



Basic Operating Procedures Effective January 01, 2012

I. VESSEL DIMENSIONS

- A. Maximum Length - 820 ft. (LOA)
- B. Maximum Beam - 145 ft.
- C. Maximum Depth of Channel - 45 ft.
 - 1. Recommended Operating Draft - 42' fresh water-based on available tide and current soundings (Recommended Draft may be reduced for silting or shoaling based on current soundings).
 - 2. Draft recommendation is for navigable channel only.
 - 3. 36'00 draft available at Brazos Harbor and BASF channels.
 - 4. Old River Channel above Phillips Terminal is 15 feet deep.
- D. SPECIAL SERVICES/OPERATIONS will be handled on a "per job" basis with a one-time waiver the Basic Operating Procedures. These vessels will be billed under "Special Services" and will be by "Specific Agreement" prior to the move:
 - 1. Oversize (LOA >820' or beam >145') or unusual types of floating equipment such as drilling rigs and operations in the sink hole
 - 2. Vessels with draft in excess of 42' FW or current Recommended Operating draft
 - 3. Shifting vessels without power and vessels leaving the ship channel
 - 4. Dow A14 dock vessels with a beam >125'
 - 5. Dow A13 all vessels

II. DAYLIGHT RESTRICTED VESSELS

The term "Daylight restricted" means vessel must start movement:

- 1. One hour (60 minutes) before sunset for vessels going to berths below Phillips Bend
- 2. One & one-half hours (90 minutes) before sunset for vessels going to berths above Phillips Bend

The following vessels are daylight restricted:

- A. Inbound Vessels Restricted to Daylight Movements:
 - 1. Vessels over 750' LOA
 - 2. Vessels having a beam in excess of 107'
 - 3. Vessels of 700' LOA and over with draft in excess of 36'06"
 - 4. Dow A-13 Dock all vessels
 - 5. Dow A-14 Dock:
 - a. Vessels greater than 600' LOA
 - b. Vessels greater than 100' Beam
 - c. No vessel will be moved with an obstruction 85' or greater at Dow A-8 dock
 - d. Vessels with beam 125' or greater (see Special Services/Operations above)
 - 6. Vessels judged unsafe for handling after dark will be limited to daylight hours
 - 7. Inbound operations will be suspended during times when weather conditions do not permit safe navigation
- B. Outbound Vessels Restricted to Daylight Movements:
 - 1. Dow A-13 Dock all vessels
 - 2. Dow A-14 Dock:
 - a. Vessels greater than 600' LOA
 - b. Vessels greater than 100' Beam

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- c. No vessel will be moved with an obstruction 85' or greater at Dow A-8 dock.
- d. Vessels with beam 125' or great (see Special Services/Operations above)
- 3. Conoco Phillips Terminal and all docks above Phillips Bend:
Vessels greater than 750' LOA will require two pilots and will be handled on a "per job" basis with a one-time waiver to the Basic Operating Procedures. These vessels will be billed under "Special Services" and will be by "Specific Agreement" prior to sailing
- 4. TEPPCO/Enterprise terminal:
Vessels over 750' (LOA), 125' (beam) and have a draft greater than 36' will require two pilots and will be handled on a "per job" basis with a one-time waiver to the Basic Operating Procedures. These vessels will be billed under "Special Services" and will be by "Specific Agreement" prior to sailing.
- 5. Outbound operations will be suspended during times when weather conditions do not permit safe navigation

III. TUG ASSISTANCE RECOMMENDATIONS

Terms/Definitions:

- A. House tugs refers to two tugs, where one is a tractor tug with a bollard pull greater than 55 ton, and the other is a conventional tug with a bollard pull greater than 50 ton.
- B. 3rd tug refers to a guest tug from Houston/Galveston, conventional screws and flanking rudders with a bollard pull greater than 50 ton or unless otherwise recommended.

Recommendations for vessel movements:

- A. Dow A-14:
 - 1. Inbound:
 - a. Over 615 feet LOA - Two house tugs plus an additional 3rd Tug
 - b. Less than 615 feet LOA - Two house tugs
 - c. Beam >125 feet will be handled on a "per job" basis with a one-time waiver to the Basic Operating Procedures. These vessels will be billed under "Special Services" and will be by "Specific Agreement" prior to movement.
 - 2. Outbound:
 - a. Over 700' LOA- Two house tugs and an additional 3rd tug.
 - b. Less than 700' LOA - Two house tugs
 - c. Beam >125 feet will be handled on a "per job" basis with a one-time waiver to the Basic Operating Procedures. These vessels will be billed under "Special Services" and will be by "Specific Agreement" prior to movement.
- B. Dow A-13:
 - 1. Handled on a "per job" basis – at the pilots discretion
- C. TEPPCO/Enterprise Dock #2 and #3:
 - 1. Vessels sailing with a draft >36' will require a 3rd tug and will be handled on a "per job" basis with a one-time waiver to the Basic Operating Procedures. These vessels will be billed under "Special Services" and will be by "Specific Agreement" prior to sailing.
- D. Freeport LNG: By agreement prior to move

IV. ORDERING PILOTS, DETENTIONS, CANCELLATIONS, CHANGING ORDERS AND HOLDING TIMES:

- A. Ordering Pilots:
 - 1. Inbounds: Minimum 2 hour notice required (3 hours preferred) for arriving movements.

As approved by the Pilot Commissioners of Port Freeport, December 8, 2011

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2. Outbounds: Minimum 2 hour notice required for sailing movements.
3. Shifts: Minimum 2 hour notice required for shift movements.
- B. Detention charges shall be billed for every hour after the first ½ hour, excluding weather from the time of pilot order when:
 1. A vessel is not ready to move at the ordered time. After 1/2 hour the pilot may cancel the job.
 2. A vessel is not ready to move at the ordered time and another ship is waiting to move, the pilot may immediately leave the delayed vessel and proceed to the vessel which is waiting. A cancellation charge shall be applied to the vessel that was not ready to sail.
 3. A vessel is not at the pilot station for pilot boarding at the ordered time
- C. Cancellation of Vessel Movement or Changes to Pilot Orders:
 1. Inbound Vessels canceling or changing pilot order times:
 - a. With less than 2 hours notice, one (1) cancellation charge.
 - b. If vessel is not available at the time of order the charge is two (2) cancellation charges
 2. Outbound and Shifting Vessels canceling or changing pilot ordering times:
 - a. With less than 1 hour notice, one (1) cancellation charge.
 - b. If vessel is not available at the time of order the charge is two (2) cancellation charges
- D. Holding Charge shall be billed for every hour after the first ½ hour when:
 1. A vessel requests a pilot to hold the vessel alongside a dock or bank.
 2. A vessel requests a pilot stand by while a compass is calibrated, navigational or mechanical equipment is being repaired.
 3. A pilot is unable to disembark a vessel within 45 minutes of first line.

As approved by the Pilot Commissioners of Port Freeport, December 8, 2011