

RATES FOR PILOTAGE SERVICES
SOUTHEAST ALASKA, REGION ONE

A. These rates apply for provision of pilotage services by the Southeast Alaska Pilots' Association unless other agreements have been made under AS 08. 62. 046(a). These rates take effect on January 1, 2011, and supersede all previously published rates. Rates are in U.S. dollars.

B. For all Cruise Ships,

1. Port charges (one way):

(a)	Ketchikan	\$1,497.17
(b)	Wrangell	\$1,497.17
(c)	Petersburg	\$1,497.17
(d)	Sitka	\$1,497.17
(e)	Juneau	\$1,497.17
(f)	Haines, Chilkoot	\$1,497.17
(g)	Haines, Lutak	\$1,497.17
(h)	Skagway	\$1,497.17
(i)	Yakutat	\$1,497.17
(j)	Unlisted Ports	\$1,497.17

2. Entry, transit and departure for each of the following areas constitutes a single event:

(a)	Glacier Bay	\$3,438.69
(b)	Tracy Arm	\$1,717.11
(c)	Endicott Arm	\$1,717.11
(d)	Misty Fjords	\$1,717.11
(e)	Serguis and Whitestone Narrows, including transit through both locations on the same day in the same direction	\$1,058.40
(f)	Wrangell Narrows	\$1,455.86
(g)	Snow Passage	\$660.94
(h)	Yakutat Bay	\$2,990.99

Additional transit charges based on the number of passengers shall be assessed at the mileage rate of 11.27 mills times the actual number of passenger berths on board for sale times the number of miles transited in the inside waters of the Southeastern Alaska Region, excluding miles transited in the areas identified in (B-2, a-g) of this subsection. The actual number of passenger berths on board for setting the charge may not be less than 266 and not more than 1655.

The charge for anchoring or waiting for a berth is \$397.46. Anchoring or laying to for loading passengers or discharging passengers is considered as a regular port charge, and all charges may be assessed as if the vessel was moored.

(C) All vessels with a draft in excess of 32 feet shall be charged at the rate not to exceed \$30.18 per foot or portion of a foot. This charge shall be computed separately for each entry into or departure from a port area identified in (B-1, a-j) of this section.

(D) The charge based on tonnage and draft shall be calculated using a tonnage unit system at a rate of \$3.30 per unit for all units in excess of 163 units. The tonnage charge shall be computed separately for each entry into or departure from a port as identified in section (B-1, a-j) or area identified in (B-2, a-h) of this section. Tonnage units are calculated as follows:

$$\frac{\text{overall length} \times \text{extreme breadth} \times \text{depth}}{10,000}$$

For the purpose of determining a tonnage unit.

Overall length is the distance between the forward and after extremities of the vessel;

Extreme breadth is the maximum breadth to the outside of the shell plating of the vessel;

Depth is the vertical distance of amidships from the 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 a deck shall not be considered to be affected by the existence of tonnage opening, engine space or a step in the deck; and all measurements shall be in feet and inches.

(E) The charge for a dock to dock commercial movement of a vessel within the harbor shall be one-half the regular port charges. The charge for moving a vessel from dock to dock, dock to anchorage, anchorage to anchorage, or anchorage to dock for bunkering or other non-commercial reasons, within a harbor, shall be \$463.33 per movement.

(F) The charge for docking and undocking a vessel in the absence of the use of the vessel's own propulsion system or a stern-to docking of that vessel shall be one hundred fifty percent (150%) of the regular charge for that movement.

(G) A pilot may charge for the actual cost of travel expenses, including airplane and ferry fares, ground transportation, telegrams, telephone calls, and other expenses pertaining to vessel's business, plus the per diem rate. The per diem rate shall be 60% to hotel, 40% to meals for the current 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 may be charged. If adequate meals and rooms are not furnished to the pilot when on the ship, an additional charge shall be assessed by the pilot in accordance with the distribution of per diem rate as described in this subsection.

(H) Additional charges shall be assessed for the services of a pilot, as follows:

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 additional time shall be charged at a rate of \$131.74 per hour up to a maximum of \$1,324.12 per day for each day a pilot is in transit or on standby.

The charge for detention time on board ship shall be at the rate of \$131.74 per hour per pilot up to a maximum of \$1,324.12 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 first class transportation back to Ketchikan and per diem;

The charge for trip cancellation is \$660.94, plus transportation and per diem charges in accordance with G of this section;

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 \$131.74 per hour or \$793.80 per day may be charged until actual arrival of the vessel at a pilot station;

When the 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 the rate of \$131.74 per hour or portion of an hour and may not exceed \$793.80 per day;

When an agent, owner, or master of a vessel requests a pilot to stay on board a vessel on a continuous basis while the vessel is docked or anchored at a port or anchorage, the charge shall be \$131.74 per hour and may not exceed \$1324.12 per day.

When a vessel chooses not to maintain its cruising capability for reasons determined by the vessel and not the pilot, and which are unrelated to safety of the vessel or its passengers, and when the difference in transit time is one hour or greater from the predicted transit time, had the vessel maintained its cruising capability, a charge of \$131.74 per hour, and each fraction of an hour, will be assessed for the resultant difference in time.

(l) For purpose of these rates, travel, standby, and work days begin and end at midnight. Each charge accruing at any point within a midnight to midnight time period may be assessed. All pilotage services provided under AS 08.62.165.

NOTHING FOLLOWS

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