

Puget Sound Pilotage Rates (Year 3)

Item 300 – Inter-Harbor Vessel Movements.

All inter-harbor vessel movement shall be assessed a Tonnage Charge and a Service Time Charge.
The Tonnage Charge shall be based on the Vessel’s International Gross Tonnage.

Tonnage Charge	Rate	
Gross Tonnage up to and including 20,000 tons:	(A) (I) \$1815.53	flat rate, plus
Gross Tonnage over 20,000 up to and including 50,000 tons:	(A) (I) \$.0845	per ton plus
Gross Tonnage over 50,000 up to and including 100,000 tons:	(A) (I) \$.0789	per ton plus
Gross tonnage over 100,000 tons:	(A) (I) \$.0738	per ton

Service Time Charge

Service Time Charges for Inter-Harbor Vessel Movements shall consist of an hourly charge commencing at Order Time and concluding at the time the pilot Steps Ashore, rounded up to the nearest hour, with a two-hour minimum charge, at the following rate:

~~(A)~~ **(I)**\$364.10 per hour

Item 310 – Harbor Shifts

Harbor Shifts shall be assessed a Harbor Shift Charge plus a Service Time Charge.

Harbor Shift Charge	Rate
Vessels less than 231.65 meters Length Overall	(A) (I) \$1815.53
Vessels 231.65 meters Length Overall and over	(A) (I) \$2038.98

Service Time Charge

Service Time Charges for Harbor Shifts shall consist of an hourly charge commencing at Order Time and concluding at the time the pilot Steps Ashore, rounded up to the nearest hour, with a two-hour minimum charge, at the following rate:

~~(A)~~ **(I)**\$364.10 per hour

Item 320 – Additional Pilot Charge

Additional Pilot Charges shall be applied to each additional pilot based on the number of pilots needed for a particular Vessel Movement determined by the reasonable assessment of the pilot in the interest of public safety, normal and customary practices employed by the shipping public and/or current environmental conditions and shall apply to each additional pilot.

If one or more Additional Pilot(s) is assigned to a vessel because the Job Time is expected to exceed 8 hours, customer shall pay an Additional Pilot Charge.

Additional Pilot Charges shall be assessed as follows:

- i. For Vessel Movements within a single Harbor Area, including Harbor Shifts, the Additional Pilot Charge be computed using the same method and rate as Harbor Shifts, except for additional pilot(s) boarding while underway (in stream) Service Time shall commence when the Additional Pilot(s) leaves shore.
- ii. For Inter-Harbor Vessel Movements, Additional Pilot Charges shall be computed at the same rate as for the first pilot.

Item 330 – Pilot Boat Charge

For each embarkation and/or disembarkation at Port Angeles, a Pilot Boat Charge shall be assessed in the following amount:

\$348.00

Item 340 – Transportation Charge

For each pilot performing a Vessel Movement, a Transportation Charge shall be charged in the following amount to cover the average cost of pilots’ transportation associated with Vessel Movements:

\$198.37

Item 350 – Cancellation Charge

In the event an order for a Vessel Movement is cancelled at the Request of the Vessel less than 12 hours prior to the original Order Time for a vessel arriving or departing Port Angeles, or less than 5 hours for any other Vessel Movement, a Cancellation Charge shall be assessed in the following amount:

~~(A)~~ ~~(I)~~ \$1815.53

If the cancellation occurs more than two hours after the Pilot is assigned, a Transportation Charge shall also be assessed. In addition, if the cancellation occurs after the Order Time, a Service Time Charge shall also be assessed.

Item 360 – Delay, Detention, Standby and Other

In addition to all other charges, each of the following shall be assessed if applicable:

Delay Charge.

If a vessel is delayed by circumstances outside of the control of the Pilot in excess of 60 minutes, a Delay Charge shall be assessed at the following rate, for every additional hour or fraction thereof, up to a maximum of six hours:

~~(A)~~ (I) \$364.10 per hour

If a vessel is delayed by more than six hours, the Vessel Movement shall be deemed cancelled and the Cancellation Charge and Transportation Charge shall also be assessed.

Berthing Delay.

In the event a Berthing Delay exceeds 60 minutes and results in a vessel going to anchor, a Vessel Movement shall be deemed to have concluded. If a Berthing Delay exceeds 60 minutes, a Delay Charge shall apply.

Detention Charge.

If a pilot is detained at the Request of the Vessel or for reasons outside of the pilot’s control, a Detention Charge shall be assessed for the time the Pilot is detained at the following rate, for every hour or fraction thereof:

~~(A)~~ (I) \$364.10 per hour

Standby to Pilot Charge

If at the Request of the Vessel a pilot is Standing By to Pilot, the Standby Charge shall be assessed at the following rate, for every hour or fraction thereof:

~~(A)~~ (I) \$364.10 per hour

Other Delay/Detention/Standby Charges.

For circumstances under which a pilot is delayed, detained, or is Standing By to Pilot due to reasons outside of the pilot’s control not specified above, the vessel shall be assessed charges at the following rate, for every hour or fraction thereof:

~~(A)~~ (I) \$364.10 per hour

Item 370 – Other Service Charges

Dead Ship Charge.

Dead Ship Vessel Movements shall be charged and computed at a rate of double the applicable charges per pilot.

Carried Out of District Charge.

For a pilot Carried out of District, in addition to all other applicable charges, the vessel shall be assessed a base Carried out of District Charge, at the following rate:

\$2107.00

When a pilot is Carried out of District, Detention Charges and Service Time Charges shall be applied in such a way that the combined time increment of these charges is only rounded once.

Charges for Additional Services Requested.

All other marine pilotage services not otherwise specified shall be assessed the following rate, for every hour or fraction thereof, with a two-hour minimum:

~~(A)~~ (I) \$364.10 per hour

Item 380 – Special Surcharges

Board of Pilotage Commissioners Training Surcharge.

A training surcharge as determined by the Board of Pilotage Commissioners for each pilot trainee receiving a stipend shall be added to each Vessel Movement.

PSP Tariff No. 01
Puget Sound Pilotage

“Second revised Page 15 replaces Original Page No. 15”
Section 3 – Pilotage Rates and Charges

Board of Pilotage Commissioners SILA Surcharge.

A surcharge as required by WAC 363-116-301 shall be assessed in the following amount:

\$16 per Vessel Movement

Item 390 – Finance Charges

Payment for service is due within 30 days from first billing. Finance Charges will be assessed at a rate of 1.5% for payment made after 30 days.

Section 4

GEOGRAPHIC BOUNDARIES OF HARBOR AREAS

Item 400 – Geographic Boundaries of Harbor Areas

The following descriptions shall apply to describe the Harbor Areas of the Puget Sound Pilotage District.

Anacortes: Waters east of a line from drawn due south from Kelly Point, south of latitude 48° 32.1' N (Saddlebag Is. Light '7') drawn due east from Guemes Island east shore, and north of a line drawn due east from March Point.

Bellingham: Waters north from Pt. Francis (Portage Is.) drawn due east to shore.

Bremerton: Waters west from Pt. Herron drawn due south to shore.

Cherry Pt. Ferndale: Waters inside a line drawn from Cherry Point, to Alden Bank Buoy 'B', to Alden Bank Buoy 'A', to Sandy Point.

Everett: Waters inside a line drawn from Priest Point, to Gedney Island Light '1', to Elliott Point; including the waters of the Swinomish River.

Manchester: Waters inside a line drawn from Orchard Point, to Beans Point, along the shore to Restoration Point, to Southworth Ferry landing.

Olympia: Waters south of a line drawn Dofflemyer Point to Cooper Point.

Port Angeles: Waters bound inside Ediz Hook, extending north to include to Pilot Boarding grounds, extending to Green Point, then along the shore to Ediz Hook.

Port Townsend: Waters west of a line drawn from Point Wilson to Marrowstone Point, and North of Hadlock Cut.

PSP Tariff No. 01
Puget Sound Pilotage

“First revised Page 17 replaces Original Page No. 17”
Section 4 – Geographic Boundaries of Harbor Areas

Seattle: Waters east of a line drawn from West Point to Alki Point.

Shilshole and Lake Washington: Waters east of a line from Meadow Point to Alki Point; including the locks, cuts, Lake Union and Lake Washington.

Tacoma: Waters inside a line drawn from Pt. Defiance to Pt. Dalco, along shore of Quartermaster Harbor to Piner Pt, and from Piner Point to Browns Point.

Other Harbors: Harbor Areas not otherwise defined or specified shall be those waters shoreward of a line drawn from headland to headland across the mouth of the entrance including the outermost aid to navigation if the aid extends beyond such line.