



## 549.6.938.15 Section II: Harbor Rules

In addition to the general rules contained in Section I of this Tariff, as applicable, the Harbor rules contained in Section II herein will apply specifically to matters pertaining to vessels, waterways, navigation and related subject.

### 415 PILOT FEES

The rate of pilotage per pilot for Port of Pascagoula waterways is **\$43.35** per draft foot inward and **\$43.35** per draft foot outward with a minimum draft of 15 feet in each direction, plus a tonnage surcharge of **\$64.65** per thousand highest gross tons (or any fractional part thereof) of the vessel, as listed in Lloyd's Register of Shipping, with a minimum of 4,000 gross tons.

(See Exceptions 1 and 2 below.)

A pilot boat fee of **\$244.40** per movement shall be assessed during any port call in which a pilot boat is utilized in conjunction with a vessel port call.

\*A dispatch and pilot communication fee of **\$91.70** per movement shall be assessed.

The following fees shall apply for the supervision of vessels while shifting within the harbor:

	With Power on	Without Power on	Between
any two points within the Vessel Engines Vessel Engines East Harbor (Bayou Casotte), or within the West Harbor (Pascagoula River)	<b>\$378.25</b> (x)	<b>\$623.70</b> (x)	(x)

Plus a tonnage surcharge of **\$64.65** per thousand highest gross tons, as listed in Lloyd's Register of Shipping, or any fractional part thereof of the vessel per movement. Between any point in the East Harbor and any point in the West Harbor – Full Pilotage – Both ways.

Exception 1: *The rate of pilotage per pilot on all movements of vessels of unusual size or configuration shall be calculated on a unit/draft basis. A vessel is considered to be of unusual size or configuration if its maximum breadth (including large deck cargo) exceeds 40% of the vessel length. A unit shall be equal to the maximum length times the maximum breadth divided by 850 (LxB/850). The base pilotage rate for vessels of unusual size or configuration is: **\$64.65** per unit, not to exceed 100 units, plus a draft assessment of **\$43.35** per draft foot with a minimum draft of 15 feet. If it is necessary for the pilot(s)*

to be aboard the vessel in excess of four (4) hours, there will be an additional charge of 25% of the total pilotage for each hour or fraction thereof over four (4) hours.

Except as otherwise provided in this paragraph, pilotage for all shifts solely within the East or West Harbor, and channel transit of vessels which are classified as unusual solely as a result of large deck cargo, shall be 25% of the base pilotage rate, per pilot, for each hour or fraction thereof that the pilot(s) is aboard the vessel. The per pilot charge for heavy-lift barges having no vessel or rig aboard it, moving solely within the East or West Harbor, shall be 12.5% of the base Pilotage rate, calculated with a maximum of 50 units, for each half-hour or fraction thereof that the pilot(s) is aboard.

Exception 2: Except as otherwise provided in this section, when a pilot is called to a vessel to perform an activity such as dockside maneuvering, vessel holdings, or other special services, there shall be a charge of **\$610.75** per hour or fraction thereof per pilot.

When a pilot is called to a vessel and the vessel is late for sailing for reasons other than weather, and the pilot is detained beyond a period of one half hour, there shall be a charge in addition to the regular pilotage of **\$159.10** per hour for each hour or fractional part thereof, for his detention or standby beyond one half hour.

Requests for pilot service may be canceled without penalty when notice of cancellation is received by the pilot dispatcher at least one hour prior to the original time requested. When notice of cancellation is not received within the above time limit, a penalty charge of **\$51.55** shall be assessed. This penalty charge shall be **\$259.05** in instances where the pilot boat has departed to take the pilot to the vessel.

**Dry docking or launching vessels.....\$1,152.85**

In arranging for pilots, the Port Authority assumes no responsibility for the acts or omissions of such persons.