

Listed below are the docking, undocking and related pilotage rates for Hampton Roads and adjacent areas, including the acceptable pilotage clause, as well as conditions for ship handling on the Southern and Eastern Branches.

BEAM X LOA in feet = UNITS

100

LOA and Beam rounded down to nearest foot Units and dollars rounded to nearest whole number Units to be multiplied by pier rate.

DOCKING OR UNDOCKING AT ANY OF THE FOLLOWING: 1st yr. 2nd yr

ZONE A- SEWELLS PT. TO PINNERS PT.

Minimum 700 Units

Lehigh Cement	\$.76	\$.78
All container Berths.....	\$.76	\$.78
N&S Coal Piers	\$.76	\$.78
Lamberts Pt. Piers N, L & P.	\$.76	\$.78
Naval Base Piers	\$.76	\$.78
Craney Island.	\$.99	\$ 1.02

ZONE B - PINNERS PT. TO BELT LINE BRIDGE

Minimum 700 Units

Earl Industries.....	\$ 1.08	\$ 1.11
Marine Hydraulics Int.	\$ 1.08	\$ 1.11
General Dynamics/NASSCO.	\$ 1.08	\$ 1.11
BAE	\$ 1.08	\$ 1.11
Norfolk Naval Shipyard	\$ 1.08	\$ 1.11
TransMontaigne Bulk.....	\$.83	\$.85
Kerneos.....	\$.83	\$.85

ZONE C- SEWELLS PT. PT. TO JAMES RIVER BR.

Minimum 700 Units

Newport News Marine Terminal	\$.83	\$.85
Newport News Coal Piers	\$.83	\$.85
Piers 14,15,23.....	\$.99	\$ 1.02
SEM Materials (Koch Fuel)	\$.99	\$ 1.02
Newport News Shipbuilding	\$ 1.08	\$ 1.12

ALL TANKERS to any berth in zones A,B and C except BAE:

Minimum 700 Units

ZONE D - SOUTHERN AND EASTERN BRANCHES, ELIZABETH RIVER

Minimum 500 Units

Southern Branch, to or from Hospital Point: 1st yr. 2nd yr.

1. (a) Berths between Belt Line and Virginian Railway Bridges. \$1.41 \$1.45
- (b) berths between Virginian Railway and Gilmerton Highway Bridges. \$1.60 \$1.65
- (c) berths between Gilmerton Highway and I-64 Bridges: \$1.96 \$2.02
- (d)berths south of I-64 \$2.31 \$2.38

2. Eastern Branch, to and from Hospital Point

- (a) Berths between Berkley and N&S #5 Bridges..... \$1.41 \$1.45
- (b) Berths east of N&S #5 Bridge..... \$1.60 \$1.65

3. Any Turnaround of a vessel on the Southern or Eastern Branch during docking or undocking,\$191

4. Any movement between sunset sunrise on the Southern Branch south of the Old Virginian Railway Bridge or on the Eastern Branch East of the Berkley Bridge will have an additional charge equal to the pier rate.

5. The following STERN FIRST movements will have an additional charge equal to the pier rate:
 - (a) Any stern first maneuver through a bridge
 - (b)Starboard side docking at LaFarge & Roanoke Cement.
 - (c) Stern First maneuver to or from Town Pt.
 - (d) Stern First to or from Money Pt.
 - (e) Stern First more than 0.5nm in fed channel

6. Any vessel transiting the Gilmerton Bridge with a beam in excess of 65' or a draft in excess of 32' shall have an additional charge equal to the pier rate

7. Any movement of a vessel on the Eastern Branch with a draft greater than 22' or a beam greater than 65' shall have an additional charge equal to the pier rate.

ZONE E- BERTHS IN THE YORK RIVER

Minimum 700 Units.....\$1.39 \$1.46

ADJACENT AREAS Minimum 700 Units

Docking or undocking at berths in the following areas: 1st yr. 2nd yr.

- (a)James River Reserve Ft.... \$1.32 \$1.36
- (b)Little Creek, Va. \$1.32 \$1.36
- (c)Hopewell, VA\$2.10 \$2.16
- (d)Richmond, VA\$2.10 \$2.16
- (e)Alexandria, Va. \$2.47 \$2.54

PILOTAGE

Minimum 700 Units Whenever

a Docking Pilot directs the movements of a vessel between two points involving passage through navigable channels, an additional charge for pilotage shall be made in accordance with the following schedule: These charges shall be payable whenever a Docking Pilot ACTUALLY DIRECTS THE MOVEMENT, or is present aboard ship or tug during tug escort, whether or not any other person or persons may be aboard who are permitted by law to direct the movement or who are required by law to be aboard during movements.

The rate charged will be for each ZONE transited:

- (1)Each zone or any part thereof.....\$.88
- (2) Additional charge per hour after 4 hrs\$136

ZONES

- (a) Sewells Point to Pinners Point
- (b) Pinners Pt. to Belt Line Bridge
- (c) Sewells Point to James River Bridge
- (d) Belt Line Br. To Gilmerton
- (e) Tue Marshes Light to Coleman Bridge
- (f) Cape Henry to Tue Marshes Light
- (g) Coleman Bridge To West Point
- (h) James River Bridge to JRRF
- (i) JRRF to Dancing Pt.
- (j) Dancing Pt. to Hopewell
- (k) Hopewell to Richmond
- (l) Sewells pt. to Cape Henry
- (m) Cape Henry Channel

ADDITIONAL CHARGES:

1. When a Docking Pilot boards a grounded vessel upon request to direct efforts to refloat, for each high tide. Minumum 700 units. . . .
..... \$1.84/unit
2. Cancellation charge: one half the applicable rate for docking/undocking.
3. Vessel entering or departing a dry-dock . . \$196
4. Docking or undocking alongside another vessel \$196.

5. Holding vessel in stream (awaiting berth etc.)\$167per hour or any fraction thereof after the first 15 minutes. In the event of mechanical failure charges will begin immediately.
6. Any shift from berth to berth or pier to pier shall be at regular rates for piers involved.
7. All Movements of ships having NO POWER shall be twice the applicable rate.
8. Once a pilot has reported, there will be a detention fee of \$167 per hour or any fraction thereof after the first hour from scheduled sailing time.
9. Whenever a pilot attends a meeting or conference a fee of \$257 will be charged. Outside of Hampton Roads \$497per day , plus expenses.
10. Integrated/articulated tugs and barges will be billed the applicable ship rate.
11. In the event that more than one pilot is required, each additional pilot will be billed at the pier rate.
12. Invoices not paid within sixty days of invoice date will be assessed a late charge of 10% per month.
13. Any Pilotage services, not covered by this tariff, will be fairly negotiated upon request.

**ALL OR ANY
OF THE LISTED SERVICES WILL
BE RENDERED ONLY SUBJECT
TO THE FOLLOWING
CONDITIONS:**

**PILOT NOT TO BE HELD
PERSONALLY LIABLE**

The pilot agrees to provide services to aid and assist the Master in directing the navigation of a vessel (including supervision of any tugs assisting the vessel or otherwise in attendance) for the rates established herein, based on the Master's agreement, on his/her own behalf and on behalf of the Owners that neither the Master or the Owners will assert any claims against the pilot to respond in damages to the vessel or any third parties. The Master agrees, on his/her own behalf and on behalf of the Owners, to indemnify and hold the pilot harmless from any and all claims for damages sustained to or caused by the vessel, including claims for personal injury, property damage, demurrage or delay, even though resulting from the pilot's negligence. The Master agrees that the role of the pilot is to serve only as an advisor to the Master, and the Master at all times retains full authority over and control of the vessel. Should the Master and/or Owners wish to establish different terms of liability, they agree to provide written notice to Independent Docking Pilots, Inc. prior to allowing the pilot to board the vessel, whereupon Independent Docking Pilots, Inc. will provide different and increased rates.

INDEPENDENT DOCKING PILOTS INC.

**SCHEDULE OF
RATES AND
CONDITIONS**

**INDEPENDENT
DOCKING
PILOTS, INC.**

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-- EFFECTIVE --
January 1, 2018
Through
December 31,
2019