

**AN ORDER OF
THE BOARD OF PILOT COMMISSIONERS
FOR THE PORT OF CORPUS CHRISTI AUTHORITY**

WHEREAS, the Board of Pilot Commissioners for the Port of Corpus Christi Authority (“Pilot Board”) adopted the *Rules and Regulations Governing Pilots and Pilotage on the Corpus Christi Ship Channel* (“Pilot Rules”), in accordance with Chapter 70, Texas Transportation Code, effective August 1, 2013; and

WHEREAS, the Pilot Board wishes to amend the Pilot Rules to incorporate revisions necessitated by completion of the Channel Improvement Project; and

WHEREAS, notice of the proposed rule changes has been posted in accordance with the requirements of Section 70.021 of the Texas Transportation Code;

NOW, THEREFORE, BE IT RESOLVED by the Pilot Board that:

Section 1. The Pilot Board hereby amends the Pilot Rules to incorporate revisions necessitated by completion of the Channel Improvement Project.

Section 2. The Pilot Rules, as amended, are attached hereto as Attachment One.

Section 3. The amendments to Pilot Rules shall be effective on November 18, 2025.

IT IS ACCORDINGLY SO ORDERED this 18th day of November 2025.



David P. Engel
Presiding Officer of the Pilot Board

ATTACHMENT ONE

RULES AND REGULATIONS GOVERNING PILOTS AND PILOTAGE ON THE CORPUS CHRISTI SHIP CHANNEL AND THE LA QUINTA SHIP CHANNEL AMENDED EFFECTIVE NOVEMBER 18, 2025

I GENERAL

The Rules and Regulations (“Pilot Rules”) contained herein are adopted by the Board of Pilot Commission for the Port of Corpus Christi Authority to carry out the Port of Corpus Christi Pilots Licensing and Regulatory Act, Chapter 70, Texas Transportation Code.

For purposes of these Pilot Rules, the following definitions apply:

- “Breakwater” means jetties at the mouth of the Inner Harbor in the vicinity of Beacons 85 & 86.
- “Category One Tanker” means a tanker with the following dimensions:
 - o Greater than 748 feet (227.99 meters) Length Over All (LOA), and
 - o Greater than 120 feet (36.58 meters) Beam (Width), and
 - o Greater than 40.9 feet (12.47 meters) Draft.
- “Category Two Tanker” means a tanker with the following dimensions:
 - o Greater than 748 feet (227.99 meters) LOA, and either
 - o Greater than 120 feet (36.58 meters) Beam, or
 - o Greater than 40.9 feet (12.47 meters) Draft.
- “CCSC” means the Corpus Christi Ship Channel.
- “Cut A” means the CCSC from Harbor Island to Beacons 43 & 44.
- “Cut B” means the CCSC from Beacons 43 & 44 to the Breakwater.
- “EPL” means Engine Power Limitation.
- “Inner Harbor” means the CCSC westward of the Breakwater.
- “LQSC” means the La Quinta Ship Channel.
- “Tanker” means any vessel carrying, or designed to carry, liquid cargoes in bulk.
- “Wide Body Vessel” means any vessel with beam 118 feet (35.96 meters) or more.

II LIMITATIONS AND RESTRICTIONS

Draft Restrictions

- The Maximum Draft for any vessel transiting the CCSC is 52 feet (15.85 meters), and with a positive tide reading.
- The Maximum Draft for any vessel transiting the LQSC is 45 feet (13.72 meters) and with a positive tide reading.

Combined Beam Restrictions

The following Combined Beam Restrictions apply to all vessels:

- Within Cut A, the permissible combined beam for passing vessels is 281 feet (85.65 meters) or less.
- Within Cut B, the permissible combined beam for passing vessels is 281 feet (85.65 meters) or less.
- Within the Inner Harbor, at the location of the ADM Grain Elevator (ADM) and CITGO Dock #1 (CD1), the permissible combined beam for passing vessels (including combined beam of vessels berthed at ADM and CD1) is 357 feet (108.81 meters) or less.

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 the Breakwater.
- All Category One Tankers.
- All vessels with excessive visibility obstruction due to vessel design, trim, wind assist devices (sails) or deck cargo.

The following applies to all vessels subject to Daylight Only Passage Restrictions:

- Inbound and outbound passages are restricted to Pilot boarding no earlier than sunrise and no later than the times detailed below for the various locations.
 - Viola Basin 5 ½ hours before sunset
 - Tule Basin 5 hours before sunset
 - Chemical Basin 4 ½ hours before sunset
 - San Patricio Basin 4 hours before sunset
 - Avery Basin 4 hours before sunset
 - La Quinta Basin 3 ½ hours before sunset
 - Main Basin 3 ½ hours before sunset
 - Ingleside 2 ½ hours before sunset

Vessels Exempt from Daylight Only Passage Restrictions

All vessels subject to Daylight Only Passage Restrictions not transiting “Dead Ship” or subject to a USCG Letter of Deviation requiring tug escort are exempt from these Daylight Only Passage Restrictions provided the Master of the vessel and the Pilot(s) dispatched to the vessel agree that the transit is safe to proceed. Any such movement shall be deemed a “Special Service” under the Aransas-Corpus Christi Pilots’ currently published Tariff.

One Way Traffic Restrictions

The following vessels are restricted to One Way Traffic:

- All vessels greater than 250 feet (76.20 meters) transiting “Dead Ship”.
- All Category One Tankers when transiting at night.
- If because of vessel design, trim, wind assist devices (sails), or obstructive deck cargo, the vessel is unable to provide satisfactory visibility in accordance with 33 C.F.R 164.15, then this One Way Traffic restriction will be imposed at the discretion of the Pilot.

Two Pilot Requirements

The following vessels are required to retain the services of two Pilots for all transits:

- 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 the Breakwater.

- All Category One and Category Two Tankers.
- All Wide Body Vessels.
- If because of vessel design, trim, wind assist devices (sails), or obstructive deck cargo, the vessel is unable to provide satisfactory visibility in accordance with 33 C.F.R 164.15, then this two Pilot requirement will be imposed at the discretion of the Pilots.

Additional Requirements

- All vessels greater than 1,600 Gross Tons shall have available a functional AIS Pilot Plug in accordance with 33 C.F.R. 164.46(g).
- All Aransas–Corpus Christ Pilots shall be provided with a Portable Pilot Unit.
- Engine Power Limitation (EPL) and Shaft Limiting Devices – 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 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.

III VARIANCES

Any vessel subject to Daylight Only Passage Restrictions may transit the CCSC or LQSC at night, with two Pilots onboard, subject to the approval of both the Harbormaster and the Aransas–Corpus Christi Pilots.

Vessels may be exempted from One Way Traffic Procedures for all (or part) of the transit of the CCSC or LQSC, subject to the approval of both the Harbormaster and Aransas–Corpus Christi Pilots.

Any vessel exceeding the parameters of these Pilot Rules may be subject to additional restrictions, including additional Pilots, Daylight Only Passage Restrictions, One Way Traffic Procedures, mandatory tug assistance, or be denied entry.

These Pilot Rules are based on normal traffic patterns and typical weather/tidal conditions. Variances from these Pilot Rules may be imposed at times by federal, state, or local authorities because of weather, prevailing channel conditions, or other reasons.

IV DUTIES OF ADDITIONAL PILOTS

This Section IV applies only when a vessel transiting the CCSC or LQSC requires the services of two or more Pilots. The additional Pilot(s) will assist in gaining, maintaining, and assessing situational awareness, problem solving, and decision making throughout the transit. This will enable the conning Pilot to not become overloaded such that

situational awareness can be maintained at all times, allowing the conning Pilot to concentrate on the conduct of the vessel in the waterway.

Only one Pilot will conn the vessel at any given time. It will be communicated to the Bridge Team during the Master Pilot Exchange which Pilot will be conning and which Pilot(s) will be assisting. It will be subsequently communicated to the Bridge Team when the conning Pilot and the additional Pilot(s) exchange duties. The additional Pilot(s) will be engaged throughout the transit and may assist any time needed as outlined below:

- Boarding / Communications with crew:
 - Assist during Master-Pilot Exchange.
 - Evaluation of vessel's navigation equipment.
 - Review Under Keel Clearance (UKC) issues.
 - Arrange traffic meeting situations.
- Transit of waterway:
 - The additional Pilot(s) may be stationed at different locations on the vessel to aid with any visibility/deck obstruction issues.
 - Assess any hazards to the safe navigation of the vessel.
 - Monitor position of vessel in the channel.
- Docking / Undocking:
 - Assist during docking, undocking, close quarter situations, and turning.
 - Positioning of vessel at berth / liaising with dock personnel.
 - Coordinate with line handlers.
- Accident Avoidance and Response:
 - Replace conning Pilot in case of incapacitation.
 - Handle communications with authorities.
 - Coordinate damage control and spill mitigation.
 - Coordinate tug assist.

V WORK-REST REQUIREMENTS FOR PILOTS

A Pilot's work hours may not exceed 13 total hours in any 24-hour period. After a Pilot has completed 13 total hours of work in any 24-hour period, he or she is required to take 10 consecutive hours of rest. A Pilot who works 13 total hours in the preceding 24-hour period will not be dispatched to a vessel until the 10-hour rest period has been satisfied. Regardless of the number of hours worked, in any 24-hour period a Pilot must have at least one consecutive 6-hour uninterrupted rest period. A Pilot has the duty to refuse an assignment if the Pilot deems himself or herself insufficiently rested or unfit.

In the event of an extended channel closure of 12 hours or more in duration, a Pilot's work hours may not exceed 15 total hours in any 24-hour period after the channel is opened. The required rest periods in the previous paragraph still apply.

Work is defined as the time a Pilot is performing his or her duties as a State commissioned and licensed pilot. A Pilot's work hours for a vessel transit of the CCSC or LQSC start with the vessel's first Master-Pilot Exchange ("Start Time"). In other words, all Pilots on board a vessel will have the same Start Time. A Pilot's work hours for a transit of the CCSC or LQSC stop one half hour after the Pilot steps off the vessel or when the Pilot's work hours for his or her next transit begin, if earlier ("Stop Time"). Each Pilot will record his or her Start Time and Stop Time for each transit and will report these times to the Aransas-Corpus Christi Pilots dispatcher as soon as practicable following a transit. The dispatcher will log these times into a master logbook for all Pilots. The logbook may be in paper or electronic form, and it shall be made available for inspection by the Pilot Board or its representatives upon request.

VI 377' COMBINED BEAM RESTRICTION

A navigational choke point exists in the Inner Harbor in the vicinity of the ADM Grain Elevator (ADM) and CITGO Dock #1 (CITGO 1) whenever certain size vessels are moored or must pass through the area. The following guidelines were developed by the Port of Corpus Christi Authority, the Aransas-Corpus Christi Pilots, ADM, CITGO and Valero. The guidelines do not apply unless the combined beam of vessels at CITGO 1, ADM, and the passing vessel exceeds 357'.

1. If vessel beams at both CITGO 1 and ADM are 106' or less and the passing vessel's beam causes the combined beam of the vessels to exceed 377', the first vessel secured at ADM or CITGO 1 will have 24 hours to move from the time the passing vessel sets shifting time order, arrives at the bar, or sets a sail order.
2. If vessels are at CITGO 1 and ADM with combined beams of 212' or over, the last secured vessel will be required to move after 24 hours. That time period begins when the passing vessel is ready to move (shifting time order, arrived at bar, sail order).
3. After a vessel returns to berth, the vessel may occupy the berth for operations for at least 24 hours before vacating, if required.
4. Vessels must begin operations as soon as practical after securing at berth and continue to work all available hours.
5. Vessels may continue to work as long as combined beams, including passing vessel, do not exceed 377'.
6. If the combined beams, including passing vessel, do not exceed 377' but the passing vessel does not meet operational parameters set by the Aransas-Corpus Christi Pilots, Section VI items 1, 2, 3, and 4 apply.
7. Any vessel passing while not creating a combined beam of over 377' will provide the following information prior to the passage:

- a. General Arrangement Plan;
 - b. Mooring Arrangement Plan (Forward and Aft);
 - c. Freeboard (Forward and Aft);
 - d. Estimated drafts when transiting the area (Inbound and Outbound);
 - e. Transom width;
 - f. Distance between outermost chocks on the transom; and
 - g. Safe Working Load (SWL) of chocks and bitts on Bow and Stern.
8. Depending on wind conditions at the time of vessel order, the following tug matrix applies:
- a. Wind up to 15 knots: one (1) 75-ton tractor tug and two (2) 60-ton tractor tugs;
 - b. Wind over 15 knots and up to 25 knots: three (3) 75-ton tractor tugs; and
 - c. Wind speed to be derived from Harbormaster's Office anemometer or the TCOON station located in Nueces Bay.

VII INGLESIDE TUG ESCORT AND SPEED REQUIREMENT

The purpose of this requirement is to provide additional emergency response capability and speed control to higher risk vessels transiting the Ingleside Area. The "Ingleside Area" is defined as the terminal facilities present along the CCSC between the LQSC and CCSC Intersection and the Rockport-Cut Intracoastal Waterway Intersection or approximately between navigational beacons ("lights") 32 and 36. 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 vessel on a case-by-case basis.

The following vessels require a mandatory tethered tug assist while transiting the Ingleside Area:

	LOA Range		Beam Range		Draft	Escort Tug – Bollard Pull Rating Metric Tons (MT)
All Vessels	Over 820 feet	And	Over 144 feet	And	34 feet and over	One 75 MT Minimum
All Vessels	750 feet and over	And	Over 120 feet up to and including 144 feet	And	36 feet and over	One 75 MT Minimum
All Vessels	Over 700 feet	And	105 feet up to and including 120 feet	And	38 feet and over	One 60 MT Minimum

Speed guideline for vessels displacing 100,000 MT or more when laden vessels present at an Ingleside facility: < 6.5 knots speed through the water.

Nothing in this requirement supersedes Rule 2 or Rule 6 of the Federal Inland Navigation Rules.

VIII MINIMUM TRIM

All vessels shall be trimmed by the stern when transiting the CCSC or LQSC unless operationally unfeasible. A minimum 1.5-foot (approximately 0.5 meter) trim by the stern is required for all vessels transiting with a draft less than the maximum allowable draft of the CCSC, the LQSC, or the berth.

IX GENERAL CONDITIONS

These Pilot Rules apply to all vessels transiting the CCSC or LQSC, regardless of whether the vessel is transiting under federal pilotage authority or with a state-licensed Aransas-Corpus Christi Pilot onboard.

In obeying and construing these Pilot Rules, due regard shall be had to all dangers of navigation and recognition is hereby given to the responsibility of the individual Pilot to exercise judgment as to any special circumstance which may render a departure from the Pilot Rules necessary in order to avoid immediate danger.

Nothing in these Pilot Rules obligates an individual Pilot to move a vessel when, in that Pilot's opinion, it is unsafe to do so. These Pilot Rules are made in the interest of safety. They are not intended to limit or supersede the on-scene discretion of an individual Pilot or vessel's Master as they navigate vessels in the waterway. The Pilot and Master 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 Pilot Rules may be necessary to address special circumstances or avoid immediate danger. The Pilot, with approval of the vessel's Master, may determine a variance from the Pilot Rules is appropriate without prior written request or approval.

Every foreign vessel and every U.S. flagged vessel engaged in foreign trade, including vessels being moved dead ship, when underway on the CCSC or LQSC shall employ an Aransas-Corpus Christi Pilot holding a valid commission or appointment as a Branch or Deputy Pilot.

X EFFECTIVE DATE

The Pilot Rules were originally adopted by the Pilot Board effective August 1, 2013. The Pilot Board adopted these amended Pilot Rules at an open meeting on November 18, 2025.