



# U.S. Coast Guard Sector Maryland-NCR

2401 HAWKINS POINT ROAD, BLDG 70

BALTIMORE, MD 21226-1791

Phone: (410) 576-2693

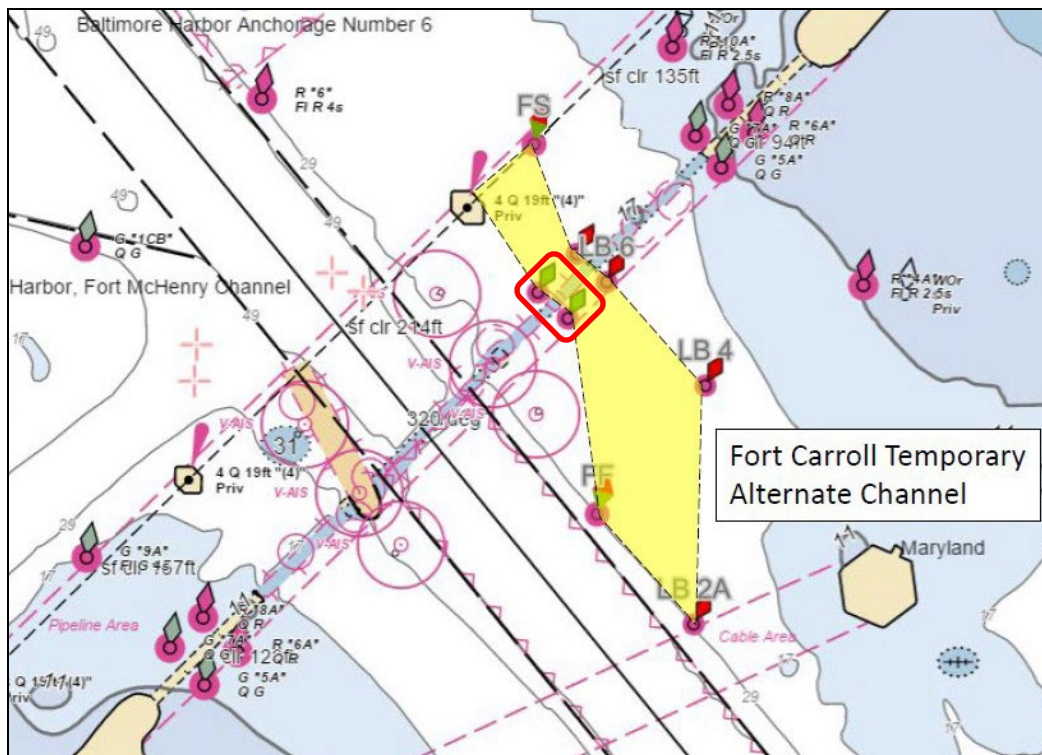
Fax: (410) 576-2536

## MARINE SAFETY INFORMATION BULLETIN 51-24

May 30, 2024

### Key Bridge Response 2024

### Temporary Closure of Fort Carroll Temporary Alternate Channel



The Captain of the Port, Sector Maryland-National Capital Region (NCR) will temporary close the Fort Carroll Temporary Alternate Channel from **8:00 am Friday May 31<sup>st</sup>** to **8:00 pm Sunday June 2<sup>nd</sup>** for continued salvage operations. The two green buoys circled in red above will be disestablished during this time. The remaining three channels will remain open as described below.

#### Temporary Alternate Channels:

Hawkins Point Temporary Alternate Channel is open 24-hours daily to non-deep draft commercial vessels with a controlling depth of 14 ft, a 280-ft horizontal clearance, and vertical clearance of 124 ft.

Sollers Point Temporary Alternate Channel is open 24-hours daily to all traffic, to include recreational vessels, with a controlling depth of 11 ft, a 264-ft horizontal clearance, and vertical clearance of 95 ft.

### **Fort McHenry Limited Access Channel:**

The Fort McHenry Limited Access Channel is open to commercial traffic for 24-hour availability. This channel has a depth of 50 feet, 400-foot horizontal clearance, and vertical clearance of 214 feet due to the adjacent BG&E powerlines.

Deep draft vessels still require a Maryland State Pilot and two escort tugs. The Maryland Pilots will impose a 3 ft under keel clearance (UKC) requirement. For container ships greater than a 1,000 ft in length and over 125 ft in beam, transits will be limited to winds being less than 15 knots; all other vessel transits will be limited to winds being less than 20 knots per [Weather Forecast for 39.22N 76.54W](#).

Deep draft traffic has priority use of this channel. Tug and barge traffic should make maximum use of the three Temporary Alternate Channels. Any use of the Fort McHenry Limited Access Channel by non-deep draft commercial vessels should be deconflicted with the Maryland Pilots at (410) 342-6013.

### **Fort McHenry Limited Access Channel operational constraints and limiting factors:**

1. All traffic must be one-way, restricted to less than 10 knots, and require two escort tugs.
2. Limited availability of harbor assist tugs during heavy traffic times due, in part, to current escort requirements.
3. Outbound/inbound vessels must clear the Fort McHenry Limited Access Channel before any inbound vessel comes above the Chesapeake Bay Bridge.
4. Westbound vessels cannot enter the Brewerton Eastern Extension Channel until the outbound/inbound vessel clears the Fort McHenry Limited Access Channel.

### **Due to the above constraints and limitations, the following processes are in place by the COTP in partnership with the Maryland Pilots for all Baltimore traffic:**

1. Pilot and tug scheduling will generally be coordinated on a first-come-first serve basis.
2. Outbound and shifting vessels must sail within 15 minutes of their ordered sailing time or the assigned tugs will depart for the next scheduled movement. The movement may be rescheduled when traffic permits and necessary tug assets are available.
3. The below matrix establishes the times between all vessel movements within the Port of Baltimore for each direction combination to most efficiently use available tug assets.

#