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Nueces County  
Kara Sands  
Nueces County Clerk

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Public Notice

PUBLIC NOTICES

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STATE OF TEXAS

Nueces County

I hereby certify that this Instrument was filed in the File Number sequence on the date/time printed hereon, and was duly recorded in the Official Records of Nueces County, Texas

Kara Sands  
Nueces County Clerk  
Nueces County, TX

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BOARD OF PILOT COMMISSIONERS OF THE PORT OF CORPUS CHRISTI

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AUG 06 2020

**BOARD OF PILOT COMMISSIONERS  
OF THE PORT OF CORPUS CHRISTI AUTHORITY  
NOTICE OF PROPOSED RULE CHANGE**

KARA SANDS  
CLERK OF THE COUNTY COURT  
NUECES COUNTY, TEXAS

Pursuant to Section 70.021 of the Texas Transportation Code, you are hereby notified that the Board of Pilot Commissioners for the Port of Corpus Christi Authority ("Pilot Board") may adopt the following rule changes at a public meeting to be held on Tuesday, August 18, 2020, at 8:30 a.m., at the Congressman Solomon P. Ortiz International Center, 402 Harbor Drive, Corpus Christi, Texas:

**II      LIMITATIONS AND RESTRICTIONS**

***Draft Restrictions***

The Maximum Draft for any Vessel transiting the CCSC will be 45 feet (13.72 meters), and with a positive tide reading.

***Combined Beam Restrictions***

The following Combined Beam Restrictions will apply to all Vessels:

- Within Cut A, the permissible combined beam for passing Vessels is 265 feet (80.77 meters).
- Within Cut B, the permissible combined beam for passing Vessels is 215 feet (65.53 meters).
- Within the Inner Harbor, at the location of the ADM and Citgo Docks, the permissible combined beam for passing Vessels (including combined beam of Vessels berthed at ADM and Citgo Docks) is 357 feet (108.81 meters).

***Daylight Only Passage Restrictions***

The following vessels are subject to *Daylight Only Passage Restrictions*:

- All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)
- All Vessels greater than 130,000 Deadweight Tonnage (DWT)
- All Vessels greater than 250 feet (76.20 meters) transiting "Dead Ship"
- All Vessels subject to USCG Letter of Deviation requiring Tug Escort
- All Vessels with greater than 26 feet (7.92 meters) trim, when passing under the Harbor Bridge
- All Category One Tankers

The following applies to all Vessels subject to *Daylight Only Passage Restrictions* as per these Rules:

- Inbound Passages are restricted to Pilot boarding no earlier than ½ hour before Sunrise, and no later than the times detailed below for the various locations.

- Outbound Passages are restricted to Pilot boarding no earlier than Sunrise, and no later than the times detailed below for the various locations.
  - From Viola Basin - 5 ½ hours before Sunset
  - From Tule Basin - 5 hours before Sunset
  - From Chemical Basin - 4 ½ hours before Sunset
  - From Avery Basin - 4 hours before Sunset
  - From Main Basin - 3 ½ hours before Sunset
  - From Ingleside - 2 ½ hours before Sunset

**Suezmax Temporary Exemption – 1-year extension (Effective September 1, 2020)**

Effective September 1, 2019, the Pilot Board adopted a temporary rule change exempting the following vessels (excluding VLCC's) from the Daylight Only Passage Restrictions while transiting Cut A of the Corpus Christi Ship Channel with no cargo onboard in a ballast condition.

- All Vessels greater than 900 feet (274.32meters) Length Over All (LOA)
- All vessels greater than 130,000 Deadweight Tonnage (DWT)

The temporary exemption is contingent upon one-way traffic in Cut A for all ocean-going vessels when transiting at night. The temporary rule change (currently set to expire August 31, 2020) is hereby extended for an additional one (1) year term and will now expire on August 31, 2021. The temporary exemption shall not limit or supersede the on-scene discretion of an individual Pilot or ship's Master as they navigate vessels on the CCSC. On or before the expiration of the temporary exemption period, the Pilots will recommend rules and regulations effecting Suezmax class vessels for Pilot Board consideration.

***One Way Traffic Restrictions***

The following Vessels will be restricted to One Way Traffic within Cut B:

- All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)
- All Vessels greater than 130,000 Deadweight Tonnage (DWT)
- All Vessels greater than 250 feet (76.20 meters) transiting "Dead Ship"

The following Vessels will be restricted to One Way Traffic within both Cut A and Cut B:

- All Category One Tankers when transiting at night

***Two Pilot Requirements***

The following Vessels are required to retain the services of two Pilots for the transit:

- All Vessels greater than 900 feet (274.32 meters) Length Over All (LOA)
- All Vessels greater than 130,000 Deadweight Tonnage (DWT)



- All Vessels greater than 250 feet (76.20 meters) transiting "Dead Ship"
- All Vessels subject to USCG Letter of Deviation requiring Tug Escort
- All Vessels with greater than 26 feet (7.92 meters) trim, when passing under Harbor Bridge
- All Vessels with a beam of greater than 120 feet (36.58 meters), when transiting the Inner Harbor, at the ADM and Citgo Docks, when both docks are occupied
- All Category One and Two Tankers when transiting at night

### ***Additional Requirements***

All Vessels greater than 1,600 Gross Tons shall have available a functional AIS Pilot Plug.

All Aransas – Corpus Christ Pilots shall be provided with a Portable Pilot Unit for use during the transit.

### ***LNGC Temporary Exemption – 6-month extension (Effective August 18, 2020)***

Liquefied Natural Gas Carriers (LNGC) represent a new class of vessels transiting the CCSC. Effective as of August 21, 2018, the Pilot Board adopted a temporary rule change temporarily exempting LNGCs from the requirements of this Section II, including Daylight Only Passage Restrictions. The temporary rule change (currently set to expire August 20, 2020) is hereby extended for an additional six (6) month term and will now expire on February 28, 2021. The temporary exemption shall not limit or supersede the on-scene discretion of an individual Pilot or ship's Master as they navigate vessels on the CCSC. On or before the expiration of the temporary exemption period, the Pilots will recommend rules and regulations effecting LNGC class vessels for Pilot Board consideration.

Note: The proposed revisions are underlined.

If adopted by the Pilot Board, the foregoing proposed rule changes will be incorporated into Section II of the Rules and Regulations Governing Pilots and Pilotage on the Corpus Christi Ship Channel.