

RATES FOR PILOTAGE SERVICES
SOUTHEAST ALASKA, REGION ONE

These rates apply to all Bulk Dry Cargo vessels, requesting pilotage service from the Southeast Alaska Pilots Association, 1621 Tongass Ave, Suite 300, Ketchikan, Alaska 99901, unless other subsequent rates have been published under AS 08.62.046(a). These rates take effect January 1, 2011. Rates are in United States dollars.

- A. For all Bulk Dry Cargo Vessels,
- (1) Port charges (one way):
 - (a) All Ports: \$ 1228

 - (2) Entry, transit, and departure for each of the following areas constitutes a single event.
 - (a) Wrangell Narrows: \$ 1192
 - (b) Sergius and Whitestone Narrows, including transit through both locations on the same day, in the same direction: \$ 1192
 - (c) Tlevak Narrows: \$ 1192
 - (d) Boca de Finas and San Christoval Channels, including transit through both locations on the same day, in the same direction: \$ 1192
 - (e) Snow Pass \$ 525

 - (3) A charge shall apply at a rate of one-twelfth the applicable port charge {Section A (1)} per hour, or portion of an hour, when one pilot exceeds eight continuous hours on duty. On transits anticipated to be over eight continuous hours, two pilots are required. The charge for the second pilot is 50 percent of the applicable charge for the first pilot.

 - (4) All vessels with a deep draft in excess of 32 feet shall be charged at the rate of 26.67 per foot, or portion thereof. This charge shall

be computed separately for each entry into, or departure from, a port or area as identified in Sections A.

- (5) The charge based on tonnage and depth shall be calculated using a tonnage unit system, at a rate of \$2.87 per unit, for all units in excess of 150 units. This charge shall be computed separately for each entry into, or departure from, a port or area identified in Sections A (1) and (2).

Tonnage units are calculated as follows:
(overall length X extreme breadth X depth)/10,000

For the purpose of determining a tonnage unit:

- (a) overall length is the distance between the forward and after extremities of the vessel;
 - (b) extreme breadth is the maximum breadth to the outside of the shell plating of the vessel;
 - (c) depth is the vertical distance, of amidships, from top of the keel plate to the uppermost continuous deck fore and aft and which extends to the sides of the vessel; the continuity of this deck shall not be considered to be affected by the existence of any tonnage opening, engine space, or a step in the deck; and
 - (d) all measurements shall be in feet and inches.
- (6) The charge for anchoring, mooring, or laying-to shall be the regular port charge. The charge for anchoring or laying to for the loading or discharging of cargo shall be the regular port charge. The charge for each movement of a vessel within a harbor, whether from dock to dock, from dock to anchor, from anchor to dock, from one anchor position to another anchor position, or any other similar movement, shall be one-half of the regular port charge.
- (7) The charge for docking and undocking, in the absence of the vessel's own propulsion system, shall be 150 percent of the regular charge for the movement.

- (8) A pilot may charge for the actual cost of travel expenses, including airplane and ferry fares, cab fares, telegrams, telephone calls, and other expenses pertaining to the vessel's business; plus the per diem allowed for tax purposes, by the United States Internal Revenue Service, for meals and lodging, rounded to the nearest dollar, for the current tax year. In areas where the hotel portion of the per diem allowance does not reflect the total cost of available hotel accommodation, actual cost of hotel accommodation will be charged. If adequate meals and rooms are not furnished to the pilot while aboard, an additional charge shall be assessed by the pilot, in accordance with the per diem as described in this subsection. The point of origin for travel is Ketchikan/Juneau.
- (9) Additional charges shall be assessed for the services of a pilot, as follows:
- (a) when a pilot is required to leave in advance to ensure meeting a vessel upon its arrival or departure, or the pilot is returning from a piloting assignment, that time shall be charged at a rate of \$105 per hour up to a maximum of \$945 per day, for each day or part of each day that the pilot is in transit or on standby;
 - (b) the charge for detention time on board ship, when a pilot is not on duty, shall be charged at a rate of \$105 per hour per pilot up to a maximum of \$1050 per pilot per day, a pilot carried to sea shall be paid the same rate for each day the pilot is detained, plus the pilot may charge for coach transportation and travel time back to Ketchikan/Juneau and per diem;
 - (c) the charge for trip cancellation is \$525, plus charges in accordance with A(8), A(9)(a) of the published rate;
 - (d) an out-of-area charge, in lieu of charges for detention and travel time, shall be one and one-half times the maximum

detention rate set in paragraph (b) of this subsection; this paragraph is not applicable within 100 miles of Southeast Alaska;

- (e) when an agent, owner, or master of a vessel does not correct an estimated time of arrival and notify the pilot within four hours of the last time of arrival given, compensation charges shall be charged at a rate of \$105 per hour per pilot up to a maximum of \$693 per pilot per day shall be charged until the actual arrival of the vessel at the pilot station;
 - (f) when sailing time of a vessel is set by an agent, owner, or master of a vessel, any delay over one hour from the set time shall be charged at a rate of \$105 per hour per pilot up to a maximum of 693 per day;
 - (g) when an agent, owner, or master of a vessel requests a pilot to stay onboard a vessel, on a continuous basis, while the vessel is docked or anchored at a port or anchorage, the charge shall be charged at a rate of \$105 per hour per pilot up to a maximum of \$1050 per day;
 - (h) when a vessel chooses not to maintain her posted sea speed less 10%, for reasons determined by the vessel and not the pilot, and when the difference in arrival time from the Pilot Station to First Line, the vessel shall be charged an additional \$105 per hour per pilot on board for the resultant difference in time;.
- (10) For purposes of this rate, each day begins and ends at midnight. Each charge accruing at any point within a midnight to midnight.

NOTHING FOLLOWS

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**Southeast Alaska Pilots Association
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