

## AGENDA

**Port Freeport  
Pilot Commission  
Special Meeting  
Thursday, March 10, 2022, 9:30 am - 10:00 am  
In Person & Videoconference - Administration Building - 1100 Cherry Street - Freeport**

**This meeting agenda with the agenda packet is posted online at [www.portfreeport.com](http://www.portfreeport.com)**

The meeting will be conducted pursuant to Section 551.127 of the Texas Government Code titled "Videoconference Call." A quorum of the Pilot Commission, including the presiding officer, will be present at the Commissioner Meeting Room located at 1100 Cherry Street, Freeport, Texas. The public will be permitted to attend the meeting in person or by videoconference.

Public comment will be available at the beginning of the meeting during the agenda item devoted to public comment. Public comment may be communicated in person or by videoconference, but in either event public comment will be limited to 5 minutes per participant and must be communicated verbally. Following public comment, the public will not be permitted to communicate with the Pilot Commission.

The videoconference is available online as follows:

Join Zoom Meeting

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1. CONVENE OPEN SESSION in accordance with Texas Government Code Section 551.001, et. seq., to review and consider the following:
2. Roll Call.
3. Public Comment. (Public comment will be limited to 5 minutes per participant and can be completed in person or by videoconference)
4. Approval of minutes from the Special Meeting held February 17, 2022.
5. Approval of changes to the Basic Operating Procedures for the Freeport Harbor Channel.
6. Approval of the appointment of Captain Noah Niday as Branch Pilot for the Ports of Brazoria County.
7. Adjourn.

***The Pilot Commission does not anticipate going into a closed session under Chapter 551 of the Texas Government Code at this meeting for any other items on the agenda, however, if necessary, the Pilot Commission may go into a closed session as permitted by law regarding any item on the agenda.***

With this posted notice, Port Commissioners have been provided certain background information on the above listed agenda items. Copies of this information can be obtained by the public at the Port Administrative offices at 1100 Cherry Street, Freeport, TX.



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Phyllis Saathoff, Executive Director/CEO

**PORT FREEPORT**

*In compliance with the Americans with Disabilities Act, the District will provide for reasonable accommodations for persons attending its functions. Requests should be received at least 24 hours in advance.*

Minutes of Pilot Commission  
Port Freeport  
February 17, 2022

A Special Meeting of the Pilot Commission of Port Freeport was held February 17, 2022, beginning at 8:32 AM at the Port Freeport Administration Building, 1100 Cherry Street, Freeport, Texas.

The meeting will be conducted pursuant to Section 551.127 of the Texas Government Code titled "Videoconference Call." The quorum of the Pilot Commission, including the presiding officer, will be present at the Commissioner Meeting Room located at 1100 Cherry Street, Freeport, Texas. The public will be permitted to physically attend the meeting in person or by videoconference.

Public comment will be available at the beginning of the meeting during the agenda item devoted to public comment. Public comment may be communicated in person or by videoconference, but in either event public comment will be limited to 5 minutes per participant and must be communicated verbally. Following public comment, the public will not be permitted to communicate with the Pilot Commission.

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Meeting ID: 859 2896 9374

Find your local number: <https://us02web.zoom.us/u/kcr5yoSB1L>

Commissioners present in person:

Mr. John Hoss, Chairman  
Mr. Rudy Santos, Vice Chairman  
Mr. Dan Croft, Secretary  
Mr. Rob Giesecke, Asst. Secretary  
Mr. Ravi Singhanian, Commissioner  
Mr. Shane Pirtle, Commissioner

Staff Members present:

Mr. Peter Nemeth, Interim Legal Counsel  
Ms. Phyllis Saathoff, Executive Director/CEO  
Mr. Rob Lowe, Director of Administration/CFO  
Mr. Al Durel, Director of Operations  
Mr. Jason Hull, Director of Engineering

Mr. Mike Wilson, Director of Economic Development  
Mr. Brandon Robertson, Network Systems Manager  
Ms. Missy Bevers, Executive Assistant  
Mr. Austin Seth, Operations Specialist

Also, present:

Capt. Daniel Blanton, Brazos Pilots Association  
Capt. Billy Burns, Brazos Pilots Association  
Capt. Matthew Krohn, Brazos Pilots Association  
Capt. Sean Kelly, Brazos Pilots Association  
Capt. Noah Niday, Brazos Pilots Association  
Ms. Colleen Kallestad, Freeport LNG  
Mr. Chris Moore, Texas Port Ministry  
Mr. Greg DeLong, Enterprise  
Mr. JJ Plunkett

1. CONVENE OPEN SESSION in accordance with Texas Government Code Section 551.001, et. seq., to review and consider the following:

2. Roll Call.

Commissioner Hoss noted that Commissioners were present in the Board Room.

At this time, Commissioner Hoss asked Mr. Chris Moore with Texas Port Ministry to give an invocation.

3. Public Comment.

There were no comments from the public.

4. Approval of minutes from the Special Meeting held January 13, 2022.

A motion was made by Commissioner Pirtle to approve the minutes as presented. The motion was seconded by Commissioner Santos with all Commissioners present voting in favor of the motion.

5. Conduct a Workshop regarding proposed changes to the Basic Operating Procedures for the Freeport Harbor Channel:

A. Presentation from Brazos Pilots Association

Capt. Krohn gave a brief history on the Basic Operating Procedures with regard to waivers; when they were added, what they represent and how many waivers are currently processed to transit the Port. Capt. Krohn then gave a presentation outlining the proposed changes to the Basic Operating Procedures which captures all the current vessel traffic the Pilots handle on a regular basis under the waiver system. The proposed changes include separating the Port into Zones (1-5) which allows the Pilots to treat each type of vessel differently according to the place they are going. Under the current procedures, all vessels that are 820

ft, 145ft beam and 42 ft draft and under are inside the basic operation procedures. Proposed changes with the Zones include the following:

**Zone 1: 984ft, 170ft beam, 42ft draft  
(Entrance Channel & FLNG Basin)**

- Vessels >984ft waiver required
- Night transits >820ft LOA or beam >145ft waiver required

**Zone 2: 910ft, 160ft beam, 42ft draft  
(Dow & Seaway/Enterprise)**

- Vessels >910ft LOA or >160ft beam waiver required and DLR (Daylight Restricted)
- Night transit vessels >820ft LOA or >145ft beam waiver required
- SW2 (Seaway Terminal Berth 2) arrival in ballast not DLR
- Dow A14 >107ft waiver required
- No vessel in/out A14W with vessel at A8
- Tug/Barge on the wire DLR

**Zone 3: 820ft, 145ft, 42ft  
(P66 and Port Freeport 6, 7 & 8 Docks)**

- No waiver required >750ft LOA or >107ft beam or >700ft & >36ft draft for night transit in/out (Waiver required >820ft LOA or >145ft beam in/out)
- Ro/Ro type vessel sail at night without waiver
- Passing rule – combined beam <275ft (78.329m) of both the moored and passing vessel day/night
- Tug/Barge on the wire DLR

**Zone 4: Docks 1, 2 & 3 – 775ft, Dock 5 660ft, 135 ft beam, 36ft draft  
(BASF & Port Freeport 5, 1, 2 & 3 Docks)**

- Ro/Ro type vessel sail at night without waiver except Dock 5 is DLR
- Dock 5 >625ft LOA DLR and 2 pilots
- Tug/Barge on the wire DLR

**Zone 5: 300ft, 75ft, 14ft  
Freeport Launch & all berths upriver of Freeport Launch**

- >300ft LOA or >75ft beam required a waiver and DLR
- >14ft draft requires a waiver and DLR
- Tug/Barge on the wire DLR

6. Receive update from the Lone Star Harbor Safety Committee

Ms. Colleen Kallestad with Freeport LNG gave an update on the committee stating that all is going well adding that more participation is taking place within the committee. The committee's biggest issue and/or concern at this time is recreational boater safety. The team is working with the Pilots, Houston committee and Coast Guard (possibly TP&W) for outreach on how they can educate boaters. San Jac is also putting together training programs for recreational boaters. The upcoming meeting in May will include an update from Lance Goodwin on the LNG barge/dock. The Pilots are assisting in updating a mariner's guide that is currently out of date. The NOAA Ports system is moving forward, however with the supply chain crisis, parts to complete the project are delayed. Original completion was scheduled for

May but has now been pushed to September. Ms. Kallestad noted that the Coast Guard has been doing a great job in the Port with the aids to navigation issues and having people call in if they hit something so they can get it fixed right away. They are also working with the Coast Guard Auxiliary for the boater safety to do walks along the harbor to help educate boaters. Coast Guard is also looking into some LED lights that fishermen use at Surfside, that have been a nuisance. NOAA has finished their OCS Study and is now available. The Coast Pilot (Guide to all Ports “Atlas”) is still being updated, but the charts have been completed.

7. Adjourn.

With no further business before the Commission, the meeting adjourned at 9:26 AM.

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John Hoss, Chairman

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Rudy Santos, Vice Chairman

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Dan Croft, Secretary/Treasurer

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Ravi Singhanian, Commissioner

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Shane Pirtle, Commissioner

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Rob Giesecke, Commissioner



## *Basic Operating Procedures Effective March 2022*

For the purpose of these Procedures, there are defined zone areas for the Port of Freeport ship channel. Procedures for each zone are independent of the procedures for other zones.



- Zone 1 - FP Buoy to Beacon 12**
- Zone 2 - Beacon 12 to Beacon 20**
- Zone 3 - Beacon 20 to End of the Upper Turning Basin**
- Zone 4 - Upper Turning Basin to Brazos Harbor Turning Basin**
- Zone 5 - Upper Turning Basin to the Stauffer Turning Basin**

### **Special considerations & items to note that pertain to each zone.**

**Recommended operating draft** – may be reduced due to silting or shoaling based on current soundings. Draft recommendation is for the navigable channel only and available draft at terminals may vary. Terminals should be contacted directly for actual water depth alongside the docks.

**Pilotage Requirements** – unless otherwise stated 1 pilot is required. Transits that require 2 pilots, both pilots will be billed at full pilotage rate including draft and unit charge.

**Brazos Pilots Association**  
**Basic Operating Procedures**  
**Effective March 2022**  
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**Day Light Restricted** – is defined as a vessel movement that is restricted to daylight hours beginning at sunrise or 1 hour before sunset, contact Brazos Pilots for latest first pilot and last pilot times

**Night Transit** – is defined as a vessel movement that begins less than 1 hour before sunset and prior to sunrise, contact Brazos Pilots for latest first pilot and last pilot times.

**Special Services/Operations** – are handled on a per job basis and require 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 the transit. Special Services require 2 pilots for transit, both pilots will be billed at full pilotage rate including draft and unit charge.

**Tug Recommendations** – all tugs are expected to be a Tractor Tug with a minimum bollard pull of 55 tons unless otherwise noted. Final configuration, number of tugs, bollard pull of tugs and type of ship assist tugs used will be determined by the pilot on a case-by-case basis during consultation with the ship’s master. The pilot may change the recommended tugs based on his best judgement determined by the vessel and present current and/or weather conditions and other factors to be considered.

**Boarding Arrangements** – Pilots may refuse to board a vessel, if in their opinion, the boarding arrangement is not constructed according to accepted maritime conventional recommendations, or present a clear danger to the pilot, or is broken, worn or deployed incorrectly.

**Ordering pilots, Detentions, Cancellations, Changing Orders and Holding Times**

- I. Ordering Pilots – a minimum 2-hour notice is required (3 or more hours are preferred)
- II. Detention charges shall be billed for every hour after the first ½ hour, excluding weather, from the time of pilot order when:
  - a. A vessel is not ready to move at the ordered time or. If a pilot boards the vessel and it is not dropping lines to sail within ½ hour, the pilot may cancel the order -a detention fee plus two (2) cancellation fees will apply.
  - b. A vessel is not at the pilot station for pilot boarding at the ordered time
- III. Cancellation of Vessel Movement or Changes to Pilot Orders:
  - a. Inbound vessel:
    - i. With less than 2-hour notice, one (1) cancellation fee
    - ii. If vessel is not available or order cancelled at the time of order the charge is two (2) cancellation fees
  - b. Outbound & Shifting vessel:
    - i. With less than 1-hour notice, one (1) cancellation fee
    - ii. If vessel is not ready at the time of order the charge is two (2) cancellation fees
    - iii. If pilot boards the vessel and it is not ready to sail and another ship is waiting to move, the pilot may immediately leave the delayed vessel and proceed to the vessel which is waiting. Two (2) cancellation fees will apply.
- IV. Holding charge shall be billed for every hour after the first ½ hours when:
  - a. A vessel requests a pilot to hold the vessel alongside a dock or bank
  - b. A vessel requests a pilot stand by while a compass is calibrated, navigational or mechanical equipment is being repaired.
  - c. A pilot is unable to disembark a vessel within 45 minutes of first line



Brazos Pilots Association  
Basic Operating Procedures  
Effective March 2022  
Zone 1 FP Sea Buoy to Beacon 12 (FLNG)

I. Vessel Dimensions

- a. Maximum Length – 984ft (300m)
- b. Maximum Beam – 170ft (51.813m)
- c. Maximum Channel Depth – 45ft (13.715m)
- d. Recommended Operating Draft – 42ft (12.8m) fresh water

II. Pilotage Requirements **\*\*See Night Transits for pilotage required during night hours**

- a. Inbound & Outbound 2 pilots required:
  - i. Length >820ft (249.923m)
  - ii. Beam >145ft (44.193m)
- b. Special Services/Operations (waiver required) apply to vessels inbound & outbound:
  - i. Length >984ft (300m)
  - ii. Beam >170ft (51.813m)
  - iii. Draft >42ft (12.8m)
  - iv. Vessels with unusual types of floating equipment

III. Daylight Restrictions & Night Transits - the following daylight restrictions and night transits apply:

- a. Daylight restricted vessels are:
  - i. Inbound/Outbound or Shift:
    1. Length >984ft. (300m)
    2. Beam >170ft (51.813m)
    3. Draft >42ft (12.8m)
- b. Night transits that require 2 pilots:
  - i. Inbound/Shift to:
    1. Length >750ft (228.588m)
    2. Beam >107ft (32.612m)
    3. Length >700ft (213.349m) with a draft >36ft (10.972m)
  - ii. Outbound/Shift from:
    1. Length >750ft (228.588m) and beam >125ft (38.098m) with a draft >36ft (10.972m)
- c. Night transit Special Services/Operations (waiver required) for vessels:
  - i. Inbound/Outbound or Shift
    1. Length >820ft (249.923m)
    2. Beam >145ft (44.193m)
    3. Draft >42ft (12.80m)

IV. Tug Assistance Recommendations

- a. Inbound and Outbound:
  - i. Length <984ft (300m) – 4 tugs with combined 285 ton bollard pull or more, no tug can be less than 60 ton bollard pull
  - ii. Length >=984ft (300m) – 4 tugs with combined 300 ton bollard pull or more, no tug can be less than 60 ton bollard pull
  - iii. LNG night transits – 4 tugs with combined 300 ton bollard pull or more, no tug can be less than 60 ton bollard pull
  - iv. Tug crew must have done a prior FLNG transit

Brazos Pilots Association  
Basic Operating Procedures  
Effective March 2022  
Zone 2 Beacon 12 to Beacon 20 (Dow Chemical & Seaway/Enterprise)

I. Vessel Dimensions

- a. Maximum Length – 910ft (277.354m)
- b. Maximum Beam – 160ft (48.765m)
- c. Maximum Channel Depth – 45ft (13.715m)
- d. Recommended Operating Draft – 42ft (12.8m) fresh water
- e. Restrictions – A14W no vessel in or out with vessel at A8

II. Pilotage Requirements **\*\*See Night Transits for pilotage required during night hours**

- a. Inbound & Outbound 2 pilots required:
  - i. Length >820ft (249.923m)
  - ii. Beam >145ft (44.193m)
- b. Special Services/Operations (waiver required) apply to vessels:
  - i. Length >910ft (277.354m) or
  - ii. Beam >160ft (48.765m)
  - iii. Draft >42ft (12.80m)
  - iv. Dow A14 vessels with beam >107ft (32.612m)
  - v. Dow A13 vessels
  - vi. Unusual types of floating equipment
  - vii. Shifting vessels without power
  - viii. Vessels leaving the ship channel

III. Daylight Restrictions & Night Transits - the following daylight restrictions and night transits apply:

- a. Daylight restricted vessels are:
  - i. Arrival/Shift to:
    1. Seaway/Enterprise length >910ft (277.354m)
    2. Beam >160ft (48.765m)
    3. Dow A14 Vessels length >600' (182.88m) or beam >100' (30.48m)
    4. Dow A13
  - ii. Departure/Shift from:
    1. Seaway/Enterprise length >910ft (277.354m)
    2. Beam >160ft (48.765m)
    3. Dow A13
  - iii. Barges being towed on the wire **\*\*barge must be manned prior to pilot boarding**
  - iv. Dead ship movements
  - v. Vessels judged by the pilot unsafe for handling after dark will be daylight restricted
- b. Night transits that require 2 pilots:
  - i. Arrival:
    1. Length >750ft (228.588m)
    2. Beam >107ft (32.612m)
    3. Length >700ft (213.349m) with a draft >36ft (10.972m)
  - ii. Departure/Shift:
    1. Length >750ft (228.588) and beam >125ft (38.098M) and draft >36ft (10.972m)
- c. Night transit Special Services/Operations (waiver required) apply to vessels:
  - i. Arrival & Departure:
    1. Length >820ft (249.923m)
    2. Beam >145ft (44.193m)
    3. Draft >42ft (12.80m)

IV. Tug Assistance Recommendations.

- a. Arrival:
  - i. Vessels length <750ft (228.588m) -2 tractor tugs
  - ii. Vessels length >750ft (228.588m) or beam >107ft (32.612m):
    - 1. Inbound:
      - a. Ballast day or night -3 tractor tugs
      - b. Loaded
        - i. Day -2 tractor tugs
        - ii. Night -3 tractor tugs
    - iii. Dow A14 length >615ft (187.442m) – 3 tractor tugs
- b. Outbound:
  - i. Vessel length <830ft (252.971m) SW3 ballast or SW2 loaded day or night 2 tractor tugs
  - ii. SW3 draft >36ft (10.972m) day or night 3 tractor tugs
  - iii. Dow vessels length <600ft (182.871) A22 only -operational bow thruster or 1 tractor tug
- c. Arrival/Outbound:
  - i. Vessels length >830ft (252.971m) -3 tractor tugs: 2-55 ton bollard pull + 1-75 ton bollard pull
  - ii. Vessels length >910ft (277.354m) or beam >160ft (48.765m) tugs determined per Special Services one-time waiver to the Basic Operating Procedures
  - iii. Dow vessels <13,500 tons displacement to A22 and A8 -1 tractor tug
  - iv. Dow A14 beam >107ft (32.612m) tugs determined per Special Services waiver
  - v. Dow A13 2 tractor tugs

Brazos Pilots Association  
Basic Operating Procedures  
Effective March 2022

Zone 3 Beacon 20 to Stauffer Channel (P66 and Port Freeport 6, 7 & 8 docks)

I. Vessel Dimensions

- a. Maximum Length – 820ft (249.923m)
- b. Maximum Beam – 145ft (44.193m)
- c. Maximum Channel Depth – 45ft (13.715m)
- d. Recommended Operating Draft – 42ft (12.800m) fresh water
- e. Passing restriction in place:
  - i. P66 dock 2 – a combined beam < 257ft (78.329m) of both the moored and passing vessel

II. Pilotage Requirements **\*\*See Night Transits for pilotage required during night hours**

- a. Inbound & Outbound 2 pilots required:
  - i. Ro/Ro type vessels or other vessels with restricted visibility and/or extreme freeboard
- b. Special Services/Operations (waiver required) apply to vessels:
  - i. Length >820ft (249.923m)
  - ii. Beam >145ft (44.193m)
  - iii. Draft >42ft (12.80m)
  - iv. Arriving or departing BH6 with length >800ft (243.828m) or beam >107ft (32.612m)
  - v. Unusual types of floating equipment
  - vi. Shifting vessels without power
  - vii. Vessels leaving the ship channel

III. Daylight Restrictions & Night Transits

- a. Daylight restricted vessels are:
  - i. Arrivals/Shifts to:
    1. Ro/Ro type vessels or other vessels with restricted visibility and/or extreme freeboard
    2. Port Freeport dock 6
  - ii. Departures/Shifts from:
    1. Port Freeport dock 6
  - iii. Barges being towed on the wire **\*\*barge must be manned prior to pilot boarding**
  - iv. Dead ship movements
  - v. Vessels judged by the pilot unsafe for handling after dark
- b. Night transits that require 2 pilots:
  - i. Arrivals and Departure and Shifts:
    1. Length >750ft (228.588m)
    2. Beam >107ft (32.612m)
    3. Length >700ft (213.349m) with a draft >36ft (10.972m)
  - ii. Departures/Shifts:
    1. Ro/Ro type vessels or other vessels with restricted visibility and/or extreme freeboard
- c. Night transit Special Services/Operations (waiver required) apply to vessels:
  - i. Length > 820ft (249.923m)
  - ii. Beam > 145ft (44.193m)

IV. Tug Assistance Recommendations

- a. Vessels length <500ft (152.392m) 1 tractor tug + operational bow thruster or 2 tractor tugs
- b. Vessels length <775ft (236.208m) 2 tractor tugs
- c. Vessels length >775ft (236.208m) 3 tractor tugs inbound only Port Freeport docks #7 and 8
- d. Vessels length >800ft (243.828m) 3 tractor tugs inbound and outbound Port Freeport docks #7 and 8
- e. Ro/Ro type vessels
  - i. With operational bow thruster -2 tractor tugs
  - ii. Without operational bow thruster -3 tractor tugs
  - iii. Winds in excess of 20 knots -3 tractor tugs + operational bow thruster

Brazos Pilots Association  
Basic Operating Procedures

Effective March 2022

Zone 4 Upper Turning Basin to Brazos Harbor Turning Basin (BASF & Port  
Freeport 5, 1, 2 & 3 docks)

I. Vessel Dimensions

- a. Maximum Length –
  - i. Docks 1, 2 & 3 – 775ft (236.208m)
  - ii. Dock 5 – 660ft (201.158m)
- b. Maximum Beam – 135ft (41.145m)
- c. Maximum Channel Depth – 36ft (10.972m)
- d. Recommended Operating Draft – 36ft (10.972m) fresh water
- e. Passing and other restrictions in place:
  - i. Port Freeport dock #3 (BH3) if combined beam vessel moored at BH3 and passing vessel:
    - 1. >180ft (54.861m) – barges alongside P66 dock 4 will suspend operations and assure adequate mooring
    - 2. >200ft (60.957m) – BH3 will be cleared prior to passing
  - ii. P66 dock 2 passing vessel moored, combined beam must be < 257ft (78.329m)

II. Pilotage Requirements **\*\*See Night Transits for pilotage required during night hours**

- a. Inbound & Outbound 2 pilots required:
  - i. Ro/Ro type vessels or other vessels with restricted visibility and/or extreme freeboard
  - ii. Dock #5 length 625ft (190.490m)
- b. Special Services/Operations (waiver required) apply to vessels:
  - i. Length >775ft (236.208m) dock 1, 2 & 3
  - ii. Length >660ft (201.158m) dock 5
  - iii. Beam >135ft (41.145m)
  - iv. Draft >36ft (10.972m)
  - v. Unusual types of floating equipment
  - vi. Shifting vessels without power
  - vii. Vessels leaving the ship channel

III. Daylight Restrictions & Night Transits

- a. Daylight restricted vessels are:
  - i. Arrivals/Shifts to:
    - 1. Ro/Ro type vessels or other vessels with restricted visibility and/or extreme freeboard
    - 2. Port Freeport Dock 5 length >625ft (190.49m)
  - ii. Departures/Shifts from:
    - 1. Port Freeport Dock 5 Ro/Ro type vessels or other vessels with restricted visibility and/or extreme freeboard
    - 2. Port Freeport Dock 5 length >625ft (190.49m)
  - iii. Barges being towed on the wire **\*\*barge must be manned prior to pilot boarding**
  - iv. Dead ship movements
  - v. Vessels judged by the pilot unsafe for handling after dark will be daylight restricted
- b. Night transits that require 2 pilots:
  - i. Arrivals, Departures & Shifts:
    - 1. Length >750ft (228.588m)
    - 2. Beam >107ft (32.612m)
    - 3. Length >700ft (213.349m) with a draft >36ft (10.972m)
  - ii. Departures/Shifts:
    - 1. Ro/Ro type vessels or other vessels with restricted visibility and/or extreme freeboard
- c. Night transit Special Services/Operations (waiver required) apply to vessels:
  - i. Length >775ft (236.208m)
  - ii. Beam >135ft (41.145m)
  - iii. Draft >36ft (10.972m)

IV. Tug Assistance Recommendations

- a. Vessels length <500ft (152.392m) – 1 tractor tug + operational bow thruster or 2 tractor tugs
- b. Vessels length >500ft (152.392) – 2 tractor tugs
- c. Ro/Ro type vessels
  - i. With operational bow thruster – 2 tractor tugs
  - ii. Without operational bow thruster – 3 tractor tugs
  - iii. Winds in excess of 20 knots – 3 tractor tugs + operational bow thruster

## Basic Operating Procedures

Effective March 2022

Zone 5 -Upper Turning Basin to the Stauffer Turning Basin (Freeport Launch & all berths up river of Freeport Launch)

- I. Vessel Dimensions
  - a. Maximum Length – 300ft (91.435m)
  - b. Maximum Beam – 75ft (22.858m)
  - c. Maximum Channel Depth – 16ft (4.876m)
  - d. \*Recommended Operating Draft – 14ft (4.266m) fresh water
  
- II. Pilotage Requirements
  - a. Special Services/Operations (waiver required) apply to vessels:
    - i. Length >300ft (91.435m)
    - ii. Beam >75ft (22.858m)
    - iii. Draft >14ft (4.266m)
    - iv. Unusual types of floating equipment, vessels with restricted visibility and/or extreme freeboard, vessels that have unusual maneuvering characteristics, vessels underpowered or vessels pilots deem needed to maneuver safely
    - v. Shifting vessels without power
    - vi. Vessels leaving the ship channel
  
- III. Daylight Restrictions & Night Transits
  - a. Daylight restricted vessels are:
    - i. Length >300ft (91.435m)
    - ii. Beam >75ft (22.858m)
    - iii. Draft >14ft (4.266m)
    - iv. Barges being towed on the wire \*\*barge must be manned prior to pilot boarding
    - v. Dead ship movements
    - vi. Vessels judged by the pilot unsafe for handling after dark will be daylight restricted
  
- IV. Tug Assistance Recommendations
  - a. This area is too shallow for the tractor tugs to operate, any vessel arriving or departing must make special arrangements for tugs with shallow draft <14ft (4.266m) to do the maneuver safely
  - b. Recommended minimum horse power for push boat is 900hp