



Temporary Addendum - Effective 20 May 2026, until revoked

**DOCK INFORMATION**

	Ship Dock 1		Ship Dock 2		Ship Dock 3	
*Depth (MLLW)	41 FT	12.8 M	42 FT	12.8 M	41 FT	12.8 M
MIN UKC	2 FT / 0.61 M					
Mean Tidal Range	1.62 FT / 0.5 M					
**MAX LOA	700 FT	213.4 M	650 FT	198.12 M	811 FT	247.26 M
***MAX Beam	125 FT	38.1 M	116 FT	35.35 M	125 FT	38.1 M
****MAX BCM	395 FT	120.4 M	345 FT	105.15 M	410 FT	125 M
****MAX SCM	375 FT	114.3 M	345 FT	105.15 M	400 FT	121.9 M
MIN PBL			193.52 FT	59 M		
****MIN PBL aft & fwd (East Manifold)			32 M (105 FT)	27 M (88.6 FT)		
****MIN PBL aft & fwd (West Manifold)			15 M (49.2 FT)	44 M (144.4 FT)		
MAX DWT	65,000 MT		52,000 MT		85,000 MT	
MAX Displacement	75,000 MT		62,000 MT		95,000 MT	
MAX height of manifold above MHHW	53.13 FT	16.2 M	58 FT	17.67 M	55 FT	16.76 M
MIN height of manifold above MLLW	3.91 FT	1.2 M			7.15 FT	2.18 M
MIN distance side to manifold	3.91 FT	1.2 M	3 FT	0.91 M	5 FT	1.52 M
MAX distance side to manifold	17.08 FT	5.2 M			16 FT	4.88 M
Overhead Clearance	175 FT / 53.34 M – Fred Hartman Bridge and Sam Houston Tollway Bridge measured from MHW					
MAX Lateral Approach Speed	0.5 FT/sec 0.3 kts		0.25 FT/sec 0.15 kts		0.5 FT/sec 0.3 kts	
MAX Approach Angle	6 Degrees					
MAX wind speed allowed during transfer	30 kts / 35 mph / 56.3 kmh					
Water Density	Fresh					
Bottom (mud/clay/rock)	Clay					
Potable Water	Not Available from the Terminal					
Garbage/Slops Disposal	Only with prior arrangements via ship agent					
Notes	<ul style="list-style-type: none"> <li>Ship Docks 1 and 3 share a basin. If there are doubled-up barges at either dock, the attending tow boat(s) cannot be located on the offshore side of the barges, as this may impede ship berthing/unberthing operations at Ship Dock 1 or 3. The tow boat(s) must be located at the north or south end of the barges.</li> <li>Values in the above table represent absolute maximums and minimums. <a href="mailto:MarineVetting@oneok.com">MarineVetting@oneok.com</a> must make a case-by-case dimensional assessment for all vessels prior to cargo nomination to ensure compatibility.</li> </ul> <p>* Reflects design depth; siltation within the shipping channel is prevalent along Buffalo Bayou and has potential to affect the design depths of the berths, between periods of maintenance dredging.  <b>* Ship Dock 1 and Ship Dock 3 have a temporary max draft restriction of 39 FT FW.</b>            ** If Ship Dock 1 is occupied, then Ship Dock 3 is limited to an LOA of up to 750 FT.            *** MAX COMBINED BEAM allowance between Ship Dock 1 and Ship Dock 3 is 214 FT.            **** BCM, SCM, and PBL for Ship Dock 1 and 3 is based upon bow-south orientation, and for Ship Dock 2 is based upon port-side-to orientation.</p>					