are required for arrival and departure
<ul style="list-style-type: none"> All ships exceeding 700 feet in length require at least 2 tugs, 1 must be an ASD/tractor tug (minimum 40-ton Bollard Pull per tug) for arrival and departure
<ul style="list-style-type: none"> All ships that exceed 10.0M static draft require at least 2 tugs, 1 must be an ASD/tractor tug (minimum 40-ton Bollard Pull per tug)
<ul style="list-style-type: none"> Vessels Docking at COD E with a Vessel at NFE Berth: <ul style="list-style-type: none"> Vessel more than 22m beam, docking and undocking, 2 ASD/tractor tugs (minimum 40-ton Bollard Pull per tug), 2 pilots Vessel less than 22m beam, docking and undocking, 2 ASD/tractor tugs (minimum 40-ton Bollard Pull per tug), 1 pilot NO maneuvers will be performed with winds exceeding 25kts NO vessel movement (IN/OUT) from COD E until the lightering vessel departs from NFE Daylight restricted
<ul style="list-style-type: none"> Vessels Docking at New Fortress Terminal <ul style="list-style-type: none"> LNG Vessels docking and undocking, 2 ASD/tractor tugs (minimum 40-ton Bollard Pull per tug), 1 pilot. 24 hours/day. Ship to ship docking and undocking, 2 ASD/tractor tugs (minimum 40-ton Bollard Pull per tug), 2 pilots. Daylight restricted.
<ul style="list-style-type: none"> Vessels Transiting in the vicinity of New Fortress Energy LNG Terminal during lightering operations <ul style="list-style-type: none"> An ASD/tractor tug on standby when a vessel larger than 450' (137m) is transiting the Army terminal turning basin.
<ul style="list-style-type: none"> Crowley Berth <ul style="list-style-type: none"> All ships exceeding 700 feet in length require at least 2 tugs, 1 must be an ASD/tractor tug (minimum 40-ton Bollard Pull per tug) for arrival.

- All ships exceeding 700 feet in length with a fully operational bow thruster require at least 1 ASD/tractor tug (minimum 40-ton Bollard Pull) for departure.

Assignment of Escort Tugs

Escort tug - Bollard Pull Rating is measured in metric tons (MT) and is the minimum for that vessel parameter. Every assigned tug must have a formal “Escort” notation issued from its Classification Society and be tethered on the stern. Additional escort requirements may be imposed on any ship on a case-by-case basis.

Any vessel that is required to have an escort tug, will be assigned an escort tug according to the following table:

Ship Size	Draft	DWT	Tug Bollard Pull
550-750	>39-0	65k-80k	40 MT
751-850	>39-0	80k-100k	60 MT
851-1,000	>39-0	100k+	70 MT

Berth Information (provided by berth operator)

Berth	Certified Depth – ft (m)	Length - ft (m)	Dock Heading	Remarks / Restrictions
1 E		950 (290)	345°/165°	APPR condemned 11/29/2022
1W		950 (290)	345°/165°	APPR condemned 11/29/2022
3E		1102 (336)	352°/172°	
3W		1102 (336)	358°/178°	
4E		1146 (350)	353°/173°	
4W		1146 (350)	354°/174°	
8		550 (168)	031°/211°	
8 S		390 (119)	108°/288°	

9		600 (183)	031°/211°	
9S		300 (91)	120°/300°	
10		600 (183)	031°/211°	
11		600 (183)	090°/270°	Condemned COTP6398783
12		250 (76)	090°/270°	Condemned COTP6398783
13		450 (137)	090°/270°	Condemned COTP6398783
14		446 (136)	090°/270°	Condemned COTP6398783
14 extension		415 (137)	090°/270°	The vessel and its mooring lines must be secured within the maximum dimensions of berth 14x (415 feet) See attached COTP6398783 and USCG email
Navy Frontier		900 (274)	103°/283°	As per Port Authority not usable
Pan American E		1200 (366)	277°/097°	
Pan American W		1100 (335)	277°/097°	
Isla Grande Concrete		800 (244)	101°/281°	Max draft 30'
Tender pier		1000 (305)	031°/211°	•Only vessels using the berthing area that does not include the “finger pier” (including mooring). Finger pier is currently in disuse. •The berthing area is 485'. Mooring lines need to stay inside the 485' pier.
Outfitting pier 15		1000 (305)	033°/213°	
16		525 (160)	123°/303°	
Pan American Grain		600 (183)		• Pending draft certification, 30' max draft with 10' diameter Yokohama fenders properly secured as per manufacturer's specifications. • Daylight only

				<ul style="list-style-type: none"> •Two tugs for docking, undocking and shiftings •Yokohama fenders on all resting points(piles/dolphins) •Two pilots for all maneuvers
Molinos				<ul style="list-style-type: none"> • Pending draft certification, 25' max draft with 10' diameter Yokohama fenders properly secured as per manufacturer's specifications. • Daylight only •Two tugs for docking, undocking and shiftings •Yokohama fenders on all resting points(piles/dolphins) •Two pilots for all maneuvers
Nutrimix				
Puma	38 (11.58)	800 (244)	180°/000°	<ul style="list-style-type: none"> •Max beam 105' •Max length 236m
Army Terminal		600 (183)	195°/015°	Dock condemned Only trailer bridge barge on east side
Cataño oil dock E	38' (11.6)	600 (183)	195°/015°	<ul style="list-style-type: none"> •Max LOA 534' at 38' draft •Max LOA of 607' draft fwd less than 9.5m <p><u>Vessel at NFE Berth</u></p> <ul style="list-style-type: none"> •Max Beam (32.2m) 106' <p>•<u>Vessel more than 22m beam</u> 2 pilots Daylight Only PPU (Portable Pilot Unit) docking and undocking 2 ASD/tractor tugs Wind – pilot discretion</p> <p>•<u>Vessel less than 22m beam</u> 2 ASD/tractor tugs docking/undocking 1 pilot •LNG vessel can dock at NFE energy including side by side (lightering) after the COD E vessel is safely moored •NO vessel movement (IN/OUT) at COD E until the lightering vessel departs from NFE</p>
Cataño oil dock W	38 (11.6)	600 (183)	195°/015°	<ul style="list-style-type: none"> •No docking/undocking if barge in Army Terminal East
Puerto Nuevo A (NFE)		600 (183)	058°, 238°	<ul style="list-style-type: none"> • LNG Vessels docking and undocking 2 ASD/tractor tugs, 1 pilot <p>•<u>Ship to ship docking</u></p> <ul style="list-style-type: none"> •Two pilots for all maneuvers
Puerto Nuevo B (NFE)		600 (183)	058°, 238°	

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				2 ASD/tractor tugs • Daylight only • Side by Side vessels (lightering) An ASD/tractor tug on standby when a vessel larger than 450' (137m) is transiting Army terminal turning basin.
Puerto Nuevo C		600 (183)	058°, 238°	• No vessel over 184m (603') will dock at Charlie when there are two vessels docked side by side at NFE terminal and the lightering vessel is more than 508' • vessels over 184m can dock at Charlie before two vessels are docked side by side at NFE. The vessel will have to wait to depart until the vessel lightering has departed
Puerto Nuevo D		600 (183)	058°, 238°	
Puerto Nuevo E		600 (183)	058°, 238°	
Puerto Nuevo F		600 (183)	058°, 238°	
Puerto Nuevo G		600 (183)	058°, 238°	
Puerto Nuevo H		600 (183)	058°, 238°	
Puerto Nuevo J		600 (183)	058°, 238°	
Puerto Nuevo K		600 (183)	058°, 238°	
Puerto Nuevo L		600 (183)	058°, 238°	
Puerto Nuevo M		600 (183)	058°, 238°	
Puerto Nuevo N		600 (183)	058°, 238°	
Puerto Nuevo O		600 (183)	058°, 238°	
Crowley Pier				

Anchorage

Anchorage Areas	Certified depth – ft (m)	Remarks / Restrictions
Anchorage E	34 (10.4)	Vessels shall remain within anchorage limits. If a vessel cannot maintain position inside the anchorage, a standby tug must be used. Max allowed time 24 hours
Anchorage F	25 (7.6)	250' (76m) max size

Commission letter June 29,2005; San Juan Bay Pilots letter June 24, 2005; MSIB 03-02; 33 CFR 110.74c, 110.240

Notification Requirements and Policies Regarding Vessel Safety

The Master of the vessel, the person directing the vessel's movement, the vessel's agent, and/or the United States Coast Guard shall, at the time Pilot assistance is requested, notify the Pilot Dispatch office of any vessel or equipment malfunction, limitation or condition which could possibly affect the safe navigation of the vessel in San Juan Bay. Such conditions requiring notice include, but are not limited to:

- Equipment covered by 33 CFR 164.53 such as: radars, radios, gyro, echo sounding equipment and steering gear. AIS and ECDIS (if equipped) must be fully functional.
- Any other equipment, crew, or vessel conditions (such as inoperative windshield wipers or clear view screens) that could have an effect on the handling or navigation of the vessel.
- Any recent maintenance or repairs conducted while in port that might impact engine performance or vessel maneuverability.
- Fuel or other issues that may impact the responsiveness and operating condition of the ship's engines.

NONE of the above absolve the vessel crew and/or vessel Master of their duty to engage in a proper Master-Pilot Exchange and provide the required information to the Pilot

OBSTRUCTIONS OF VISIBILITY

- Due to the restrictive nature of the San Juan Harbor Channels, all vessels must afford proper visibility from the bridge in accordance with 33 CFR 164.15.
- If, because of vessel design, trim, or obstructive deck cargo, a vessel cannot offer the Pilot satisfactory visibility in accordance with 33 CFR 164.15 then, at the discretion of the Pilot or the San Juan Bay Pilots Safety Committee, multiple Pilots and/or daylight restrictions may be imposed.

PROPELLER IMMERSION

- All vessels must have their propeller fully immersed in the water at all times during transit.

PILOT PLUG

- All vessels requesting Pilotage are required to provide an operational AIS Pilot plug, including heading, in accordance with USCG and IMO regulations.

ENGINE REVOLUTIONS

- The maneuvering revolutions and resultant speeds established for a vessel by her builders and designers must be posted and made available to the Pilot upon boarding. All vessels maneuvering in San Juan Bay must be capable of attaining the maneuvering RPMs as posted in the vessel's wheelhouse and/or Pilot Card in a timely manner.
- All vessels must be able to alter engine speed and direction promptly considering vessels of similar class and engine type. Vessels must be able to answer all engine and helm commands at all times while underway. Any load limiting or automatic acceleration limiting devices or software that would limit the speed of response to engine orders must be capable of being overridden immediately by the Master or Mate on watch from the bridge in case of an emergency.
- Any vessel without the capacity to attain its posted RPMs in a timely manner will, at the discretion of the Pilot, or the San Juan Bay Pilots Safety Committee, may be restricted to daylight transit and/or additional Pilotage or tug requirements.

VESSEL GROUNDING

- If a ship grounds in the confines of the federal channel or responds abnormally due to shoaling, soundings should be taken to ascertain the depth of water in the suspect area. The soundings should be taken within 24 hours. If the Corps of Engineers is unable to perform this task, then an independent source should be employed. If there is shoaling, the draft of vessels transiting this area shall be limited as per Pilot's recommendation.
- If a ship grounds within a berth approach to any dock facility, whether Port Authority or Private Terminal, or responds abnormally due to shoaling, soundings should be taken to ascertain the depth of water in the suspect area. The soundings should be taken within 24 hours. An independent third-party source or surveyor should be employed. If there is shoaling, the draft of vessels transiting this area shall be limited as per Pilot's recommendation.
- Timely and accurate soundings of suspect areas are necessary for the Pilots to assess the situation and give advance notice to users of the San Juan Bay in the event there will be a draft restriction imposed.

DEAD SHIPS

- Notification of dead ship tows should be made to the San Juan Bay Pilots at least 48 hours in advance. If deemed necessary by the Executive Committee, a pre-transit meeting shall be held at least 24 hours prior to a dead ship movement. The pre-transit meeting shall include representatives from Coast Guard, dead ship company, tow company, and San Juan Bay Pilots. In addition to all other applicable Policies for dead ships, the towing company shall notify the San Juan Bay Pilots of the number and type of tugs scheduled for that movement.
- Dead ships shall not be allowed to transit in less than three miles visibility over the entire route, with due consideration given to volume of traffic and severe weather. Dead ships shall not be navigated at night in San Juan Bay.
- Other ships or offshore tugs and barges shall not overtake dead ships.
- Any dead ship 400 ft. long or longer must have multiple Pilots. The total number of Pilots will be determined by the Pilot on watch or the San Juan Bay Pilots Safety Committee regardless of the duration of the transit.

NAVIGATION AIDS

- The Official Navigation Aids used by a Pilot are those navigational aids placed and maintained by the Coast Guard, and in some cases privately owned and maintained aids to navigation in the process of being transitioned to Coast Guard ownership.
- To maintain unrestricted traffic at night, all range lights established by the US Coast Guard must be functioning properly. If any one of these navigational aids becomes inoperable, traffic may be stopped or restricted, at the discretion of the San Juan Bay Pilots.
- If there are inoperative navigational aids at any point in San Juan Bay, traffic may be restricted by draft, vessel size, and daylight only at the sole discretion of the San Juan Bay Pilots.
- Temporary lighted buoys may be acceptable.

GENERAL CONDITIONS

- In following and construing these Policies, due regard shall be had to all dangers of navigation. Recognition is hereby given to the responsibility of the individual Pilot to exercise his/her best judgment as to any special circumstance which may render a departure from the Policies contained herein necessary in order to avoid immediate danger.
- Nothing in these Policies obligates an individual Pilot to move a vessel when, in that Pilot's opinion, it is unsafe to do so. These Policies are made in the interest of safety. They are not intended to limit or supersede the on-scene discretion of an individual Pilot or ship's Master as they navigate vessels in San Juan Bay. The Pilot and Master on the vessel are best situated to evaluate the specific situation confronting a Vessel and determine a proper course of action.
- Situations may arise in which actions that depart from or conflict with these Policies may be necessary to address special circumstances or avoid immediate danger. The Pilot, with approval of the ship's Master, may determine if a variance from the Policies is appropriate.
- Every foreign Vessel and every American Vessel engaged in foreign trade, including Dead Ships, when underway in San Juan Bay shall employ a San Juan Bay Pilot holding a valid commission or appointment as a Branch or Deputy Pilot.