

**ALASKA LEGISLATURE COMMITTEE FILES 1991-1992 8672**  
**7502 SENATE LABOR & COMMERCE**

~~continuous working time without a six (6) hour rest period or presence of a relief pilot (i.e., a second pilot) \$75.00 per hour will be charged.~~

~~1312.~~ Bridge watch time rendered underway at the Master's request not otherwise provided for under the tariff will be charged ~~for~~ at \$50.00-\$100.00 per hour or a portion thereof. ~~In cases where one pilot has exceeded eight (8) hours continuous working time without a six (6) hour rest period or presence of a relief pilot (i.e., a second pilot) \$75.00 per hour will be charged.~~

~~14.~~ Pilots will furnish VHF transceivers for vessels not so equipped and in working order such that compliance will be made with the provisions of the Vessels Bridge to Bridge Radiotelephone Act. The charge for the use of this equipment will be charged ~~for~~ at the rate of \$10.00 per day or portion thereof.

~~1513.~~ The rate for a Second Pilot, when used, will be charged ~~for~~ at the rate of ~~50%~~ 75% of the rate for the first pilot (all applicable charges to apply).

~~1614.~~ Mooringmaster - Services and rates are negotiable on application.

~~1715.~~ Agents, owners or masters shall advise pilots of vessel movements at least 24 and ~~36~~ hours prior to such movements in order to allow sufficient time for the pilot to arrive at the vessel via available means of transportation. A pilot will be considered unavailable for services only if the timely notice (24 and ~~36~~ hours) is given and a pilot does not show up for services. If a lesser time notice is given and a pilot under such notice is not able to reach the vessel for services, the vessel and the owner thereof shall be liable for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage fee equal to the pilotage rate that would have been paid by the vessel for such pilotage services.

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— Shall be stricken from Charges Additional to Port Tariff.

Shall be added to Charges Additional to Port Tariff.

1816. When the time of movement is set by agent, owner or master of a vessel, any delay over two (2) hours shall be charged at the rate of \$50.00 per hour or a portion thereof, ~~not to exceed \$600.00 per day~~. If the pilot is detained for two (2) hours or less, no detention will be charged. If the pilot is detained for more than two (2) hours, detention for the first two (2) hours will be charged.

1917. Movement is defined as an evolution by a vessel which requires the employment of a licensed pilot as stipulated in AS 08.62.160.

18. Pilot training surcharge shall be \$50.00 per movement for pilot training expenses.

19. Winter surcharge will be assessed at 25% for the Cook Inlet only. The winter surcharge will be in effect when the U. S. Coast Guard aids to navigation are removed to protect the aids to navigation from winter conditions.

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— Shall be stricken from Charges Additional to Port Tariff.

■ Shall be added to Charges Additional to Port Tariff.

IV.  
JUSTIFICATION FOR PROPOSED MAXIMUM TARIFFS  
AND ADDITIONAL CHARGES

A. JUSTIFICATION FOR PROPOSED MAXIMUM TARIFFS

The basic justifications for the increases sought by SWAPA are:

1. THE SOLE SOURCE OF REVENUE IS THE CHARGE FOR PILOTAGE AND OTHER CHARGES OBSERVED IN THE BUSINESS OF PILOTAGE.

The sole source of revenue of SWAPA is the charge for pilotage and the other charges observed in the business of pilotage. This revenue must not only meet necessary operating expenses and provide a reasonable income for the pilots, but must also provide funds for debt services, major repairs and replacement of existing equipment, adequate retirement benefits and training expenses.

2. U. S. CONSUMER PRICE INDEX INCREASE OF 121.3%.

The Anchorage Consumer Price Index ("CPI") increased 89.4% from 1975 to 1990 which reflects a 5.9% increase per year. The U.S. average CPI for this same period was 101.2% or 6.7% per year. See, Exhibit "B". From January 1, 1991 through to December 31, 1993, the CPI will increase approximately 17.7% for Anchorage and 20.1% for the United States. The total estimated CPI to 1994 is therefore, 107.1% for Anchorage and 121.3% for the United States. However, during this period, there has only been a 4% tariff increase, which occurred in 1979.

3. COMPARISONS WITH OTHER WEST COAST PORTS.

Although SWAPA has sought no rate adjustment in eleven (11) years, most other United States West Coast ports pilotage tariffs have increased on a regular basis while Southwestern Alaska pilotage tariffs have remained unchanged, except for Valdez. See, Exhibit "A". A tariff per mile comparison of pilotage rates for Cook Inlet/undescribed ports and Puget Sound, Columbia and Willamette and San Francisco areas were made. Puget Sound pilotage charge is approximately 122% more than the Cook Inlet rate for similar vessels and mileage (See, Exhibit "C"), Columbia and Willamette area pilots charge approximately 320% more than the Cook Inlet rate (See, Exhibit "D") and San Francisco pilots charge approximately 232% more than Cook Inlet (See, Exhibit "E"). The pilotage rates in Cook Inlet, Dutch Harbor and undescribed ports remain among the lowest on the West Coast.

4. INCREASE IN OPERATING EXPENSES, INCLUDING SALARY AND BENEFIT INCREASES FOR EMPLOYEES.

Since 1979, the overall SWAPA operating expenses have increased 88%, however, SWAPA's gross income has only increased by 47.8% over the past eleven (11) years. In 1990, additional costs were vehicle insurance, computer expense and employee pension plan which added to the this extensive increase. See, Exhibit "F". Between 1979 and 1990 there has been an increase in personnel of one employee. SWAPA employee's salaries have progressed along

with the CPI reflecting an average of 5.4% increase per year. Despite the fiscal soundness of SWAPA, operating costs have risen and will continue to rise.

5. VESSEL MOVEMENT.

Since 1979, vessel movements in Cook Inlet and undescribed ports have increased by 6.3% per year over the past 10 years. However, tariff rates have remained idle since April of 1979, operating expenses and CPI have increased, therefore precluding the possibility of maintaining a training program, continuing education and trainee pilots' income at an appropriate level. The proposed maximum tariff is justified, if SWAPA pilots are to attract and keep highly qualified individuals needed to man the system and to provide adequate, safe, efficient and reliable service.

6. INCREASE IN LIABILITY INSURANCE FOR ITS MEMBERS.

In 1979, SWAPA was paying for seventeen (17) members' liability insurance at a rate of \$514.00 per member. The total of seventeen (17) members in 1979 was \$8,738. In 1990, SWAPA added five (5) members, giving SWAPA a total membership of twenty-two (22) members at an increased rate of \$2,200 per member. On a per member basis this reflects an increase of 328% over a eleven (11) year period. See, Exhibit "G".

7. IMPLEMENTATION OF CONTINUING EDUCATION AND TRAINING PROGRAMS FOR PILOTS.

SWAPA anticipates implementation of continuing education and training programs to provide safe navigation to vessels operating on Alaska waters, including a living wage for its trainees. Lastly, SWAPA's goal is to send 4 or 5 pilots per year to attend ship handling school at Grenoble, at a cost of \$12,375 per pilot.

8. RISK UNIOUE TO SWAPA PILOTS IN THE COOK INLET AREA.

There are significant regional characteristics that are unique to the Southwestern region and in particular to Cook Inlet. These characteristics are based both on geographical structure and seasonal weather patterns in Cook Inlet that create numerous risks and challenges for SWAPA pilots. SWAPA pilots must prepare for, analyze and solve problems associated with these conditions, which are unlike any other pilotage conditions in the contiguous United States. The high risk and high degree of experience required to pilot the waters of Cook Inlet, coupled with the present low tariffs, justifies SWAPA's request for a 250% increase in Cook Inlet base tariffs with a 25% winter surcharge. This increase will bring the Cook Inlet base tariff on a par with other U.S. West Coast ports.

a. Tidal Range In Cook Inlet

Cook Inlet experiences the second greatest tidal range in the world, with up to 29 ft. of movement every 6

1/2 hours, which can create severe low tides and extreme high tides in the inlet. SWAPA pilots must analyze these tidal actions and make competent, precise and thorough decisions while piloting vessels of up to 77,000 gross tons.

b. Changes At The Bottom Of The Inlet Due To Tidal Action.

Due to the extreme fluctuating tidal range in the inlet transversing shoals, rocks or channels which barely have enough depth, becomes a significant risk to SWAPA pilots when piloting heavy tonnage vessels with deep drafts during extreme low tides.

c. Currents in Cook Inlet and Undescribed Ports.

Cook Inlet has a complex circulation pattern and due to the coastline configuration causes a strong cross-inlet current. Because of the large tidal fluctuations in the inlet, waters from upper inlet are mixed laterally, longitudinally, and vertically with each tidal cycle. At all times a pilot must know to the best of his capabilities the position of his vessel and plan accordingly for its safe movement through Cook Inlet.

In the summer, there is a large inflow of glacial meltwater in tributary streams, with a net outward movement of upper inlet waters of as much as a mile with each tidal cycle. These water masses are mixed vertically because of turbulence caused by swift currents and the high coriolis force. This results in a shear zone of incoming water and outgoing water creating a period of time when there seems to

be no ebbing (slack) tidal movement. Thus, creating significant difficulties for SWAPA pilots when maneuvering larger and deeper draft vessels in the inlet and undescribed ports.

d. Ice And Wind Conditions During Winter

The amount of ice in Cook Inlet vary from year to year. Usually there is a gradual increase of ice from late November through December, with January showing little increase or a slight decrease in ice followed by increasing ice in February. Generally, by April the ice has melted completely.

There are three (3) different types of ice in Cook Inlet which are a critical concern to SWAPA pilots.

i. Sea Ice

This ice forms in sea water, developing a thin crust on the surface and grows through the addition of ice to the bottom of the surface layer. This type of ice is predominant in Cook Inlet.

ii. Beach Ice

The large tidal range in the inlet brings the sudden appearance of a considerable amount of ice on mud flats in early winter. The ebbing tides exposes the mud to cold air, freezing the upper layer of the mud. 0.5 m of thickness is reached before this type of ice is floated free from the mud. Some beach ice is lifted higher on the beach

and some is carried out into the inlet waters and grows much like the sea ice.

iii. Stamukhi

This results from beach ice which has broken free, been deposited higher on the mud flats, and frozen to the underlying mud. Ice floating toward the beach are caught on top of the higher piece of ice and, as the tide recedes, the overhanging pieces break off, leaving a stack of layered ice with nearly straight sides. This process is repeated many times, limited only by the height of the tides and the strength with which the original beach ice is frozen into the mud. On high tide, stamukhi of massive proportions are carried into the inlet.

e. Superstructure Icing

Icing on a vessel at sea requires that several conditions be fulfilled at the same time, i.e., strong winds, cold air, and cool seawater. Saltwater icing is caused by sea spray, the most frequent form of icing at sea. Sea spray icing constitutes by far the largest number of icing cases and the most serious. The most important with regard to icing is sea spray generated by the vessel itself as it meets waves. Another type of sea spray is created when the wind blows droplets of water off the wave crests.

The worst hazard to vessels which are piloted by SWAPA pilots is the extreme danger of instability of the vessel caused by icing.

f. Storm Surges

Whenever an intense storm crosses or approaches the coastline, some portion of the shore experiences an increase in sea level and another a decrease. Direct wind effect, the atmospheric pressure effect, the transport of water by waves and swell, the effect of the earth's rotation, and the effects of the coastline configuration and bathymetric conditions combine to cause storm surges. The affects of storm surges can ground ships in harbor or create shallow shipping lanes during low tide.

Cook Inlet and the west coast of the Kenai Peninsula have sufficient conditions for the development of storm surges with west-southwest winds. The lower Cook Inlet area is particularly susceptible when strong atmospheric pressures occur during fall and winter. The favored path of these storm surges are from Kamishak Bay to the Barren Islands and from Kamishak Bay to Kachemak Bay.

9. INCREASE IN TONNAGE

When SWAPA was organized in 1975, average tonnage of a vessel serviced in Cook Inlet was 15,000 gross tons. Today, SWAPA pilots are handling vessels up to 99,800 dead weight, due to the petroleum exploration in northern waters and cost effectiveness of large tonnage cargo ships. This increase in tonnage has brought about longer ships and deeper drafts to be reckoned with in the Cook Inlet waterways.

10. NO TUGS USED IN COOK INLET

Tugboats are generally used for the docking and undocking of oceangoing vessels. In Cook Inlet tugboats are not used due to the fact that (a) tugboats are not generally available in Alaska, (b) there is such strong tidal activity that a specialized tractor tug would be required, and (c) such a tug operation would not be economically feasible. Considering the increase in vessel size in Cook Inlet from 1975 to the present date using the same waterways that exhibit the second highest tidal range in the world (-5 to +28) in a 6 1/2 hour period in conjunction with some of the worst weather conditions to be found in any pilotage region it must be recognized that the skill that is exercised in vessel movement, dockings and undockings without the use of tugs establishes Cook Inlet as one of the most dangerous and demanding pilotage in the world.

11. SUMMARY

Clearly, marine piloting under these geographical and weather conditions requires a pilot at all times to maintain constant vigilance, unfailing mental alertness and a thorough local knowledge of current conditions to insure the safety of the vessel, crew and local environment. This leaves little or no opportunity to correct errors. Even the slightest impropriety can, in effect, result in a disaster. Clearly, pilots must be highly qualified individuals in order to provide safe, efficient and reliable service under

these circumstances. SWAPA pilots should be reasonably compensated for their high level of skills and experience in piloting the dangerous waters of Cook Inlet. Certainly such compensation should be on a par with the other West Coast ports, which SWAPA's proposed maximum tariffs will accomplish.

B. JUSTIFICATION FOR PROPOSED CHARGES ADDITIONAL TO PORT TARIFF

1. Change rate in paragraph No. 3 to \$50.00 per hour without a day limitation to accurately compensate pilots when standing by to pilot, or traveling to or from distant ports and not actually piloting. No increase in the hourly rate is requested.

2. Delete paragraph No. 5 due to a more accurate definition in paragraph No. 3.

3. Change \$250.00 rate in new paragraph No. 6, shifting ship from dock to harbor, to \$500.00 plus tonnage surcharges in paragraph No. 1 per each movement to accurately compensate pilots for operating and handling of the vessel during each movement, in line with the increased costs of living and inflation over the past 16 years resulting in higher overhead for SWAPA<sup>2</sup>.

4. Change the \$250 and \$300 per movement rates in new paragraphs nos. 7 and 9 to \$500 per movement for hauling ships alongside a dock, and docking and undocking without a

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<sup>2</sup> There has been only a four percent (4%) increase in the last 16 years, in 1979.

tugboat, in line with the increases in the costs of living and inflation over the past 16 years.

5. Revision of rate charge to new paragraph No. 10 in the amount of \$50.00 per hour or portion thereof without a day limitation to accurately compensate pilots for off-duty detention on board at the same rate as travel and standby time.

6. Bridge watch time in new paragraphs nos. 11 and 12 is increased from \$50 to \$100 per hour while the ship is moored or at the request of the Master of the ship. Due to the increased inflation, costs of living and overhead of SWAPA over the past 16 years, the watch time should be increased to accurately compensate the pilot for his services. The second sentence of new paragraph 11 is deleted as it is more accurately addressed in (new) paragraph 13.

7. Previous Paragraph 14 is deleted as unnecessary since virtually all SWAPA piloted vessels have VHF transceivers.

8. The rate in (new) paragraph 13 for a second pilot is changed from 50% to 75% of the first pilot's rate to accurately compensate the second pilot for his services, see Section IV, Section A, paragraph 7, and is in line with the increased costs of living and inflation over the past 16 years.

9. In new paragraph 15, the requirement of a 36 hour notice to pilots of vessel movement is deleted as a 24 hour notice to the pilots will be adequate.

10. In new paragraph 16, the charge for a delay to a pilot of over 2 hours will be changed to \$50 per hour without a day limitation to compensate pilots for their actual time.

11. Establish a \$50.00 "Pilot Training" surcharge per ship movement to implement a continuing education and training program for SWAPA trainees and pilots to improve their skills to provide safe and competent pilotage for vessels operating in Southwest Alaska.

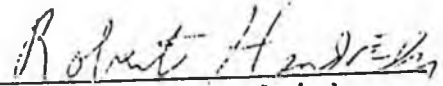
12. A winter surcharge of 25% will be implemented to accurately compensate pilots for the increased risks during the winter due to the ice and weather conditions, as described in more detail in Section IV, Section A, Paragraph 8(d), and in line with the increased costs of living and inflation over the past 16 years.

SWAPA is determined to remain in the forefront of efforts to promote safe and competent Alaskan pilotage, and the proposed maximum rates especially for Cook Inlet and undescribed ports will help SWAPA to attract and keep highly qualified individuals needed to man the system and to provide adequate, safe, efficient and reliable service.

DATED: September 13, 1991.

Respectfully submitted,

SOUTHWESTERN ALASKA PILOT  
ASSOCIATION

A handwritten signature in cursive script, appearing to read "Robert Hendricks".

Capt. Robert Hendricks  
President

EXHIBIT "A"

**PILOTAGE TARIFFS — SOUTHEASTERN**

\$400.00 per pilot in any one day. Pilots carried to sea will be paid the same rate for each day they are detained plus first class passage and subsistence back to Ketchikan.

3. Cancellation charges will be \$177.00 plus transportation and subsistence.
4. Travel, standby and work days begin and end at midnight.
5. An out-of-area charge, in lieu of detention and travel time (not applicable within 100 miles of Southeast Alaska), shall be charged equal to 1½ times the detention rate.

**G. Notice of Ship Arrival and Departure:**

1. When vessels, owners, or agents do not correct their ETA within four hours of the ETA last given, compensation in the amount of \$50.00 per hour will be charged until actual arrival of the vessel at a pilot station, not to exceed \$400.00 for any one day.
2. When sailing time is set by an agent, owner or master of a vessel, any delay over one hour will be charged at the rate of \$50.00 per hour or portion of an hour, not to exceed \$400.00 for any one day. If a pilot is detained for one hour or less, no detention will be charged. If a pilot is detained for more than one hour, detention for the first hour and succeeding hours will be charged.

**H. Vessel at Rest Charge:** When an agent, owner or master 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 rate will be \$355.00 per day. Days begin and end at midnight.

NOTE: Pilot boat charges are not included in pilotage tariff.

**APPENDIX B**

**PILOTAGE TARIFF AND CHARGES FOR SOUTHWESTERN ALASKA (U.S. FUNDS)**

**I. COOK INLET PILOTAGE RATES:**

Following rates are one way only:

Homer Pilot Station to Port of Anchorage . . .	\$709.00
Homer Pilot Station to Nikiski . . . . .	531.00
Homer Pilot Station to Drift River . . . . .	531.00
Homer Pilot Station to North Foreland/Point Possession/Tyonek . . . . .	625.00
Anchorage to Drift River (North of Kalgin Island) . . . . .	531.00
Anchorage to Drift River (South of Kalgin Island) . . . . .	709.00
Anchorage to Nikiski . . . . .	467.00
Nikiski to Drift River (North of Kalgin Island) . . . . .	421.00
Nikiski to Drift River (South of Kalgin Island) . . . . .	531.00
Homer Pilot Station to Kasitsna Bay . . . . .	428.00
Homer Pilot Station to Homer . . . . .	417.00
Homer Pilot Station to Port Chatham . . . . .	750.00

**II. OTHER ALASKA PORTS:**

Following rates are one way only:

Va'dez . . . . .	1,271.00
Cordova . . . . .	521.00
Whittier . . . . .	521.00
Ocean Entrances of Prince William Sound to Designated State Pilot Stations for Valdez, Whittier and Cordova . . . . .	750.00
Ocean Entrances of Prince William Sound to Knowles Head Anchorage . . . . .	500.00
Knowles Head Anchorage to Valdez or Whittier Pilot Station . . . . .	500.00
Seward . . . . .	521.00
Kodiak — City Harbor . . . . .	521.00
Kodiak — Womens Bay . . . . .	521.00
Cold Bay . . . . .	677.00
King Cove . . . . .	600.00
Dutch Harbor, (Unalaska, Iliuliuk Harbor and Captain's Bay) . . . . .	625.00
Adak . . . . .	677.00
Discoverer Bay and Kazakov Bay . . . . .	750.00
Yakutat and Icy Bay . . . . .	600.00

Charges for unlisted ports negotiated to time and risk. Minimum charge will be \$417.00

PILOTAGE TARIFF — SOUTHWESTERN

III. CHARGES ADDITIONAL TO PORT TARIFF

1. A tonnage surcharge of \$.02 (2 cents) per gross ton is made for all tonnage in excess of 14,000 gross tons. In all the preceding cases any gross tonnage in excess of 50,000 gross tons will be charged for at \$.01 (1 cent) per gross ton.
2. All rates remain the same whether piloting is to or from sea, or, to or from a pilot boarding or debarking point.
3. Standby/travel fee: When standing by to pilot, or traveling to or from distant pilot ports and not actually piloting, such time shall be charged for at a rate of \$50.00 per hour up to a maximum of \$600.00 per day.
4. Transportation and Subsistence:
  - A. Vessels, owners, agents and charterers shall pay pilotage fees; pilots' travel expenses such as plane and ferry fares, per diem allowances, cab fares, telegrams, telephone calls, and all other expenses pertaining to ship's business.
  - B. Per diem rates for pilots shall correspond to those published by the Internal Revenue Service of the U.S. Treasury Department. These rates shall be adjusted on April 1 of each year. Total rates shall be distributed 60% to hotel, 20% to dinner, 10% to lunch, and 10% to breakfast, rounded to the nearest dollar, but in no instance will the distribution exceed the total daily allowance.
  - C. When adequate meals and rooms are not furnished to the pilot when on ship, a charge will be made in accordance with the above rates. Accommodations for the pilot must be at least comparable to the accommodations of the vessel's officer personnel.
5. Travel, standby, and work days begin and end at midnight. Each category occurring at any point within a midnight to midnight time period will be charged for according to the category involved.
6. If one pilot exceeds eight hours continuous running time without a six hour rest period or presence of a relief pilot (i.e., a second pilot) while transiting compulsory pilotage

PILOTAGE TARIFF — SOUTHWESTERN

- waters, overtime shall be charged for at the rate of \$75.00 per hour or portion thereof.
7. Shifting of ship from dock to harbor or harbor anchorage; from harbor or harbor anchorage to dock; from anchorage within a harbor to another anchorage within the same harbor, will be charged at \$250.00 per each movement. A dock to dock shift comprises two movements and will be charged for accordingly. Anchoring or laying to for loading cargo or discharging cargo shall be considered as a regular port charge and all fees and tariffs shall be assessed the same as if the vessel moored.
  8. On each occasion of hauling ship alongside a dock or mooring to position tanks, holds, manifolds, loading arms, towers, or hoses comprises a single movement and will be charged for accordingly at \$250.00 per movement.
  9. Movement of a ship in the absence of availability of the ship's own propulsion system even though assisted by tugboats will be charged for at twice the prevailing rate for each evolution engaged.
  10. Docking/Undocking vessels over 2,000 gross tons without the use of a tugboat, if a tugboat is available, at Anchorage, Seward, Whittier, Valdez, Cordova, Kodiak, Womens Bay, will be charged for at the rate of \$300.00 per movement. It will remain pilot's option whether or not to proceed without use of a tug.
  11. Carried to sea detention on board; off duty detention on board, intentional or otherwise, or off duty standby on board at the request of the master will be charged for at the rate of \$400.00 per day, or portion thereof. If disembarked at a position other than the base station from which dispatched, first class return passage and subsistence will be charged.
  12. Bridge watch time rendered while ship is anchored or moored will be charged for at the rate of \$50.00 per hour or portion thereof. In cases where one pilot has exceeded 8 hours continuous working time without a 6 hour rest period or presence of a relief pilot (i.e., a second pilot) \$75.00 per hour will be charged.

## PILOTAGE TARIFF — SOUTHWESTERN

13. Bridge watch time rendered underway at the master's request not otherwise provided for under the tariff will be charged for at \$50.00 per hour or portion thereof. In cases where one pilot has exceeded 8 hours continuous working time without a 6 hour rest period or presence of a relief pilot (i.e., a second pilot) \$75.00 per hour will be charged.
14. Pilots will furnish VHF transceivers for vessels not so equipped and in working order such that compliance will be made with the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. The charge for the use of this equipment will be charged for at the rate of \$10.00 per day or portion thereof.
15. The rate for a Second Pilot, when used, will be charged for at the rate of 50% of the rate for the first pilot (all applicable charges to apply).
16. Mooringmaster — Services and rates are negotiable on application.
17. Agents, owners or masters shall advise pilots of vessel movements at least 24 and 36 hours prior to such movements in order to allow sufficient time for the pilot to arrive at the vessel via available means of transportation. A pilot will be considered unavailable for services only if the timely notice (24 and 36 hours) is given and a pilot does not show up for services. If a lesser time notice is given and a pilot under such notice is not able to reach the vessel for services, the vessel and the owner thereof shall be liable for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage fee equal to the pilotage rate that would have been paid by the vessel for such pilotage services.
18. When the time of movement is set by agent, owner or master of a vessel, any delay over two hours shall be charged at the rate of \$50.00 per hour or a portion thereof, not to exceed \$600.00 per day. If the pilot is detained for two hours or less, no detention will be charged. If the pilot is detained for more than two hours, detention for the first two hours will be charged.
19. Movement is defined as an evolution by a vessel which requires the employment of a licensed pilot as stipulated in AS 08.62.160.

EXHIBIT "B"

**CONSUMER PRICE INDEX**  
**For All Urban Consumers (CPI-U)**  
**Anchorage and U.S.**  
**All Items Index, 1982-84=100**

Annual Data	Index		Percent Change From Previous Year	
	Anchorage	U.S.	Anchorage	U.S.
1975	57.1	53.8	13.7%	9.1%
1976	61.5	56.9	7.7%	5.8%
1977	65.6	60.6	6.7%	6.5%
1978	70.2	65.2	7.0%	7.6%
1979	77.6	72.6	10.5%	11.3%

Source: U.S. Department of Labor, Bureau of Labor Statistics  
 Printed 9-16-91 by Alaska Department of Labor, Research & Analysis

CONSUMER PRICE INDEX  
For All Urban Consumers (CPI-U)  
Anchorage and U.S.  
All Items Index, 1982-84=100

Annual Data	Index		Percent Change From Previous Year	
	Anchorage	U.S.	Anchorage	U.S.
1980	85.5	82.4	10.2%	13.5%
1981	92.4	90.9	8.1%	10.3%
1982	97.4	96.5	5.4%	6.2%
1983	99.2	99.6	1.8%	3.2%
1984	103.3	103.9	4.1%	4.3%
1985	105.8	107.6	2.4%	3.6%
1986	107.8	109.6	1.9%	1.9%
1987	108.2	113.6	0.4%	3.6%
1988	108.6	118.3	0.4%	4.1%
1989	111.7	124.0	2.9%	4.8%
1990	118.6	130.7	6.2%	5.4%

Semiannual Data	Index		Percent Change From Same Half Previous Year	
	Anchorage	U.S.	Anchorage	U.S.
1st half 1986	108.3	109.1	3.4%	2.3%
2nd half 1986	107.4	110.1	0.5%	1.5%
1st half 1987	108.3	112.4	0.0%	3.0%
2nd half 1987	108.1	114.9	0.7%	4.4%
1st half 1988	108.4	116.8	0.1%	3.9%
2nd half 1988	108.9	119.7	0.7%	4.2%
1st half 1989	110.9	122.7	2.3%	5.1%
2nd half 1989	112.5	125.3	3.3%	4.7%
1st half 1990	116.9	128.7	5.4%	4.9%
2nd half 1990	120.4	132.6	7.0%	5.8%
1st half 1991	123.3	135.2	5.5%	5.1%

Source: U.S. Department of Labor, Bureau of Labor Statistics  
Updated 8-14-91

EXHIBIT "C"

PUGET SOUND COMPARISON WITH COOK INLET AND NON-DESCRIBED PORTS

Based on an 84 mile transit\*

Ship's Name	<u>Koyo Spirit</u>	<u>Overseas Washington</u>	<u>T.K. Vigor</u>	<u>Arco Sag River</u>	<u>Chevron California</u>
L.O.A.	847	894	803	810	810
Gross Ton	51200	44906	44572	35646	35588

Puget Sound Charges

Gross Ton	1,609.56	1,275.19	1,258.09	801.08	798.11
L.O.A.	1,194.00	1,234.00	1,151.00	1,151.00	1,151.00
<b>Total</b>	<b><u>2,803.56</u></b>	<b><u>2,509.19</u></b>	<b><u>2,409.09</u></b>	<b><u>1,952.08</u></b>	<b><u>1,949.11</u></b>

Cook Inlet Charges

Gross Ton	732.00	618.12	611.44	432.92	431.76
Tarriff	531.00	531.00	531.00	531.00	531.00
<b>Total</b>	<b><u>1,263.00</u></b>	<b><u>1,149.12</u></b>	<b><u>1,142.44</u></b>	<b><u>963.92</u></b>	<b><u>962.76</u></b>

Percentage Difference between Puget Sound rates and Cook Inlet: Puget Sound's rates are the following percentages more than Cook Inlet's rates:

122%                      115%                      111%                      103%                      102%

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\*The chart shows a fictitious ship calling at Puget Sound versus Cook Inlet, the miles used were Port Angeles to Crescent Harbor (82 miles) and Cook Inlet to Nikiski (84 miles).

**PUGET SOUND PILOTS RATES**  
**Effective 0001 Hours June 20, 1991**

**CLASSIFICATION:**

RATES FOR 1991

**CHARGES: Ship Length Overall (LOA - Zone)**

**L.O.A.**

Distance furnished by National Oceanic and Atmospheric Administration, computed to the nearest half-mile, and includes retirement fund contributions.

**BOARDING FEE:**

**\$28.00**

Per each boarding/deboarding at the Port Angeles Pilot Station.

**HARBOR SHIFT - Live Ship (Seattle Port)**

**LOA- Zone 1**

**HARBOR SHIFT - Live Ship (Other than Seattle (Port))**

**LOA - Zone 1**

**HARBOR SHIFT - Dead Ship**

**DOUBLE LOA - Zone 1**

**DEAD SHIP TOWING CHARGE: (LOA tug + LOA tow + beam of tow) DOUBLE LOA - Zone**

Any tow exceeding seven hours, two pilots are mandatory. Harbor shifts shall constitute and be limited to those services in moving vessels from dock or dock, from anchorage to dock, from dock to anchorage, or from anchorage to anchorage in the same port after all other applicable tariff charges for pilotage services have been recognized as payable.

**WATERWAY AND BRIDGE CHARGES:**

**Ships up to 90' Beam:**

A charge of \$153.00 shall be in addition to bridge fees for any vessel movements both inbound and outbound required to transit south of Spokane Street Bridge in Seattle, south of Eleventh Street Bridge in any of the Tacoma Waterways, in Port Gamble, or in the Snohomish River. Any vessel movements required to transit through bridges shall have an additional charge of \$73.00 per bridge.

**Ships 90' Beam And/Or Over:**

A charge of \$206.00 shall be in addition to bridge fees for any vessel movements both inbound and outbound required to transit south of Spokane Street Bridge in Seattle and south of Eleventh Street Bridge in any of the Tacoma Waterways. Any vessel movements required to transit through bridges shall have an additional charge of \$144.00 per bridge.

(The above charges shall not apply to transit of vessels from Shilshole Bay to the limits of Lake Washington.)

**Two Or Three Pilots Required:**

In a case where two or three pilots are employed for a single vessel waterway or bridge transit, the second or third pilot charge shall include the bridge and waterway charge in addition to the harbor shift rate.

**COMPASS ADJUSTMENT:**

**\$205.00**

**RADIO DIRECTION FINDER CALIBRATION:**

**\$205.00**

**LAUNCHING VESSELS:**

**\$309.00**

TRIAL TRIPS, 6 hours or Less (Minimum \$582.00) \$ 97.00 per hour  
TRIAL TRIPS, Over 6 Hours (Two Pilots) \$194.00 per hour

SHILSHOLE BAY - SALMON BAY: \$120.00  
SALMON BAY - LAKE UNION \$ 94.00  
LAKE UNION - LAKE WASHINGTON (PLUS LOA FROM WEBSTER PT) \$120.00

CANCELLATION CHARGE: LOA - Zone 1  
CANCELLATION CHARGE: - PORT ANGELES LOA - Zone 1  
(When pilot is ordered and vessel proceeds without  
stopping for pilot.)

DOCKING DELAY AFTER ANCHORING: \$97.00 per hour  
Applicable Harbor Shift rate to apply, plus \$97.00  
per hour Standby: No charge if delay is 60 minutes  
or less. If the delay is more than 60 minutes,  
charge is \$97.00 for every hour or fraction thereof.

SAILING DELAY: \$97.00 per hour  
No charge if delay is 60 minutes or less. If the  
delay is more than 60 minutes, charge is \$97.00  
for every hour or fraction thereof.

SLOW-DOWN: \$97.00 per hour  
When a vessel chooses not to maintain its normal  
speed capabilities for reasons determined by the  
vessel and not the pilot, and when the difference  
in arrival time is one hour, or greater, from the  
predicted arrival time had the vessel maintained  
its normal speed capabilities, a charge of \$97.00  
per hour, and each fraction thereof, will be  
assessed for the resultant difference in arrival  
time.

**SUPER SHIPS:**

20,000 to 50,000 Gross Tons:  
Additional charge to LOA Zone mileage of \$0.0512  
a gross ton for all gross tonnage in excess of  
20,000 gross tons up to 50,000 gross tons.  
50,000 Gross Tons and Up:  
In excess of 50,000 gross tons, the charge shall  
be \$0.0613 per gross ton.

For vessels where a certificate of international gross tonnage  
is required, the appropriate international gross tonnage  
shall apply.

DELAYED ARRIVAL - PORT ANGELES: \$97.00 per hour  
When a pilot is ordered for an arriving inbound vessel  
at Port Angeles and the vessel does not arrive within  
two hours of its ETA, or its ETA is amended less  
than six hours prior to the original ETA, a charge  
of \$97.00 for each hour delay, or fraction thereof,  
shall be assessed in addition to all other appropriate  
charges.

TRANSPORTATION TO VESSELS ON PUGET SOUND:

March Point/Anacortes	\$113.00
Bangor	\$ 66.00
Bellingham	\$125.00
Bremerton	\$ 35.00
Cherry Point	\$147.00
DuPont	\$ 66.00
Edmonds	\$ 24.00
Everett	\$ 43.00
Ferndale	\$135.00
Manchester	\$ 52.00
Mukilteo	\$ 42.00
Olympia	\$ 85.00
Point Wells	\$ 24.00
Port Gamble	\$ 61.00
Port Townsend (Indian Is.)	\$ 86.00
Seattle	\$ 11.00
Semiahmoo (Blaine)	\$154.00
Tacoma	\$ 44.00
Tacoma Smelter	\$ 50.00
Winslow	\$ 35.00

- (a) Intraharbor transportation for the Port Angeles port area - transportation between Port Angeles pilot station and Port Angeles harbor docks - \$11.00.
- (b) Inter-port Shifts: Transportation paid to and from both points.
- (c) Intra-harbor Shifts: Transportation to be paid both ways. If intra-harbor shift is cancelled on or before scheduled reporting time, transportation paid one way only.
- (d) Cancellation: Transportation both ways unless notice of cancellation is received prior to scheduled reporting time in which case transportation need only be paid one-way.
- (e) Any new facilities or other seldom used terminals, not covered above, shall be based on mileage x \$1.60 per mile.

DELINQUENT PAYMENT CHARGE:

1.5% per month after 45 days from first billing

NONUSE OF PILOTS:

Ships taking and discharging pilots without using their services through all Puget Sound and adjacent inland waters shall pay full pilotage fees on the LOA zone mileage basis from Port Angeles to destination, from place of departure to Port Angeles, or for the entire distance between two ports on Puget Sound and adjacent inland waters.

PUGET SOUND PILOTS

LOA RATE SCHEDULE  
Effective 0001 Hours June 20, 1991

LOA (Length Overall)	Zone 1 Intra Harbor	Zone 2 0-30 Miles	Zone 3 31-50 Miles	Zone 4 51-75 Miles	Zone 5 76-100 Miles	Zone 6 101 Miles & Over
UP to 449	144	226	392	587	792	1030
450 - 459	148	231	395	595	804	1034
460 - 469	152	234	399	605	816	1038
470 - 479	157	240	405	618	819	1041
480 - 489	161	245	407	629	824	1044
490 - 499	164	247	411	640	833	1050
500 - 509	171	252	419	650	839	1057
510 - 519	174	257	423	657	848	1061
520 - 529	176	267	430	661	856	1071
530 - 539	182	270	435	668	869	1081
540 - 549	185	274	444	676	984	1091
550 - 559	189	283	447	685	890	1102
560 - 569	196	294	456	692	900	1113
570 - 579	200	298	460	694	908	1120
580 - 589	208	303	469	700	914	1132
590 - 599	218	309	472	704	927	1144
600 - 609	226	318	478	706	937	1151
610 - 619	239	321	487	710	948	1161
620 - 629	248	325	493	716	958	1174
630 - 639	261	333	498	718	966	1185
640 - 649	272	339	503	721	977	1194
650 - 659	290	346	512	727	988	1205
660 - 669	298	349	517	730	998	1215
670 - 679	307	358	523	743	1010	1222
680 - 689	312	366	529	751	1013	1234
690 - 699	321	371	536	765	1030	1259
700 - 719	336	383	547	772	1048	1274
720 - 739	356	395	560	783	1071	1295
740 - 759	371	411	572	792	1091	1318
760 - 779	386	428	585	804	1113	1337
780 - 799	405	445	595	816	1132	1360
800 - 819	421	460	607	821	1151	1380
820 - 839	435	475	620	833	1174	1397
840 - 859	454	495	633	842	1194	1421
860 - 879	470	512	646	866	1215	1440
880 - 899	487	528	657	885	1234	1462
900 - 919	501	543	669	906	1259	1483
920 - 939	518	560	685	927	1274	1502
940 - 959	536	575	695	948	1295	1522
960 - 979	550	592	708	966	1318	1543
980 - 999	569	607	719	988	1337	1563
1000 & Over	585	628	732	1010	1360	1585

EXHIBIT "D"

COLUMBIA/WILLAMETTE COMPARISON WITH COOK INLET AND NON-DESCRIBED PORTS

Based on an 84 mile transit\*

Ship's Name	<u>Koyo Spirit</u>	<u>Overseas Washington</u>	<u>T.K. Vigor</u>	<u>Arco Sag River</u>	<u>Chevron California</u>
L.O.A.	847	894	803	810	810
Gross Ton	51200	44906	44572	35646	35588
Draft	51	44	44	35	35

Columbia/Willamette Charges

Gross Ton	2,944.00	2,582.10	2,562.89	2,049.65	2,046.31
Draft	524.54	452.54	452.54	359.98	359.98
L.O.A.	1,694.00	1,788.00	1,606.00	1,620.00	1,620.00
<b>Total</b>	<b><u>5,162.54</u></b>	<b><u>4,822.64</u></b>	<b><u>4,621.43</u></b>	<b><u>4,029.63</u></b>	<b><u>4,026.29</u></b>

Cook Inlet Charges

Gross Ton	732.00	618.12	611.44	432.92	431.76
Tarriff	531.00	531.00	531.00	531.00	531.00
<b>Total</b>	<b><u>1,263.00</u></b>	<b><u>1,149.12</u></b>	<b><u>1,142.44</u></b>	<b><u>963.92</u></b>	<b><u>962.76</u></b>

Percentage Difference between Columbia/Willamette rates and Cook Inlet:  
Columbia/Willamette's rates are the following percentages more than Cook Inlet's rates:

309%

320%

305%

318%

318%

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\*The chart shows a fictitious ship calling at Columbia and Willamette versus Cook Inlet, the miles used were between Columbia/Willamette and the Broadway Bridge (85 miles) and Cook Inlet to Nikiski (84 miles).

OREGON PILOTAGE TARIFF NO. A-5

Naming rates and charges for:

COLUMBIA RIVER BAR

COLUMBIA AND WILLAMETTE RIVER

COOS BAY BAR

YAQUINA BAY BAR



\*\*\*\*\*

OREGON BOARD OF MARITIME PILOTS

1400 S.W. 5TH AVENUE

PORTLAND, OR 97201

503/229-5227

\*\*\*\*\*

OREGON PILOTAGE TARIFF NO. A-5

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NOTES:

- 1) This tariff supersedes Oregon Pilotage Tariff No. A-4. Changes from the last issued rates have been underlined.
- 2) This tariff is issued in loose leaf form. Revisions will be made by reprinting of entire page containing correction or addition. Corrected pages will carry correction numbers which will be issued in consecutive order. As received, these should be checked off against the list of corrections for this tariff. If numbers do not appear in consecutive order, the Board should be advised.

EFFECTIVE: 00:01 A.M., Sep. 27, 1986  
REISSUED: 00:01 A.M. Nov. 28, 1989

Section 1. GENERAL

1. APPLICATION

The rates, terms, conditions and rules specified in this tariff apply to all pilotage services provided by Oregon pilots.

2. RESPONSIBILITY AND INSURANCE

The provisions of ORS 776.510 and section 7 of chapter 330 of the 1983 Oregon Laws hereby are incorporated into and made part of this tariff. By reason of the option granted by ORS 776.510, the rates and charges named in this tariff do not include the cost of marine insurance insuring the pilot and any organization of pilots to which the pilot belongs, the vessel, its owners, agents or operators from the consequences of negligence or errors in judgment of the pilots or organizations of pilots.

However, upon reasonable notice to the pilots in writing from the vessel, its master, owners, agents or operators, the pilots parties hereto will procure such insurance on a "trip" basis in an amount equal to the value of the vessel and its cargo, or such other amount as may be agreed upon between the pilots and the vessel, its master, owners, agents or operators, insuring the pilots and the organization of pilots to which they belong against all claims or demands arising from or based upon, directly or indirectly, pilotage of the vessel. The premium for such insurance shall be assessed in addition to the rates and charges specified herein.

The election of the vessel, its master, owners, agents or operators not to request pilots parties hereto to procure such insurance and thereby elect to have the pilots parties hereto perform services on the rates and charges specified herein shall constitute a binding and irrevocable agreement on the part of the vessel, its master, owners, agents or operators to the terms and conditions of the following:

It is understood and agreed, and is the essence of the contract under which services of the pilot are tendered to and accepted by the vessel, its master, operators and owners, that:

A. The services rendered hereunder are rendered by a pilot duly and regularly licensed by the State of Oregon pursuant to ORS chapter 776, or (with respect to domestic vessels) the holder of a valid license issued by the Federal Government;

EFFECTIVE: 00:01 A.M., Sep. 27, 1986  
REISSUED: 00:01 A.M., Nov. 28, 1989

Section 1. GENERAL, cont'd.

B. The services of any individual pilot (except with respect to domestic vessels) have been voluntarily accepted and are voluntarily rendered pursuant to the election authorized by ORS 776.510;

C. Such services are advisory in nature only, the master of the vessel remaining at all times in full command of the vessel and empowered to relieve the pilot of duties;

D. The services of the pilot are accepted on the express understanding that when the pilot goes aboard the vessel the pilot becomes the servant of the vessel and its owners and operators, and the master, owners and operators of the vessel expressly covenant and agree not to assert directly or indirectly, any personal liability against the pilot, any organization of pilots to which the pilot belongs, and against any members of such organization, to respond in damage (including any rights over) arising out of or connected with, directly or indirectly, any damage, loss or expense sustained by the vessel, its master, owners, operators and crew, and any third parties (including cargo), even though resulting from acts or omissions of any organization of pilots to which the pilot belongs, from acts or omissions of its members, or any acts or omissions of the pilot, and to defend, indemnify and hold harmless the pilot, and organization of pilots to which the pilot belongs, and any members of such organization, from any claims whatsoever for damages, loss or expense arising out of, or connected with any acts or omissions of the pilot or organization of pilots which relate, directly or indirectly, to pilotage of the vessel except as to such personal liability and rights over as may arise by reason of the wilful misconduct or gross negligence of the pilot;

E. The master, owners and operators of the vessel shall not be liable to indemnify and hold harmless the pilot and any organization of pilots to an extent greater than the amount to which the liability of the vessel, its owners and operators, is limited by reason of contract, bill of lading or statute, including but not limited to, the Limitation of Liability Act (46 U.S.C. §§ 181-189), the Harter Act (46 U.S.C. §§ 190-195), the Carriage of Goods by Sea Act (46 U.S.C. §§ 1300-1315), and the Federal Water Pollution Control Act (33 U.S.C. § 1321); and

F. The fees charged for the services rendered by the pilot have been computed and are assessed in accordance with and based upon the above stipulations.

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REISSUED: 00:01 A.M., Nov. 28, 1969

Section 1. GENERAL, cont'd.

3. LIABILITY FOR CHARGES

Attention is directed to the provisions of ORS 776.445, reading as follows: "In addition to the lien of the pilot upon the vessel for any sum due for piloting, the master, owner, and consignee or agent are jointly and severally liable to the pilot therefor." This shall apply whether the person or persons ordering such services are doing so on behalf of a disclosed or undisclosed principal.

4. ORDERS FOR SERVICES

Orders for pilots should be made to the pilots' dispatching offices during the hours set forth and in the manner requested under sections covering for each respective grounds. Due care shall be exercised in placing orders and in keeping the pilots informed in respect to any changes in time on operations in order that efficient service may be provided.

5. SERVICES FOR WHICH RATES NOT FIXED

(Extraordinary pilotage services, services to vessels in distress, salvage services, etc.)

With respect to services for which rates are not fixed by this tariff, the pilot shall invoice reasonable charges for services rendered. Within ten (10) days after invoice is presented, the party invoiced may apply to the Oregon Board of Maritime Pilots for a reduction or modification of the charges. In the event of such application, the decision of the Board shall be final and binding.

6. VESSEL ASSISTANCE

If weather, tide, or other conditions warrant, tug or tugs may be recommended by the pilot but the final decision thereon shall be that of the master.

7. RATES AND CHARGES

Rates are in dollars per move or per item of service for each pilot employed.

8. DEFINITIONS

A. Draft and Tonnage Rates. The rates established by the Oregon Board of Maritime Pilots pursuant to ORS 776.115 are based on the actual deepest draft and the international gross registered tonnage of the vessel being piloted.

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Section 1. GENERAL cont'd.

B. Detention (Stand-by). Detention is the delay of a pilot for any period of time in excess of that normally required to commence or terminate pilotage services. Detention shall specifically include the detaining of a pilot aboard a vessel or craft after the termination or during interruption of his services; and the interval between reporting for duty as ordered and the actual time of commencement of pilotage.

(1) Commencement

- a. When anchoring for any reason whatsoever, when anchor is let go.
- b. After arrival at a shore structure or other moorings; when the order is given "finished with engines", or when tugs are dismissed from tow.
- c. The time a pilot is ordered to report to the vessel by the person ordering the services and the pilot reports as ordered.

(2) Termination

- a. When departing from anchorage; the time when anchor is aweigh.
- b. When adequate facilities are provided and are ready for the pilot to leave vessel.
- c. The time a pilot gives his first orders relative to commencement of regular pilotage service.

Detention shall not include any additional time required to pilot the vessel or crafts by reason of any act of God, or any other force majeure acting directly on the vessel itself, but shall include, however, without limitation, delays or additional time occasioned by breakdown of the vessel, its machinery and equipment; impassability of the waterway being traversed; requiring the pilot to reduce speed or engage in unusual maneuvers to delay the arrival of a vessel at its berth or anchorage; operating a vessel under reduced boiler capacity (or reduced horsepower); and time lost in standing by or anchoring because the vessel cannot be moored; or for any other reason apart from normal pilotage.

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EFFECTIVE: 00:01 A.M., Sep. 27, 1986  
REISSUED: 00:01 A.M., Nov. 28, 1989

## Section 2. COLUMBIA RIVER BAR PILOTAGE GROUND

COLUMBIA RIVER BAR PILOTS

P. O. Box 81; Astoria, Or 97103

Cable Address: BARPILOTS ASTORIA

Radiotelephone frequencies and call signs: Channel 13 or 16 VHF

PEACOCK - WS 7217  
COLUMBIA - WS 7344ORDERS

Orders for pilots should be made to the pilots' dispatcher at the pilot offices, Astoria, Oregon (325-2641 or 325-2642).

Vessels arriving at the bar from sea shall give twelve (12) hours notice of their estimated time of arrival directly to the pilots' office, or, if notice is given by radiotelephone, to the pilot boat on duty. Vessels outbound from upriver points and delayed for any reason shall give notice of the delay to the pilots' office or, if given by radiotelephone, to the pilot boat on duty. When the vessel proceeds after such a delay, notice shall again be given to the office or pilot boat, as the case may be.

ITEM	SERVICE	RATES & CHARGES	MINIMUM
1	Inbound or Outbound between Astoria and the sea.	\$7.32 per draft foot and \$.0419 per gross registered ton.	<u>\$275.00</u>
2	Vessel under tow inbound or outbound between Astoria and the sea.	Towing vessel - per Item 1 Each towed vessel - per Item 1	<u>\$138.00</u> <u>\$138.00</u>
3	Shifting vessels (applies to shifts between docks, between anchorages, and/or between docks and anchorages).	<u>\$275.00</u>	
4	Pilot reporting where in his good judgment it is safe to proceed, but Master declines to proceed.	<u>\$110.00</u>	
5	Pilot reporting and ship movement cancelled. (Not applicable if upon advice of the pilot, cancellation due to stress of weather or tidal conditions).	<u>\$110.00</u>	

EFFECTIVE: 00:01 A.M., Sep. 27, 1986

REISSUED: 00:01 A.M., Nov. 28, 1989

OREGON PILOTAGE TARIFF NO. A-5

Section 2. COLUMBIA RIVER BAR PILOTAGE GROUND

ITEM	SERVICE	RATES & CHARGES	MINIMUM
6	Swing ship for compass adjustment or calibration. (If weather and/or tide conditions warrant, tug or tugs will be recommended by the Pilot; but the final decision relating thereto shall be that of the Master.)	<u>\$110.00</u>	
7	A. When vessel enters from sea to put a person ashore or aboard a small craft or other like purpose and then returns to sea: (1) If vessel does not proceed past Clatsop Spit Buoy No. 12 (2) If vessel proceeds past Clatsop Spit Buoy No. 12 B. Vessel proceeds to sea and later returns to Astoria to anchorage: (1) If vessel does not proceed past Clatsop Spit Buoy No. 12 (2) If vessel proceeds past Clatsop Spit Buoy No. 12	1½ times regular inbound pilotage fee. Full inbound and out-bound pilotage fee. 1½ times regular out-bound pilotage fee. Full inbound and out-bound pilotage fee.	
8	Detention or standby, per hour or fraction thereof. No charge for first hour unless pilot detained over one hour, in which case all detention will be charged.	\$ 55.00 First Hour <u>\$110.00</u> Each Addnl Hour	
9	Pilot carried off station unwillingly or through no fault of pilot.	Expenses incurred in return to station in Astoria, plus <u>\$110.00</u> per day from the time pilot is carried off station until again in a position to resume duties in Astoria.	

EFFECTIVE: 00:01 A.M., Sep. 27, 1986  
 REISSUED: 00:01 A.M., Nov. 28, 1989

OREGON PILOTAGE TARIFF NO. A-5

Section 2. COLUMBIA RIVER BAR PILOTAGE GROUND

ITEM	SERVICE	RATES & CHARGES	MINIMUM
10	Moving vessels not propelled by their own power. ( <u>1½ x shift fee of \$275.00</u> )	<u>\$413.00</u>	
11	Pilot is ordered to board vessel at other than regular and customary boarding stations and, as a consequence, transportation expenses in excess of those normally incurred are actually expended.	Actual expenses incurred in excess of those normally expended.	
12	<u>Pilot boarding and disembarking at sea.</u>	<u>\$25.00</u>	

EFFECTIVE: 00:01 A.M. Sep. 27, 1986  
 REISSUED: 00:01 A.M. Nov. 28, 1989

Section 3. COLUMBIA AND WILLAMETTE RIVER PILOTAGE GROUND

COLUMBIA RIVER PILOTS

13225 N Lombard; Portland. OR 97203

ORDERS

Orders for a Columbia River Pilot will be accepted only between the hours of 8:00 A.M. and 4:00 P.M. Special arrangements can be made for tentative orders during the night, but such arrangements must be made prior to 4:00 P.M.

When incoming from sea (without the service of Bar Pilot), vessels or agents must give notice between the hours of 8:00 A.M. and 4:00 P.M. and at least 12 hours prior to estimated time of arrival at Astoria. Calls may be placed with Portland office (289-9922) or by radio to COLRIP ASTORIAORE.

Vessels must confirm ETA Astoria at least two hours before arrival by calling Astoria office (325-2641) or by radio to COLRIP ASTORIAORE.

NOTE: For emergency order, after hours, Sundays and holidays, telephone numbers will be furnished upon request.

ITEM	SERVICE	RATES & CHARGES	MINIMUM
1	Inbound from Astoria or Outbound to Astoria	\$10.285 per foot draft and <u>\$.0575 per gross</u> registered ton.	500 gross registered tons or less, \$200.00; over 500 gross registered tons, \$250.00
1a	Length Charge	\$100.00 each 50 feet, or fraction thereof, more than 599' LOA, inbound or outbound.	
2	Stopping at points between Astoria and Portland (either inbound or outbound), each stop.	\$380.00	
3	Pilot reporting and ship movement cancelled within Portland or Vancouver harbor. In addition to regular detention charge, if any.	\$70.00	
4	Pilot reporting and ship movement cancelled outside Portland or Vancouver Harbor. In addition to regular detention charge, if any.	\$100.00	

EFFECTIVE: 00:01 A.M., Sep. 27, 1986

REISSUED: 00:01 A.M., Nov. 28, 1989

OREGON PILOTAGE TARIFF A-5

Section 3. COLUMBIA AND WILLAMETTE RIVER PILOTAGE GROUND

ITEM	SERVICE	RATES & CHARGES	MINIMUM
4a	Pilot made available and ship movement cancelled at Astoria. In addition to regular detention charge, if any.	\$150.00	
5	<p>Detention per hour or fraction thereof.</p> <p>No detention if pilot detained one hour or less. If pilot detained more than one hour, detention for first hour will be charged.</p> <p>Maximum charge per day.</p>	<p>\$ 60.00 First Hour \$ 90.00 Additional Hours</p> <p>\$600.00</p>	
6	<p>Whenever a vessel has to stand by, or anchor, and cannot proceed to berth because occupied or for any other reason, the indicated charge will be made, per hour or fraction thereof, in addition to shift charge to berth.</p> <p>Maximum charge per day.</p>	<p>\$ 60.00 First Hour \$ 90.00 Additional Hours</p> <p>\$600.00</p>	
7	<p>Launch service necessary for transportation of pilots to or from vessels will be for the account of the vessels, except launch service for the normal interchange of bar and river pilots at Astoria.</p>	At cost	
8	<p>Docking a vessel stern first in slip, or head down, at master's, owner's or agent's request. (Not applicable to harbor moves.)</p>	\$100.00	
9	<p>Shifting or turning vessels at dock in Portland Harbor.</p>	\$280.00	

EFFECTIVE: 00:01 A.M., Sep. 27, 1986  
 REISSUED: 00:01 A.M., Nov. 28, 1989

OREGON PILOTAGE TARIFF A-5

Section 3. COLUMBIA AND WILLAMETTE RIVER PILOTAGE GROUND

ITEM	SERVICE	RATES & CHARGES	MINIMUM
10	Shifting or turning vessels outside Portland Harbor.	\$320.00	
11	Moving vessels not propelled by their own power outside Portland or Vancouver Harbor.	Double regular pilotage.	
12	Shifting vessels not propelled by their own power in Portland or Vancouver Harbors, or on distances of less than 10 miles outside Portland or Vancouver Harbor.	One and one-half times regular shift charge.	
13	Swing'ship for compass adjustment, three turns or less Each additional turn.	\$150.00 \$ 60.00	
14	Harbor moves, Portland Harbor	\$280.00	
15	Interport moves	\$380.00	
16	Barges under tow: Nine (9) hours or less pilotage service. Over nine (9) hours - under fifteen (15) hours Over fifteen (15) hours	Regular Pilotage One and one-half times regular pilotage Double regular pilotage.	\$200.00 \$300.00 \$400.00

EFFECTIVE: 00:01 A.M., Sep. 27, 1986  
 REISSUED: 00:01 A.M., Nov. 28, 1989



OREGON PILOTAGE TARIFF A-5

Section 4. COOS BAY PILOTAGE GROUND

ITEM	SERVICE	RATES & CHARGES	MINIMUM
4	C. Moving vessels from dock to dock including turning (upper or lower bay)  D. Moving vessels from anchorage to dock, or dock to anchorage	<u>\$400.00</u>  <u>\$400.00</u>	
5	Pilot carried away from station	Actual expenses and per diem of \$200.00	
6	Uncorrected Orders: When vessels, owners, or agents do not correct their estimated time of arrival within four (4) hours of ETA last given, compensation will be charged and applied starting at the last estimated time of arrival given until arrival	\$50.00 per hour	
7	<u>Boarding Fee: Per each Boarding/Deboarding from a vessel</u>	<u>\$200.00</u>	

EFFECTIVE: 00:01 A.M., Nov. 28, 1989  
 ISSUED: 00:01 A.M., Nov. 28, 1989



Section 5.

YAQUINA BAY PILOTAGE GROUND

ITEM	SERVICE	RATES & CHARGES	MINIMUM
6	Uncorrected Orders: When vessels, owners, or agents do not correct their estimated time of arrival within four (4) hours of ETA last given, compensation will be charged and applied starting at the last estimated time of arrival given until arrival	\$50.00 <u>per hour</u>	
7	Pilot requested to board a vessel other than at normal station	Actual expenses plus \$200.00 per diem	
8	Detention per hour or fraction thereof  No detention if pilot detained one hour or less. If pilot detained more than one hour, detention for the first hour will be charged  Maximum detention charge, per day	\$90.00      \$600.00	
9	<u>Boarding Fee: Per each boarding/deboarding from a vessel</u>	<u>\$200.00</u>	

EFFECTIVE: 00:01 A.M., Nov. 28, 1989  
 ISSUED: 00:01 A.M., Nov. 28, 1989

EXHIBIT "E"

**SAN FRANCISCO COMPARISON WITH COOK INLET AND NON-DESCRIBED PORTS**

Based on an 84 mile transit\*

Ship's Name	<u>Kovo Spirit</u>	<u>Overseas Washington</u>	<u>T.K. Vigor</u>	<u>Arco Sag River</u>	<u>Chevron California</u>
L.O.A.	847	894	803	810	810
Gross Ton	51200	44906	44572	35646	35588
Draft	51	44	44	35	35

**San Francisco Charges**

Gross Ton	2,730.05	2,394.84	2,377.02	1,901.00	1,897.91
Draft	374.35	323.40	323.40	257.25	257.25
Bay Movement	827.00	827.00	827.00	827.00	827.00
Commission	196.60	177.26	176.37	149.26	149.11
Training	50.00	50.00	50.00	50.00	50.00
Trainee	25.00	25.00	25.00	25.00	25.00
<b>Total</b>	<b><u>4,203.50</u></b>	<b><u>3,797.50</u></b>	<b><u>3,778.79</u></b>	<b><u>3,209.51</u></b>	<b><u>3,206.27</u></b>

**Cook Inlet Charges**

Gross Ton	732.00	618.12	611.44	432.92	431.76
Tarriff	531.00	531.00	531.00	531.00	531.00
<b>Total</b>	<b><u>1,263.00</u></b>	<b><u>1,149.12</u></b>	<b><u>1,142.44</u></b>	<b><u>963.92</u></b>	<b><u>962.76</u></b>

**Percentage Difference between San Francisco rates and Cook Inlet:** San Francisco's rates are the following percentages more than Cook Inlet's rates:

233%

230%

231%

233%

233%

\*The chart shows a fictitious ship calling at San Francisco Bay Area versus Cook Inlet, the miles used were San Francisco to Sacramento (87 miles) and Cook Inlet to Nikiski (84 miles).

# SAN FRANCISCO BAR PILOTS

P.O. Box 26409  
San Francisco, California 94126  
415-362-5436 Fax 415-982-4721

8-16-91

July 12, 1991

RE: BAR PILOTAGE RATES AS DEFINED IN  
THE HARBORS AND NAVIGATION CODE  
STATE OF CALIFORNIA

To All Customers:

As of July 6, 1991, the following mil rate change will be in effect:

This is a correction of the rate change made July 1, 1991. Effective July 6, 1991, this adjustment to the mil rate increases the mil rate eight hundredths of a mil (.00008) recalculated in accordance with Section 1163(a)1) of the Harbors and Navigation Code. This section of the code provides for the pension plan.

The Bar Pilotage rate per high gross registered ton will be (.05333) fifty-three and thirty-three hundredths mils, Section 1190(1), and seven dollars and thirty-five cents (\$7.35) per draft foot of the vessel's deepest draft and fractions of a foot pro rata.

The minimum charge for bar pilotage, Section 1190(2) continues to be \$600 for each vessel piloted plus the additional charge, Section 1163(a)1) will be three and fourteen hundredths mils (.00314) per high gross registered ton for each vessel piloted.

The Pilot Commission surcharge, Section 1159.1 will continue to be 5% of all pilotage fees as per the direction of the State Board of Pilot Commissioners on May 22, 1990.

The Pilot Training Program surcharge continues to be \$50.00 per ship movement as established by the State Board of Pilot Commissioners on November 1, 1990.

The Trainee surcharge remains at \$5.00 per trainee based on the Board's instructions effective July 1, 1990. The total surcharge per ship movement is \$25.00 effective July 1, 1991.

All other fees remain the same as listed with our letter of January 25, 1991.

My apologies for any confusion this may have caused.

Sincerely,



Judy A. Johnson  
General Manager  
Controller

SAN FRANCISCO BAR PILOTS  
 SERVICE CODE & CHARGE LISTING  
 June 1, 1990

<u>CODE</u>	<u>SERVICE DESCRIPTION</u>	<u>CHARGE</u>
	INBOUND/OUTBOUND BAR PILOTAGE	
891 IN	PILOTAGE FROM SEA TO BERTH, ANCHORAGE	Per Rates Listed
891 OT	PILOTAGE FROM BERTH, ANCHORAGE TO SEA	Per Rates Listed
894 IN	HALF-CHARGE, PILOTAGE FROM SEA TO BERTH, ANCHORAGE	Variable
894 OT	HALF-CHARGE, PILOTAGE TO SEA FROM BERTH, ANCHORAGE	Variable
	SURCHARGES - ADDITIONAL TO INBOUND/OUTBOUND CHARGES	
617 SC	BETWEEN HUNTERS POINT AND SOUTH	\$354
618 SC	BETWEEN S P BRIDGE - AVON, MARTINEZ TERMINAL	264
619 SC	BETWEEN S P BRIDGE - PORT CHICAGO	314
620 SC	BETWEEN S P BRIDGE - PITTSBURG	368
621 SC	BETWEEN S P BRIDGE - ANTIOCH	398
622 SC	BETWEEN S P BRIDGE - SACRAMENTO OR STOCKTON	750

BAY AND/OR RIVER MOVES/SHIFT CHARGES  
 (BM = BAY/RIVER MOVE; BA = FLAT TOW)

*When Bar Pilots are required to perform duties other than the uninterrupted passage of vessels from sea to all ports and berths of San Francisco, San Pablo and Suisun Bays, Sacramento and Stockton; or, return from these ports and berths to sea, additional charges shall be made as detailed below:*

		BM	PA
601 BM (BA)	S F (SOUTH OF NORTH END T. I.) TO HUNTERS POINT	\$203	\$406
602 BM (BA)	S F AREA TO RICHMOND, PT. SAN PABLO	234	468
603 BM (BA)	S F AREA TO SOUTH OF HUNTERS POINT	354	708
604 BM (BA)	S F AREA TO SEQUOIA, OLEUM	314	628

SAN FRANCISCO BAR PILOTS  
 SERVICE CODE & CHARGE LISTING  
 June 1, 1990  
 Page 2

<u>CODE</u>	<u>SERVICE DESCRIPTION</u>	<u>CHARGE</u>	
		BM	BA
CONT'D	BAY AND/OR RIVER MOVES/SHIFT CHARGES (BM = BAY/RIVER MOVE; BA = FLAT TOW)		
605 BM (BA)	S F AREA TO AVON, MARTINEZ TERMINAL	\$368	\$736
606 BM (BA)	BETWEEN OLEUM, S P BRIDGE AND AVON	264	528
607 BM (BA)	BETWEEN AVON, PORT CHICAGO AND PITTSBURG	278	556
608 BM (BA)	S F AREA TO NORTH EXTREMITY SUISUN BAY	493	986
609 BM (BA)	S F AREA TO MARE ISLAND, VALLEJO, MARTINEZ, BENICIA	340	680
610 BM (BA)	BETWEEN SEQUOIA, OLEUM, MARE ISLAND AND S P BRIDGE	271	542
611 BM (BA)	BETWEEN OLEUM, S P BRIDGE AND NORTH SUISUN BAY	368	736
615 BM (BA)	S F AREA TO PORT CHICAGO	431	862
616 BM (BA)	BETWEEN OLEUM, S P BRIDGE AND PORT CHICAGO	314	628
623 BM (BA)	BETWEEN SAN FRANCISCO AND SACRAMENTO	827	1654
624 BM (BA)	BETWEEN SAN FRANCISCO AND STOCKTON	827	1654
625 BM (BA)	SACRAMENTO TO STOCKTON	827	1654
626 BM (BA)	STOCKTON TO SACRAMENTO	827	1654
627 BM (BA)	SHIFTING AT SACRAMENTO OR STOCKTON	264	528
628 BM (BA)	S F AREA AND ANTIOCH	520	1040
629 BM (BA)	BETWEEN OLEUM, S P BRIDGE AND ANTIOCH	398	796
630 BM (BA)	BETWEEN OLEUM, S P BRIDGE AND SACTO/STOCKTON	750	1500
631 BM (BA)	BETWEEN AVON, PORT CHICAGO AND ANTIOCH	308	616
632 BM (BA)	BETWEEN AVON, PORT CHICAGO AND SACTO/STOCKTON	584	1168
633 BM (BA)	BETWEEN PITTSBURG, ANTIOCH AND SACTO/STOCKTON	476	952

SAN FRANCISCO BAR PILOTS  
SERVICE CODE & CHARGE LISTING

June 1, 1990

Page 3

VESSEL LENGTH SURCHARGE

*Computed for vessels 600 ft. or longer on base rate charges of Bay/River Moves listed above. Vessels from 600 ft. to 625 ft. in length overall shall be charged an additional 14 percent of the base rate. Thereafter, an additional 4 percent shall be charged for each increment of 25 ft., computed to the nearest 25 ft. level below the actual length of the vessel.*

<u>LENGTH FT.</u>	<u>ADDITIONAL CHARGE</u>		
600 - 625	A	Base Rate Plus	14%
625 - 650	B	114% of Base Rate Plus	4%
650 - 675	C	Sum of B Above Plus	4%
675 - 700	D	Sum of C Above Plus	4%

Et Cetera

<u>CODE</u>	<u>SERVICE DESCRIPTION</u>	<u>CHARGE</u>
MISCELLANEOUS CHARGES		
817 DD	DOCK TO DOCK, EXCLUDING ABOVE ANTIOCH	\$101
818 SD	DOCK STERN-IN OR DOWN-TIDE (BM/BA) The higher of 14% of Pilotage Fee or \$36	
821 AD	ADJUST COMPASS, RDF, RADAR - 1 SWING	235
822 AD	ADJUST COMPASS, RDF, RADAR - 2 SWINGS	278
831 SB	STANDBY TIME PER HOUR	50
840 CP	CANCEL SERVICE LESS THAN 4 HOURS	62
840 DT	PILOT CARRIED AWAY, PER DAY (NOT TO EXCEED \$1,500)	180
841 CN	CANCEL AFTER PILOT REPORTS	125
845 EX	PILOT ON BOARD EXCESS 8 HOURS, PER HOUR	84
851 ET	ENGINE OR DOCK TRIALS, PER HOUR	125
853 AN	ANCHORING AFTER DEPARTURE	73
871 DT	DELAY ENROUTE, INCLUDING VTS ORDERED, PER HOUR	97
899 CM	CREDIT MEMO	Varies
899 DM	DEBIT MEMO	Varies

EXHIBIT "F"

## SWAPA 1990 OPERATING COSTS

Office Rent	\$ 92,070.14
Utilities	17,879.49
Telephone, Telegraph, & Fax	37,206.30
Equipment, Repair & Maintenance	3,951.04
Advertising	1,848.46
Postage & Freight	2,539.42
Office Supplies	15,026.61
Accounting Fees	17,142.97
Legal Fees	55,471.06
Insurance	2,487.92
Health and Welfare Insurance	17,388.00
Employee Salaries (4)	119,420.56
<u>Vehicle Insurance</u>	<u>15,691.89</u>
<u>Computer Expense</u>	<u>44,635.30</u>
<u>Employee Pension Plan</u>	<u>6,661.00</u>
TOTAL	\$ <u>449,420.17</u>

Office costs have increased from 1979 to 1990 363% over a ten (10) year period. This means a 33% increase per year.

From 1979 to 1990 salaries have increased 54.3%. There has been an increase in personnel from three (3) employees in 1979 to four (4) employees in 1990.

Health and welfare insurance has risen by 328% over this eleven (11) year period. This is an increase of 29.8% per year.

There has been additional costs which were non-existent in 1979 these are: Employee Pension Plan, Computer Expense and Vehicle Insurance which have added to increase of the total.

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Note: Redline  indicates new expense.

According to SWAPA's Statement of Income and Expense they have sustained an overall increase of 88% since 1979. This means an 8.8% increase per year for the past eleven (11) years without an increase in pilotage tariffs.

There is a 47.8% increase in SWAPA's gross income from 1979 to 1990.

## SWAPA 1979 OPERATING COSTS

Office Rent	\$ 12,702.00
Utilities	2,425.25
Telephone Expense	16,216.07
Equipment Repair	1,121.34
Advertising	1,924.20
Postage Box Rent	886.30
Office Supplies	5,079.71
Accounting Fees	14,927.54
Legal Fees	345.61
Vehicle Expense	792.47
Insurance	2,477.69
Employee Salaries (3)	<u>64,800.00</u>
TOTAL	\$ <u>123,698.18</u>

EXHIBIT "G"

## LIABILITY INSURANCE

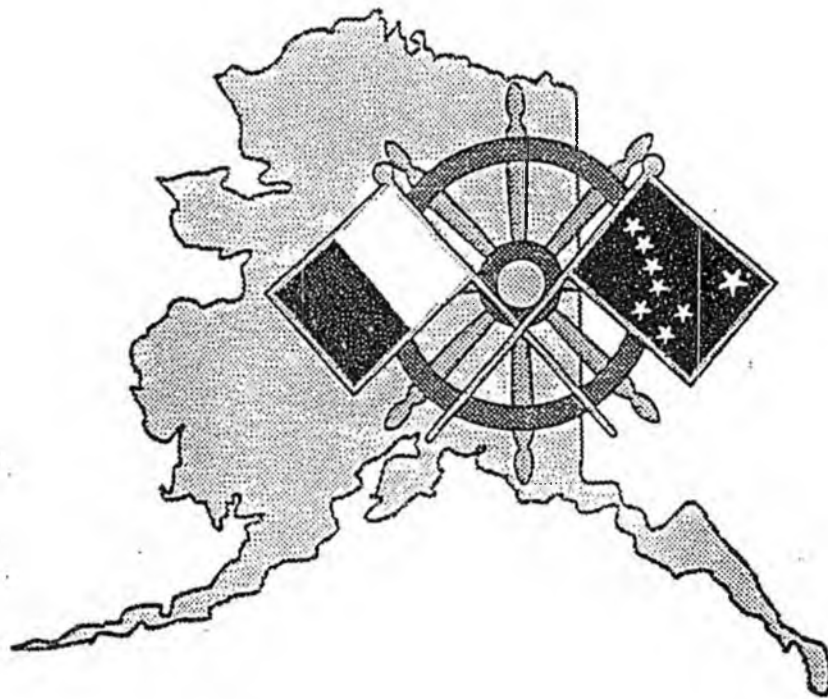
In 1979, SWAPA had seventeen (17) current members paying for liability insurance at a rate of \$514.00 per member. The total for seventeen (17) members is \$8,738.

In 1990, SWAPA added five (5) members, totalling twenty-two (22) members at a rate of \$2,200.00 per member. The total paid in liability insurance is \$48,400.00 for the year 1990.

On a per member rate this reflects a 328% increase since 1979. This shows an average increase of 29.5% per year over a eleven (11) year period and a yearly increase of \$168.60 per year for liability insurance over this period.

SOUTHEAST ALASKA PILOTS' ASSOCIATION

ACTUAL AND PROPOSED  
DISPATCH/INCOME SCHEDULES



Southeast Alaska Pilots' Association

Dispatch/Income Schedule

PILOT 'A' ACTUAL:

On the following pages you will find an actual P-12 pilot (Pilot A-12) dispatch schedule for one year, October 1, 1990 through September 30, 1991. For this period of time his shared office/business expenses totalled \$14,432 while his gross earnings were \$129,960.

Pilot A-12 Hourly rate:

$$\text{Dispatch hours} = 4271 \div \$129,960 = \$30.42 \text{ per hour.}$$

A P-4 Pilot (Pilot A-4) is dispatched June 1 through September 30 of each year and earned \$74,288 in 1991. His shared office/business expenses also totalled \$14,432 in 1991 as all expenses of the SEAPA are deducted during June, July, August, and September. By taking the work schedule shown from June 1 to September 30 we can determine a typical P-4's work schedule.

Pilot A-4 Hourly rate:

$$\text{Dispatch hours} = 1874 \div \$74,288 = \$39.64 \text{ per hour.}$$

Inv. Number	Date	Time	Ship	Port	Bridge Hours	Plt Bt Hours	Travel Hours	S/B Hours	DISPATCH HOURS
8274	10/24/90	1300	Ocean Ava	Klawock	2.0	1.5	3.0	1.0	7.5
8276	10/23/90	1400	Manila Feliz	Long Island	0.0	0.0	1.5	8.5	10.0
	10/24/90	0001	Manila Feliz	Long Island	1.5	1.5	3.0	7.0	13.0
8277	10/27/90	1100	Hyundai #16	Dora Bay	2.0	3.0	1.5	1.0	7.5
8279	10/30/90	1100	Hyundai #20	Hobart Bay	2.0	5.0	3.0	3.0	13.0
	10/31/90	0001	Hyundai #20	Hobart Bay	0.0	0.0	3.0	15.0	18.0
8284	10/25/90	0800	Ken Ryu	Klawock	2.5	2.0	3.0	2.0	9.5
8285	11/03/90	0800	First Lady	Kake	2.0	1.0	5.0	2.0	10.0
8287	11/10/90	1300	Ocean Empress	Dora Bay	1.5	3.0	1.5	2.0	8.0
8289	10/28/90	0400	Golden Leaf	Wrangell	7.0	1.5	2.5	1.0	12.0
8294	11/21/90	1400	Edga	Sitka	0.0	0.0	2.0	20.0	24.0
	11/22/90	0001	Edga	Sitka	2.0	1.0	2.0	9.0	14.0
8295	11/19/90	1400	Polillo Sampaquita	Hawk Inlet	0.0	0.0	4.0	6.0	10.0
	11/20/90	0001	Polillo Sampaquita	Hawk Inlet	2.0	1.0	2.0	19.0	24.0
8301	11/24/90	1400	Green Rainier	Yakutat	0.0	0.0	4.0	6.0	10.0
	11/25/90	0001	Green Rainier	Yakutat	0.0	0.0	2.0	22.0	24.0
	11/26/90	0001	Green Rainier	Yakutat	0.0	0.0	0.0	24.0	24.0
	11/27/90	0001	Green Rainier	Yakutat	0.0	0.0	0.0	24.0	24.0
	11/28/90	0001	Green Rainier	Yakutat	2.0	1.5	2.5	19.0	24.0
8302	11/17/90	1200	Fittonia	Klawock	0.0	0.0	2.0	10.0	24.0
	11/18/90	0001	Fittonia	Klawock	2.5	1.5	2.0	7.0	13.0
	11/29/90	0001	Fittonia	Haines	0.0	0.0	2.0	22.0	24.0
	11/30/90	0001	Fittonia	Haines	0.0	0.0	0.0	24.0	24.0
	12/01/90	0001	Fittonia	Haines	8.0	2.0	0.0	14.0	24.0
	12/02/90	0001	Fittonia	Haines	0.0	0.0	2.5	6.5	9.0
8322	12/24/90	0800	First Lady	Kake	11.5	0.5	2.5	1.5	16.0
	12/25/90	0001	First Lady	Vallenar Bay	5.0	1.5	0.5	5.0	12.0
8323	12/30/90	0001	Milky Way	Auke Bay	0.0	0.0	0.0	24.0	24.0
	12/31/90	0001	Milky Way	Auke Bay	2.0	2.0	0.0	20.0	24.0
	01/01/91	0001	Milky Way	Auke Bay	0.0	0.0	0.0	24.0	24.0
	01/02/91	0001	Milky Way	Auke Bay	1.0	0.5	0.0	10.5	12.0
	01/03/91	0001	Milky Way	Auke Bay	9.5	1.0	2.0	11.5	24.0
	01/04/91	0001	Milky Way	Auke Bay	0.0	0.0	0.0	24.0	24.0
8325	12/25/90	2000	Norman Lise	Hawk Inlet	0.0	0.0	2.0	2.0	4.0
	12/26/90	0001	Norman Lise	Hawk Inlet	6.0	1.0	1.0	16.0	24.0
	12/27/90	0001	Norman Lise	Hawk Inlet	4.0	0.0	2.0	18.0	24.0
	12/28/90	0001	Norman Lise	Hawk Inlet	3.0	0.0	2.0	19.0	24.0
	12/29/90	0001	Norman Lise	Hawk Inlet	3.0	1.5	2.0	17.5	24.0
8327	01/02/91	0001	Sanko Robin	Auke Bay	2.5	2.0	0.5	7.0	12.0
	01/05/91	0001	Sanko Robin	Lutak	0.0	0.0	2.0	22.0	24.0
	01/06/91	0001	Sanko Robin	Lutak	0.0	0.0	0.0	24.0	24.0
	01/07/91	0001	Sanko Robin	Lutak	0.0	0.0	0.0	24.0	24.0
	01/08/91	0001	Sanko Robin	Lutak	3.0	0.5	0.0	20.5	24.0
	01/09/91	0001	Sanko Robin	Skagway	0.0	0.0	0.0	24.0	24.0
	01/10/91	0001	Sanko Robin	Skagway	0.0	0.0	0.0	24.0	24.0
	01/11/91	0001	Sanko Robin	Skagway	0.0	0.0	0.0	24.0	24.0
	01/12/91	0001	Sanko Robin	Skagway	7.0	2.0	4.0	5.0	18.0
8330	01/16/91	1200	Chilkoot Pal	Klawock	0.0	0.0	2.0	10.0	12.0
	01/17/91	0001	Chilkoot Pal	Klawock	7.0	0.5	0.0	16.0	24.0
	01/18/91	0001	Chilkoot Pal	Klawock	1.0	1.0	1.5	8.5	12.0
8332	01/24/91	1200	Hakufu	Long Island	0.0	0.0	1.5	10.5	12.0
	01/25/91	0001	Hakufu	Long Island	2.0	1.5	1.5	7.0	12.0
8334	01/31/91	1400	Ace Accord	Haines	0.0	0.0	4.0	6.0	10.0

Inv. Number	Date	Time	Ship	Port	Bridge Hours	Plt. Bt Hours	Travel Hours	S/B Hours	DISPATCH HOURS
	02/01/91	0001	Ace Accord	Haines	5.5	2.0	0.5	16.0	24.0
	02/02/91	0001	Ace Accord	Haines	0.0	0.0	0.0	24.0	24.0
	02/03/91	0001	Ace Accord	Haines	0.0	0.0	0.0	24.0	24.0
	02/04/91	0001	Ace Accord	Haines	7.0	2.0	0.5	14.5	24.0
	02/05/91	0001	Ace Accord	Haines	0.0	0.0	4.0	8.0	12.0
8338	02/10/91	1200	Hoegh Mascot	Klawock	0.0	0.0	2.0	10.0	12.0
	02/11/91	0001	Hoegh Mascot	Klawock	3.0	0.0	0.0	9.0	12.0
8342	02/11/91	0001	Ocean Master	Klawock	2.5	0.5	0.0	9.0	12.0
	02/14/91	1200	Ocean Master	Klawock	4.0	0.0	2.0	2.0	8.0
	02/15/91	0001	Ocean Master	Hydaburg	5.0	3.0	0.0	0.0	8.0
8343	02/14/91	0001	Hermes Island	Klawock	2.0	1.5	0.0	4.5	8.0
	02/16/91	0001	Hermes Island	Klawock	3.0	1.5	0.0	19.5	24.0
	02/17/91	0001	Hermes Island	Klawock	0.0	0.0	2.0	10.0	12.0
8345	02/12/91	0001	Manila Feliz	Klawock	1.0	1.5	0.0	21.5	24.0
	02/15/91	0001	Manila Feliz	Klawock	1.5	1.5	0.0	5.0	8.0
8348	02/13/91	0001	New Diamond	Klawock	0.0	0.0	0.0	24.0	24.0
	02/14/91	0001	New Diamond	Klawock	1.5	1.5	0.0	5.0	8.0
	02/15/91	0001	New Diamond	Klawock	2.5	1.5	0.0	4.0	8.0
8349	02/18/91	1400	Lignosa	Haines	0.0	0.0	4.0	6.0	10.0
	02/19/91	0001	Lignosa	Haines	6.0	2.0	0.5	15.5	24.0
	02/20/91	0001	Lignosa	Haines	0.0	0.0	0.0	24.0	24.0
	02/21/91	0001	Lignosa	Haines	6.0	2.0	0.5	15.5	24.0
	02/22/91	0001	Lignosa	Haines	0.0	0.0	4.0	8.0	12.0
8352	02/25/91	0001	Esperance	Hawk Inlet	5.0	0.5	0.0	18.5	24.0
	02/26/91	0001	Esperance	Hawk Inlet	2.5	0.0	0.0	21.5	24.0
	02/27/91	0001	Esperance	Hawk Inlet	2.0	0.0	1.5	20.5	24.0
	03/01/91	0001	Esperance	Hawk Inlet	0.0	0.0	0.0	24.0	24.0
	03/02/91	0001	Esperance	Hawk Inlet	1.5	0.5	0.5	9.5	12.0
8355	02/23/91	1200	Dalika Uno	Wrangell	8.0	0.0	1.5	2.5	12.0
	02/24/91	0001	Dalika Uno	Haines	8.0	0.0	2.0	14.0	24.0
	03/02/91	0001	Dalika Uno	Haines	1.5	0.0	2.0	8.5	12.0
	03/03/91	0001	Dalika Uno	Haines	4.0	2.0	4.0	2.0	12.0
8356	03/10/91	2000	Trade Link	Ward Cove	2.0	1.5	0.5	0.0	4.0
	03/11/91	2000	Trade Link	Ward Cove	1.5	2.0	0.5	0.0	4.0
8357	03/07/91	0700	Wren Arrow	Sitka	3.5	1.0	3.0	9.5	17.0
	03/08/91	0001	Wren Arrow	Sitka	0.0	0.0	2.0	22.0	24.0
8358	03/05/91	0500	Sea Wealth	Metlakatla	1.0	4.0	0.5	0.0	5.5
	03/14/91	1500	Sea Wealth	Ward Cove	5.5	0.0	0.5	3.0	9.0
	03/15/91	0001	Sea Wealth	Klawock	4.5	0.5	0.0	18.0	24.0
	03/16/91	0001	Sea Wealth	Klawock	1.5	6.0	0.0	16.5	24.0
8361	03/09/91	0001	Blue Taurus	Haines	5.5	2.0	4.0	6.5	18.0
8362	03/17/91	0700	Global Fame	Long Island	4.0	1.0	1.5	10.5	17.0
	03/18/91	0001	Global Fame	Klawock	3.0	1.5	0.0	20.5	24.0
	03/19/91	0001	Global Fame	Klawock	0.0	0.0	0.0	24.0	24.0
	03/20/91	0001	Global Fame	Klawock	2.0	1.5	1.5	11.0	16.0
8363	03/23/91	1400	Bright Ocean	Yakutat	0.0	0.0	4.0	10.0	14.0
	03/24/91	0001	Bright Ocean	Yakutat	0.0	0.0	2.0	22.0	24.0
	03/25/91	0001	Bright Ocean	Yakutat	3.5	1.5	0.0	19.0	24.0
	03/26/92	0001	Bright Ocean	Yakutat	0.0	0.0	2.0	22.0	24.0
	03/27/91	0001	Bright Ocean	Yakutat	0.0	0.0	4.0	8.0	12.0
8368	03/30/91	1400	Hansa Kalmar	Ward Cove	2.0	1.5	0.5	0.0	4.0
8370	03/27/91	1400	Reefer Sachi	Sitka	0.0	0.0	2.0	8.0	10.0

Inv. Number	Date	Time	Ship	Port	Bridge Hours	Plt Bt Hours	Travel Hours	S/B Hours	DISPATCH HOURS
	03/28/91	0001	Reefer Sachi	Sitka	0.5	1.0	0.0	22.5	24.0
	03/29/91	0001	Reefer Sachi	Sitka	0.0	0.0	2.0	10.0	12.0
8372	04/02/91	1400	Neo Pelargonium	Skagway	0.0	0.0	4.0	6.0	10.0
	04/03/91	0001	Neo Pelargonium	Skagway	6.0	2.0	6.0	0.0	14.0
8373	03/30/91	0900	Gemini	Metlakatla	1.5	4.0	0.5	0.0	6.0
8386	04/22/91	1400	Reliance Trader	Hoonah	0.0	0.0	6.0	4.0	10.0
	04/23/91	0001	Reliance Trader	Hoonah	2.0	1.5	0.0	20.5	24.0
	04/24/91	0001	Reliance Trader	Hoonah	0.0	0.0	2.0	10.0	12.0
8387	04/24/91	0001	Ishikari Maru	Sitka	0.0	0.0	2.0	10.0	12.0
	04/25/91	0001	Ishikari Maru	Sitka	1.0	1.0	0.0	22.0	24.0
	04/26/91	0001	Ishikari Maru	Sitka	5.0	1.0	0.0	18.0	24.0
	04/27/91	0001	Ishikari Maru	Metlakatla	4.0	2.0	0.5	15.5	22.0
8391	05/05/91	1400	Bright Ocean	Yakutat	0.0	0.0	4.0	6.0	10.0
	05/06/91	0001	Bright Ocean	Yakutat	0.0	0.0	2.0	22.0	24.0
	05/07/91	0001	Bright Ocean	Yakutat	3.0	1.5	2.0	17.5	24.0
8392	05/08/91	0001	Pac Trader	Hoonah	0.0	0.0	1.5	22.5	24.0
	05/09/91	0001	Pac Trader	Hoonah	1.0	1.5	4.0	9.5	16.0
8394	05/03/91	0300	Marine Trader	Ward Cove	2.0	2.5	0.5	0.0	5.0
8400	05/11/91	0300	Southern Accord	Metlakatla	3.5	3.0	0.5	0.0	7.0
8402	05/12/91	1500	Neptune Jacinth	Hobart Bay	0.0	0.0	2.0	7.0	9.0
	05/13/91	0001	Neptune Jacinth	Hobart Bay	4.0	1.0	0.0	19.0	24.0
	05/14/91	0001	Neptune Jacinth	Hobart Bay	0.0	0.0	0.0	24.0	24.0
	05/15/91	0001	Neptune Jacinth	Hobart Bay	6.0	1.0	2.0	11.0	20.0
8409	05/17/91	1400	Prinscgant	Skagway	0.0	0.0	6.0	4.0	10.0
	05/18/91	0001	Prinscgant	Skagway	7.0	0.0	0.0	17.0	24.0
	05/19/91	0001	Prinscgant	Skagway	1.0	2.0	4.0	7.0	14.0
8423	05/21/91	1400	Gransol	Haines	0.0	0.0	4.0	6.0	10.0
	05/22/91	0001	Gransol	Haines	5.0	2.0	0.0	17.0	24.0
	05/23/91	0001	Gransol	Haines	0.0	0.0	6.0	6.0	12.0
8429	05/27/91	0500	Hakufu	Dora Bay	3.0	1.5	1.5	0.0	6.0
8431	06/03/91	0900	Golden Venture	Dora Bay	10.5	0.5	2.5	0.0	14.0
8435	05/27/91	2100	Sun Viking	Guard Island	0.5	1.5	0.5	0.5	3.0
	05/28/91	0001	Sun Viking	Tracy Arm	12.0	0.0	0.0	12.0	24.0
	05/29/91	0001	Sun Viking	Skagway/Haines	8.0	0.0	0.0	16.0	24.0
	05/30/91	0001	Sun Viking	Juneau	9.0	0.0	0.0	13.0	24.0
	05/31/91	0001	Sun Viking	Ketchikan	7.0	2.5	0.5	12.0	22.0
8439	06/04/91	1500	Mindora Sampaquita	Dora Bay	1.0	3.0	1.0	0.0	5.0
8449	06/05/91	0200	Song Of Flower	Ketchikan	7.5	2.5	0.5	11.5	22.0
	06/06/91	0001	Song Of Flower	Sitka	12.0	0.0	0.0	12.0	24.0
	06/07/91	0001	Song Of Flower	Tracy Arm	12.0	0.0	0.0	12.0	24.0
	06/08/91	0001	Song Of Flower	Juneau	4.0	0.0	0.0	20.0	24.0
	06/09/91	0001	Song Of Flower	Juneau	0.0	0.0	0.0	24.0	24.0
	06/10/91	0001	Song Of Flower	Juneau	3.0	0.0	0.0	21.0	24.0
	06/11/91	0001	Song Of Flower	Skagway	7.5	0.0	0.0	16.5	24.0
	06/12/91	0001	Song Of Flower	Wrangell	10.5	0.0	0.0	13.5	24.0
	06/13/91	0001	Song Of Flower	Guard Island	3.0	1.5	0.5	0.0	5.0
8461	06/14/91	0900	Jufu	Hobart Bay	3.0	1.0	4.0	0.0	8.0
8466	06/16/91	0400	Daphne	Ketchikan	6.0	1.5	0.5	12.0	20.0
	06/17/91	0001	Daphne	Juneau	7.0	0.0	0.0	17.0	24.0
	06/18/91	0001	Daphne	Skagway	8.0	0.0	0.0	16.0	24.0
	06/19/91	0001	Daphne	Wrangell	8.0	1.5	0.5	11.0	21.0
8488	06/20/91	1400	Korean Peace	Hawk Inlet	0.0	0.0	4.0	6.0	10.0
	06/21/91	0001	Korean Peace	Hawk Inlet	1.5	1.0	2.0	19.5	24.0

Inv. Number	Date	Time	Ship	Port	Bridge Hours	Plt Bt Hours	Travel Hours	S/B Hours	DISPATCH HOURS
	06/22/91	0001	Korean Peace	Hawk Inlet	0.0	0.0	0.0	24.0	24.0
	06/23/91	0001	Korean Peace	Hawk Inlet	2.0	1.0	2.0	19.0	24.0
	06/24/91	0001	Korean Peace	Hawk Inlet	0.0	0.0	4.0	6.0	10.0
8526	06/26/91	1400	Frontier Spirit	Pelican	0.0	0.0	6.0	4.0	10.0
8526	06/27/91	0001	Frontier Spirit	Glacier Bay	8.0	2.0	0.0	14.0	24.0
	06/28/91	0001	Frontier Spirit	Sitka	12.0	0.0	0.0	12.0	24.0
	06/29/91	0001	Frontier Spirit	Thomas Bay	12.0	0.0	0.0	12.0	24.0
	06/30/91	0001	Frontier Spirit	Ketchikan	6.0	2.0	0.5	13.0	21.5
8553	07/14/91	1500	Regent Sea	Ketchikan	8.0	0.0	0.5	0.5	9.0
	07/15/91	0001	Regent Sea	Juneau	6.0	0.0	4.0	12.0	22.0
8563	07/02/91	0500	Sea Goddess	Ketchikan	6.0	2.0	0.5	10.5	19.0
	07/03/91	0501	Sea Goddess	Juneau	10.5	0.0	0.0	13.5	24.0
	07/04/91	0001	Sea Goddess	Skagway	12.0	0.0	0.0	12.0	24.0
	07/05/91	0001	Sea Goddess	Yakutat	7.0	0.0	0.0	17.0	24.0
	07/06/91	0001	Sea Goddess	sea	0.0	0.0	0.0	24.0	24.0
	07/07/91	0001	Sea Goddess	sea	0.0	0.0	0.0	24.0	24.0
	07/08/91	0001	Sea Goddess	sea	0.0	0.0	0.0	24.0	24.0
	07/09/91	0001	Sea Goddess	Yakutat	7.0	0.0	0.0	17.0	24.0
	07/10/91	0001	Sea Goddess	Skagway	8.0	0.0	0.0	16.0	24.0
	07/11/91	0001	Sea Goddess	Juneau	9.0	0.0	0.0	13.0	24.0
	07/12/91	0001	Sea Goddess	Ketchikan	8.0	2.0	0.5	11.5	22.0
8576	07/21/91	1100	Tanagra	Hobart Bay	2.0	1.0	5.0	0.0	8.0
8589	07/16/91	0001	Sun Viking	G.I./Tracy Arm	12.0	1.5	0.0	10.5	24.0
	07/17/91	0001	Sun Viking	Skagway/Haines	7.0	0.0	0.0	17.0	24.0
	07/18/91	0001	Sun Viking	Juneau	9.0	0.0	0.0	13.0	24.0
	07/19/91	0001	Sun Viking	Ketchikan	8.0	2.5	0.5	11.0	22.0
8601	07/22/91	0330	Dawn Princess	Ketchikan	8.0	2.0	0.5	10.0	20.5
	07/23/91	0001	Dawn Princess	Juneau	6.0	0.0	0.0	18.0	24.0
	07/24/91	0001	Dawn Princess	Skagway	10.0	0.0	0.0	14.0	24.0
	07/25/91	0001	Dawn Princess	Glacier Bay	9.0	0.0	0.0	15.0	24.0
	07/26/91	0001	Dawn Princess	sea	0.0	0.0	0.0	24.0	24.0
	07/27/91	0001	Dawn Princess	sea	0.0	0.0	0.0	24.0	24.0
	07/28/91	0001	Dawn Princess	sea	0.0	0.0	0.0	24.0	24.0
	07/29/91	0001	Dawn Princess	Sitka	2.0	0.0	2.0	10.0	14.0
8672	08/08/91	0300	Song Of Flower	Ketchikan	8.0	2.0	0.5	10.5	21.0
	08/09/91	0001	Song Of Flower	Juneau	8.0	0.0	0.0	16.0	24.0
	08/10/91	0001	Song Of Flower	Guard Island	10.0	1.5	0.5	9.0	21.0
8684	08/13/91	0400	Sea Goddess	Ketchikan	8.0	2.0	0.5	9.5	20.0
	08/14/91	0001	Sea Goddess	Juneau	7.0	0.0	0.0	17.0	24.0
	08/15/91	0001	Sea Goddess	Skagway	12.0	0.0	0.0	12.0	24.0
	08/16/91	0001	Sea Goddess	Yakutat	7.0	0.0	0.0	17.0	24.0
	08/17/91	0001	Sea Goddess	sea	0.0	0.0	0.0	24.0	24.0
8685	08/18/91	0001	Sea Goddess	sea	0.0	0.0	0.0	24.0	24.0
	08/19/91	0001	Sea Goddess	sea	0.0	0.0	0.0	24.0	24.0
	08/20/91	0001	Sea Goddess	Yakutat	7.0	0.0	0.0	17.0	24.0
	08/21/91	0001	Sea Goddess	Skagway	8.0	0.0	0.0	16.0	24.0
	08/22/91	0001	Sea Goddess	Juneau	9.0	0.0	0.0	13.0	24.0
	08/23/91	0001	Sea Goddess	Ketchikan	6.0	0.0	0.0	4.0	12.0
8694	08/26/91	2030	Sun Viking	Guard Island	1.5	1.5	0.5	0.0	3.5
	08/27/91	0001	Sun Viking	Tracy Arm	12.0	0.0	0.0	12.0	24.0
	08/28/91	0001	Sun Viking	Skagway/Haines	5.5	0.0	0.0	18.5	24.0
	08/29/91	0001	Sun Viking	Juneau	8.0	0.0	0.0	16.0	24.0

Inv. Number	Date	Time	Ship	Port	Bridge Hours	Plt Bt Hours	Travel Hours	S/B Hours	DISPATCH HOURS
	08/29/91	0001	Sun Viking	Juneau	8.0	0.0	0.0	16.0	24.0
	08/30/91	0001	Sun Viking	Ketchikan	7.0	2.5	0.5	12.0	22.0
8717	09/03/91	0200	Song Of Flower	Ketchikan	8.5	2.5	0.5	10.5	22.0
	09/04/91	0001	Song Of Flower	Sitka	8.0	0.0	0.0	16.0	24.0
	09/05/91	0001	Song Of Flower	Juneau	8.0	0.0	0.0	16.0	24.0
	09/06/91	0001	Song Of Flower	Gard Island	9.0	1.5	0.5	9.0	20.0
8721	09/07/91	1400	Pac Queen	Hoonah	0.0	0.0	6.0	4.0	10.0
	09/08/91	0001	Pac Queen	Hoonah	1.0	1.5	2.0	19.5	24.0
8729	09/09/91	0001	Dawn Princess	Glacier Bay	6.0	1.0	1.0	16.0	24.0
	09/10/91	0001	Dawn Princess	Skagway	7.0	0.0	0.0	17.0	24.0
	09/11/91	0001	Dawn Princess	Juneau	7.0	0.0	0.0	17.0	24.0
	09/12/91	0001	Dawn Princess	Ketchikan	7.5	2.0	0.5	10.0	20.0
8745	09/15/91	0400	Daphne	Ketchikan	6.0	1.5	0.5	12.0	20.0
	09/16/91	0001	Daphne	Juneau	6.0	0.0	0.0	18.0	24.0
	09/17/91	0001	Daphne	Skagway	9.0	0.0	0.0	13.0	24.0
	09/18/91	0001	Daphne	Wrangell	9.0	1.5	0.5	10.5	21.5
8753	09/25/91	1400	Sky Princess	Prince Rupert	0.0	2.0	2.0	6.0	10.0
	09/26/91	0001	Sky Princess	Juneau	5.0	0.0	0.0	19.0	24.0
	09/27/91	0001	Sky Princess	Glacier Bay	11.0	0.0	0.0	13.0	24.0
	09/28/91	0001	Sky Princess	Sitka	4.0	1.0	0.0	19.0	24.0
8756	09/29/91	0001	Star Marlin	Sitka	2.0	1.0	2.0	9.0	14.0
TOTAL					856.0	174.5	268.5	2946.0	4271.0

Southeast Alaska Pilots' Association

Dispatch/Income Schedule

PILOT 'A' PROPOSAL:

By taking an actual P-12's dispatch schedule for one year and basing his pay on two rates, bridge time and dispatch time, with a 4 hour minimum/12 hour maximum day, the P-12 would now earn the following:

Example 1 - P-12 Pilot (Pilot A-12):

Bridge Hours 856 x \$300 = \$256,800

Dispatch Hours 1,754 x \$150 = \$263,100

Example 2 - P-4 Pilot (Pilot A-4)

Bridge Hours 526 x \$300 = \$157,800

Dispatch Hours 520 x \$150 = \$78,000

This proposal includes all expenses excluding pilot boat and tug boats. When two pilots are dispatched to jobs over 8 hours, the second pilot will be billed at 50% of lead pilot.

Inv. Number	Date	Time	Ship	Port	Bridge Hours	Dispatch Hours
8274	10/24/90	1300	Ocean Ava	Klawock	2.0	7.5
8276	10/23/90	1400	Manila Feliz	Long Island	0.0	10.0
	10/24/90	0001	Manila Feliz	Long Island	1.5	10.5
8277	10/27/90	1100	Hyundai #16	Dora Bay	2.0	7.5
8279	10/30/90	1100	Hyundai #20	Hobart Bay	2.0	10.0
	10/31/90	0001	Hyundai #20	Hobart Bay	0.0	12.0
8284	10/25/90	0800	Ken Ryu	Klawock	2.5	9.5
8285	11/03/90	0800	First Lady	Kake	2.0	10.0
8287	11/10/90	1300	Ocean Empress	Dora Bay	1.5	8.0
8289	10/28/90	0400	Golden Leaf	Wrangell	7.0	5.0
8294	11/21/90	1400	Edga	Sitka	0.0	12.0
	11/22/90	0001	Edga	Sitka	2.0	10.0
8295	11/19/90	1400	Polillo Samp.	Hawk Inlet	0.0	10.0
	11/20/90	0001	Polillo Samp.	Hawk Inlet	2.0	10.0
8301	11/24/90	1400	Green Rainier	Yakutat	0.0	10.0
	11/25/90	0001	Green Rainier	Yakutat	0.0	12.0
	11/26/90	0001	Green Rainier	Yakutat	0.0	12.0
	11/27/90	0001	Green Rainier	Yakutat	0.0	12.0
	11/28/90	0001	Green Rainier	Yakutat	2.0	10.0
8302	11/17/90	1200	Fittonia	Klawock	0.0	12.0
	11/18/90	0001	Fittonia	Klawock	2.5	9.5
	11/29/90	0001	Fittonia	Haines	0.0	12.0
	11/30/90	0001	Fittonia	Haines	0.0	12.0
	12/01/90	0001	Fittonia	Haines	8.0	4.0
	12/02/90	0001	Fittonia	Haines	0.0	9.0
8322	12/24/90	0800	First Lady	Kake	11.5	0.5
	12/25/90	0001	First Lady	Vallenar	5.0	7.0
8323	12/30/90	0001	Milky Way	Auke Bay	0.0	12.0
	12/31/90	0001	Milky Way	Auke Bay	2.0	10.0
	01/01/91	0001	Milky Way	Auke Bay	0.0	12.0
	01/02/91	0001	Milky Way	Auke Bay	1.0	11.0
	01/03/91	0001	Milky Way	Auke Bay	9.5	2.5
	01/04/91	0001	Milky Way	Auke Bay	0.0	12.0
8325	12/25/90	2000	Norman Lise	Hawk Inlet	0.0	4.0
	12/26/90	0001	Norman Lise	Hawk Inlet	6.0	6.0
	12/27/90	0001	Norman Lise	Hawk Inlet	4.0	8.0
	12/28/90	0001	Norman Lise	Hawk Inlet	3.0	9.0
	12/29/90	0001	Norman Lise	Hawk Inlet	3.0	9.0
8327	01/02/91	0001	Sanko Robin	Auke Bay	2.5	9.5
	01/05/91	0001	Sanko Robin	Lutak	0.0	12.0
	01/06/91	0001	Sanko Robin	Lutak	0.0	12.0
	01/07/91	0001	Sanko Robin	Lutak	0.0	12.0
	01/08/91	0001	Sanko Robin	Lutak	3.0	9.0
	01/09/91	0001	Sanko Robin	Skagway	0.0	12.0
	01/10/91	0001	Sanko Robin	Skagway	0.0	12.0
	01/11/91	0001	Sanko Robin	Skagway	0.0	12.0
	01/12/91	0001	Sanko Robin	Skagway	7.0	5.0
8330	01/16/91	1200	Chilkoot Pal	Klawock	0.0	4.0
	01/17/91	0001	Chilkoot Pal	Klawock	7.0	5.0
	01/18/91	0001	Chilkoot Pal	Klawock	1.0	4.0
8332	01/24/91	1200	Hakufu	Long Island	0.0	12.0
	01/25/91	0001	Hakufu	Long Island	2.0	10.0
8334	01/31/91	1400	Ace Accord	Haines	0.0	10.0

Inv. Number	Date	Time	Ship	Port	Bridge Hours	DISPATCH HOURS
	02/01/91	0001	Ace Accord	Haines	5.5	6.5
	02/02/91	0001	Ace Accord	Haines	0.0	12.0
	02/03/91	0001	Ace Accord	Haines	0.0	12.0
	02/04/91	0001	Ace Accord	Haines	7.0	5.0
	02/05/91	0001	Ace Accord	Haines	0.0	4.0
8338	02/10/91	1200	Hoegh Mascot	Klawock	0.0	12.0
	02/11/91	0001	Hoegh Mascot	Klawock	3.0	9.0
8342	02/11/91	0001	Ocean Master	Klawock	2.5	9.5
	02/14/91	1200	Ocean Master	Klawock	4.0	8.0
	02/15/91	0001	Ocean Master	Hydaburg	5.0	7.0
8343	02/14/91	0001	Hermes Island	Klawock	2.0	8.0
	02/16/91	0001	Hermes Island	Klawock	3.0	9.0
	02/17/91	0001	Hermes Island	Klawock	0.0	12.0
8345	02/12/91	0001	Manila Feliz	Klawock	1.0	11.0
	02/15/91	0001	Manila Feliz	Klawock	1.5	8.0
8348	02/13/91	0001	New Diamond	Klawock	0.0	12.0
	02/14/91	0001	New Diamond	Klawock	1.5	8.0
	02/15/91	0001	New Diamond	Klawock	2.5	8.0
8349	02/18/91	1400	Lignosa	Haines	0.0	10.0
	02/19/91	0001	Lignosa	Haines	6.0	6.0
	02/20/91	0001	Lignosa	Haines	0.0	12.0
	02/21/91	0001	Lignosa	Haines	6.0	6.0
	02/22/91	0001	Lignosa	Haines	0.0	12.0
8352	02/25/91	0001	Esperance	Hawk Inlet	5.0	7.0
	02/26/91	0001	Esperance	Hawk Inlet	2.5	9.5
	02/27/91	0001	Esperance	Hawk Inlet	2.0	10.0
	03/01/91	0001	Esperance	Hawk Inlet	0.0	4.0
	03/02/91	0001	Esperance	Hawk Inlet	1.5	10.5
8355	02/23/91	1200	Dalika Uno	Wrangell	8.0	4.0
	02/24/91	0001	Dalika Uno	Haines	8.0	4.0
	03/02/91	0001	Dalika Uno	Haines	1.5	10.5
	03/03/91	0001	Dalika Uno	Haines	4.0	8.0
8356	03/10/91	2000	Trade Link	Ward Cove	2.0	4.0
	03/11/91	2000	Trade Link	Ward Cove	1.5	4.0
8357	03/07/91	0700	Wren Arrow	Sitka	3.5	8.5
	03/08/91	0001	Wren Arrow	Sitka	0.0	12.0
8358	03/05/91	0500	Sea Wealth	Metlakatla	1.0	5.5
	03/14/91	1500	Sea Wealth	Ward Cove	5.5	6.5
	03/15/91	0001	Sea Wealth	Klawock	4.5	7.5
	03/16/91	0001	Sea Wealth	Klawock	1.5	10.5
8361	03/09/91	0001	Blue Taurus	Haines	5.5	6.5
8362	03/17/91	0700	Global Fame	Long Island	4.0	8.0
	03/18/91	0001	Global Fame	Klawock	3.0	9.0
	03/19/91	0001	Global Fame	Klawock	0.0	12.0
	03/20/91	0001	Global Fame	Klawock	2.0	10.0
8363	03/23/91	1400	Bright Ocean	Yakutat	0.0	12.0
	03/24/91	0001	Bright Ocean	Yakutat	0.0	12.0
	03/25/91	0001	Bright Ocean	Yakutat	3.5	8.5
	03/26/92	0001	Bright Ocean	Yakutat	0.0	12.0
	03/27/91	0001	Bright Ocean	Yakutat	0.0	12.0
8368	03/30/91	1400	Hansa Kalmar	Ward Cove	2.0	4.0
8370	03/27/91	1400	Reefer Sachi	Sitka	0.0	10.0

Inv. Number	Date	Time	Ship	Port	Bridge Hours	DISPATCH HOURS
	03/28/91	0001	Reefer Sachi	Sitka	0.5	11.5
	03/29/91	0001	Reefer Sachi	Sitka	0.0	12.0
8372	04/02/91	1400	Neo Pelargonium	Skagway	0.0	10.0
	04/03/91	0001	Neo Pelargonium	Skagway	6.0	6.0
8373	03/30/91	0900	Gemini	Metlakatla	1.5	6.0
8386	04/22/91	1400	Reliance Trader	Hoonah	0.0	10.0
	04/23/91	0001	Reliance Trader	Hoonah	2.0	10.0
	04/24/91	0001	Reliance Trader	Hoonah	0.0	12.0
8387	04/24/91	0001	Ishikari Maru	Sitka	0.0	12.0
	04/25/91	0001	Ishikari Maru	Sitka	1.0	11.0
	04/26/91	0001	Ishikari Maru	Sitka	5.0	7.0
	04/27/91	0001	Ishikari Maru	Metlakatla	4.0	8.0
8391	05/05/91	1400	Bright Ocean	Yakutat	0.0	10.0
	05/06/91	0001	Bright Ocean	Yakutat	0.0	12.0
	05/07/91	0001	Bright Ocean	Yakutat	3.0	9.0
8392	05/08/91	0001	Pac Trader	Hoonah	0.0	12.0
	05/09/91	0001	Pac Trader	Hoonah	1.0	11.0
8394	05/03/91	0300	Marine Trader	Ward Cove	2.0	5.0
8400	05/11/91	0300	Southern Accord	Metlakatla	3.5	7.0
8402	05/12/91	1500	Neptune Jacinth	Hobart Bay	0.0	9.0
	05/13/91	0001	Neptune Jacinth	Hobart Bay	4.0	8.0
	05/14/91	0001	Neptune Jacinth	Hobart Bay	0.0	12.0
	05/15/91	0001	Neptune Jacinth	Hobart Bay	6.0	6.0
8409	05/17/91	1400	Prinscgant	Skagway	0.0	10.0
	05/18/91	0001	Prinscgant	Skagway	7.0	5.0
	05/19/91	0001	Prinscgant	Skagway	1.0	11.0
8423	05/21/91	1400	Gransol	Haines	0.0	10.0
	05/22/91	0001	Gransol	Haines	5.0	7.0
	05/23/91	0001	Gransol	Haines	0.0	12.0
8429	05/27/91	0500	Hakufu	Dora Bay	3.0	6.0
8431	06/03/91	0900	Golden Venture	Dora Bay	10.5	1.5
8435	05/27/91	2100	Sun Viking	Guard Is.	0.5	4.0
	05/28/91	0001	Sun Viking	Tracy Arm	12.0	0.0
	05/29/91	0001	Sun Viking	Skag/Haines	8.0	4.0
	05/30/91	0001	Sun Viking	Juneau	9.0	3.0
	05/31/91	0001	Sun Viking	Ketchikan	7.0	5.0
8439	06/04/91	1500	Mindora Samp.	Lora Bay	1.0	5.0
8449	06/05/91	0200	Song Of Flower	Ketchikan	7.5	4.5
	06/06/91	0001	Song Of Flower	Sitka	12.0	0.0
	06/07/91	0001	Song Of Flower	Tracy Arm	12.0	0.0
	06/08/91	0001	Song Of Flower	Juneau	4.0	8.0
	06/09/91	0001	Song Of Flower	Juneau	0.0	12.0
	06/10/91	0001	Song Of Flower	Juneau	3.0	9.0
	06/11/91	0001	Song Of Flower	Skagway	7.5	4.5
	06/12/91	0001	Song Of Flower	Wrangell	10.5	1.5
	06/13/91	0001	Song Of Flower	Guard Is.	3.0	5.0
8461	06/14/91	0900	Jufu	Hobart Bay	3.0	8.0
8466	06/16/91	0400	Daphne	Ketchikan	6.0	6.0
	06/17/91	0001	Daphne	Juneau	7.0	5.0
	06/18/91	0001	Daphne	Skagway	8.0	4.0
	06/19/91	0001	Daphne	Wrangell	8.0	4.0
8488	06/20/91	1400	Korean Peace	Hawk Inlet	0.0	10.0
	06/21/91	0001	Korean Peace	Hawk Inlet	1.5	10.5

Inv. Number	Date	Time	Ship	Port	Bridge Hours	DISPATCH HOURS
	06/22/91	0001	Korean Peace	Hawk Inlet	0.0	12.0
	06/23/91	0001	Korean Peace	Hawk Inlet	2.0	10.0
	06/24/91	0001	Korean Peace	Hawk Inlet	0.0	10.0
8526	06/26/91	1400	Frontier Spirit	Pelican	0.0	10.0
8526	06/27/91	0001	Frontier Spirit	Glacier Bay	8.0	4.0
	06/28/91	0001	Frontier Spirit	Sitka	12.0	0.0
	06/29/91	0001	Frontier Spirit	Thomas Bay	12.0	0.0
	06/30/91	0001	Frontier Spirit	Ketchikan	6.0	6.0
8553	07/14/91	1500	Regent Sea	Ketchikan	8.0	4.0
	07/15/91	0001	Regent Sea	Juneau	6.0	6.0
8568	07/02/91	0500	Sea Goddess	Ketchikan	6.0	6.0
	07/03/91	0001	Sea Goddess	Juneau	10.5	1.5
	07/04/91	0001	Sea Goddess	Skagway	12.0	0.0
	07/05/91	0001	Sea Goddess	Yakutat	7.0	5.0
	07/06/91	0001	Sea Goddess	sea	0.0	12.0
	07/07/91	0001	Sea Goddess	sea	0.0	12.0
	07/08/91	0001	Sea Goddess	sea	0.0	12.0
	07/09/91	0001	Sea Goddess	Yakutat	7.0	5.0
	07/10/91	0001	Sea Goddess	Skagway	8.0	4.0
	07/11/91	0001	Sea Goddess	Juneau	9.0	3.0
	07/12/91	0001	Sea Goddess	Ketchikan	8.0	4.0
8576	07/21/91	1100	Tanagra	Hobart Bay	2.0	8.0
8589	07/16/91	0001	Sun Viking	GI/Tracy Ar	12.0	0.0
	07/17/91	0001	Sun Viking	Skag/Haines	7.0	5.0
	07/18/91	0001	Sun Viking	Juneau	9.0	3.0
	07/19/91	0001	Sun Viking	Ketchikan	8.0	4.0
8601	07/22/91	0330	Dawn Princess	Ketchikan	8.0	4.0
	07/23/91	0001	Dawn Princess	Juneau	6.0	6.0
	07/24/91	0001	Dawn Princess	Skagway	10.0	2.0
	07/25/91	0001	Dawn Princess	Glacier Bay	9.0	3.0
	07/26/91	0001	Dawn Princess	sea	0.0	12.0
	07/27/91	0001	Dawn Princess	sea	0.0	12.0
	07/28/91	0001	Dawn Princess	sea	0.0	12.0
	07/29/91	0001	Dawn Princess	Sitka	2.0	10.0
8672	08/08/91	0300	Song Of Flower	Ketchikan	8.0	4.0
	08/09/91	0001	Song Of Flower	Juneau	8.0	4.0
	08/10/91	0001	Song Of Flower	Guard Is.	10.0	2.0
8684	08/13/91	0400	Sea Goddess	Ketchikan	8.0	4.0
	08/14/91	0001	Sea Goddess	Juneau	7.0	5.0
	08/15/91	0001	Sea Goddess	Skagway	12.0	0.0
	08/16/91	0001	Sea Goddess	Yakutat	7.0	5.0
	08/17/91	0001	Sea Goddess	sea	0.0	12.0
8685	08/18/91	0001	Sea Goddess	sea	0.0	12.0
	08/19/91	0001	Sea Goddess	sea	0.0	12.0
	08/20/91	0001	Sea Goddess	Yakutat	7.0	5.0
	08/21/91	0001	Sea Goddess	Skagway	8.0	4.0
	08/22/91	0001	Sea Goddess	Juneau	9.0	3.0
	08/23/91	0001	Sea Goddess	Ketchikan	6.0	6.0
8694	08/26/91	2030	Sun Viking	Guard Is.	1.5	4.0
	08/27/91	0001	Sun Viking	Tracy Arm	12.0	0.0
	08/28/91	0001	Sun Viking	Skag/Haines	5.5	6.5

Inv. Number	Date	Time	Ship	Port	Bridge Hours	DISPATCH HOURS
	08/29/91	0001	Sun Viking	Juneau	8.0	4.0
	08/30/91	0001	Sun Viking	Ketchikan	7.0	5.0
8717	09/03/91	0200	Song Of Flower	Ketchikan	8.5	3.5
	09/04/91	0001	Song Of Flower	Sitka	8.0	4.0
	09/05/91	0001	Song Of Flower	Juneau	8.0	4.0
	09/06/91	0001	Song Of Flower	Guard Is.	9.0	3.0
8721	09/07/91	1400	Pac Queen	Hoonah	0.0	10.0
	09/08/91	0001	Pac Queen	Hoonah	1.0	11.0
8729	09/09/91	0001	Dawn Princess	Glacier Bay	6.0	6.0
	09/10/91	0001	Dawn Princess	Skagway	7.0	5.0
	09/11/91	0001	Dawn Princess	Juneau	7.0	5.0
	09/12/91	0001	Dawn Princess	Ketchikan	7.5	4.5
8745	09/15/91	0400	Daphne	Ketchikan	6.0	6.0
	09/16/91	0001	Daphne	Juneau	6.0	6.0
	09/17/91	0001	Daphne	Skagway	9.0	3.0
	09/18/91	0001	Daphne	Wrangell	9.0	3.0
8753	09/25/91	1400	Sky Princess	Pr. Rupert	0.0	10.0
	09/26/91	0001	Sky Princess	Juneau	5.0	7.0
	09/27/91	0001	Sky Princess	Glacier Bay	11.0	1.0
	09/28/91	0001	Sky Princess	Sitka	4.0	8.0
8756	09/29/91	0001	Star Marlin	Sitka	2.0	10.0
TOTAL P12 HOURS					856.0	1746.0
TOTAL P4 HOURS					526.5	512.0

Southeast Alaska Pilots' Association

Dispatch/Income Schedule

PILOT 'B' ACTUAL:

On the following pages you will find an actual P-12 pilot (Pilot B-12) dispatch schedule for one year, October 1, 1990 through September 30, 1991. For this period of time his shared office/business expenses totalled \$14,432 while his gross earnings were \$129,960.

Pilot B-12 hourly rate:

$$\text{Dispatch hours} = 1,867 \div \$129,960 = \$69.60$$

A P-4 Pilot (Pilot B-4) is dispatched June 1 through September 30 of each year and earned \$74,288 in 1991. His shared office/business expenses also totalled \$14,432 in 1991 as all expenses of the SEAPA are deducted during June, July, August, and September. By taking the work schedule shown from June 1 to September 30, we can determine a typical P-4's work schedule.

Pilot B-4 hourly rate:

$$\text{Dispatch hours} = 527 \div \$74,288 = \$52.53$$

Inv. Number	Date	Time	Ship	Port	Bridge		Pilot Boat		Travel		Stand-by		DISPATCH HOURS
					Hours	Hours	Hours	Hours	Hours	Hours	Hours		
8264	10/02/90	1400	San Mateo Victory	Haines	0.0	0.0	0.0	0.0	1.0	10.0	14.0		
	10/03/90	0001	San Mateo Victory	Haines	0.0	0.0	0.0	0.0	2.5	21.5	24.0		
	10/04/90	0001	San Mateo Victory	Haines	6.5	2.0	1.5	1.5	4.0	1.0	13.5		
8272	10/12/90	1630	Star Canadian	Ward Cove	3.0	1.5	2.0	2.0	1.0	0.0	5.5		
9277	10/20/90	0001	Houndal #16	Hoonah	2.5	0.0	0.0	0.0	6.0	8.0	18.5		
8278	10/18/90	1400	Maritime Fidelity	Hoonah	0.0	0.0	2.0	4.0	0.0	10.0	14.0		
	10/19/90	0001	Maritime Fidelity	Hoonah	1.5	2.0	1.5	0.0	0.5	20.5	24.0		
8280	10/26/90	2100	This Arrow	Ward Cove	2.5	1.5	1.5	0.5	2.0	0.0	4.5		
	10/27/90	0001	This Arrow	Ward Cove	0.5	1.0	1.0	0.5	2.0	0.0	2.0		
8281	10/28/90	0500	Chishima	Ward Cove	3.0	1.5	1.5	2.0	1.0	0.0	6.5		
3310	12/18/90	1600	Eagle Arrow	Dora Bay	1.5	2.5	2.5	1.0	1.0	0.0	4.0		
8314	12/12/90	1200	Cielo Bonita	Klawock	0.0	0.0	0.0	2.0	2.0	10.0	12.0		
	12/13/90	0001	Cielo Bonita	Klawock	3.0	2.0	2.0	1.5	1.0	7.0	14.0		
8317	12/22/90	0001	Young Sprout	Hoonah	1.5	0.0	0.0	2.0	2.0	19.0	24.0		
	12/23/90	0001	Young Sprout	Hoonah	0.0	0.0	4.0	1.0	1.0	7.0	9.0		
8321	12/15/90	0430	Southern Brave	Heclakatlai	2.0	1.0	1.0	2.5	1.0	0.0	7.0		
8322	12/20/90	0900	Southern Brave	Heclakatlai	2.0	1.0	1.0	2.5	1.0	18.5	24.0		
	12/21/90	0001	First Lady	Kake	0.0	0.0	0.0	4.0	4.0	20.0	24.0		
8400	05/14/91	1430	First Lady	Kake	0.0	0.0	0.0	1.0	1.0	0.0	4.0		
8404	05/16/91	1400	Southern Accord	Ward Cove	1.5	2.5	2.5	1.0	2.0	1.0	5.0		
8410	05/19/91	1730	Harbor Breeze	Long Island	2.0	1.0	2.5	1.0	1.0	0.0	5.5		
8416	05/21/91	0500	Henningdorf	Ward Cove	6.0	1.5	1.5	0.5	0.5	11.0	17.0		
	05/22/91	0001	Henningdorf	Ward Cove	7.0	0.0	0.0	0.0	0.0	18.0	24.0		
	05/23/91	0001	Henningdorf	Ward Cove	5.0	0.0	0.0	0.0	0.0	17.0	24.0		
8417	05/24/91	0001	Henningdorf	Ward Cove	8.0	1.0	1.0	4.0	4.0	9.0	11.0		
	05/25/91	1300	Henningdorf	Ward Cove	0.0	0.0	3.0	2.0	0.0	6.0	11.0		
	05/27/91	0001	Star Princess	Juneau	5.0	0.0	0.0	0.0	0.0	19.0	24.0		
	05/28/91	0001	Star Princess	Juneau	8.0	0.0	0.0	0.0	0.0	16.0	24.0		
	05/29/91	0001	Star Princess	Juneau	12.0	0.0	0.0	0.0	0.0	12.0	24.0		
	05/30/91	0001	Star Princess	Juneau	6.0	1.3	1.3	0.5	0.5	14.0	22.0		
8458	06/04/91	0600	Star Princess	Wrangell	6.0	1.5	1.5	0.5	0.5	10.0	18.0		
	06/05/91	0001	Star Princess	Wrangell	7.0	0.0	0.0	0.0	0.0	17.0	24.0		
	06/06/91	0001	Star Princess	Wrangell	8.0	0.0	0.0	0.0	0.0	16.0	24.0		
	06/07/91	0001	Star Princess	Wrangell	9.5	0.0	0.0	0.0	0.0	14.5	24.0		
	06/08/91	0001	Star Princess	Wrangell	0.0	0.0	0.0	0.0	0.0	24.0	24.0		
	06/09/91	0001	Star Princess	Wrangell	0.0	0.0	0.0	0.0	0.0	24.0	24.0		
	06/10/91	0001	Star Princess	Wrangell	0.0	0.0	0.0	0.0	0.0	24.0	24.0		
	06/11/91	0001	Star Princess	Wrangell	0.0	0.0	0.0	0.0	0.0	24.0	24.0		
	06/12/91	0001	Star Princess	Wrangell	3.0	0.0	0.0	0.0	0.0	21.0	24.0		
8459	06/13/91	0001	Star Princess	Wrangell	6.0	1.5	1.5	0.5	0.5	11.5	19.5		
	06/23/91	1000	Star Princess	Wrangell	1.5	1.0	1.0	2.0	1.5	1.0	5.5		
8460	06/15/91	1200	Star Princess	Wrangell	1.5	3.0	3.0	0.0	0.0	0.0	6.0		
8477	06/17/91	1300	Star Princess	Wrangell	0.0	3.0	3.0	2.0	2.0	6.0	11.0		
	06/18/91	0001	Star Princess	Wrangell	5.0	0.0	0.0	0.0	0.0	19.0	24.0		
	06/19/91	0001	Star Princess	Wrangell	0.0	0.0	0.0	0.0	0.0	13.5	24.0		
8489	06/20/91	0001	Star Princess	Wrangell	10.5	1.0	1.0	2.0	2.0	16.0	22.0		
8507	06/24/91	0600	Star Princess	Wrangell	3.0	1.5	1.5	1.0	1.0	0.0	4.5		
	06/26/91	1400	Star Princess	Wrangell	2.0	0.0	0.0	0.0	0.0	4.0	10.0		
	06/27/91	0001	Star Princess	Wrangell	0.0	0.0	0.0	0.0	0.0	21.0	24.0		
	06/28/91	0001	Star Princess	Wrangell	0.0	0.0	0.0	0.0	0.0	18.0	24.0		
	06/29/91	0001	Star Princess	Wrangell	6.0	0.0	0.0	0.0	0.0	16.0	24.0		
	06/30/91	0001	Star Princess	Wrangell	8.0	0.0	0.0	0.0	0.0	16.0	24.0		
	07/01/91	0001	Star Princess	Wrangell	4.0	0.0	0.0	0.0	0.0	20.0	24.0		

Inv. Number	Date	Time	Ship	Port	Bridge Hours	Pilot Boat Hours	Travel Hours	Stand-by Hours	DISPATCH HOURS
	07/02/91	0001	Sagafjord	Ketchikan	7.0	2.0	0.5	10.5	20.0
8563	07/07/91	1930	Star Princess	Guard Island	2.5	1.5	0.5	0.0	4.5
	07/08/91	0001	Star Princess	Juneau	6.0	0.0	0.0	18.0	24.0
	07/09/91	0001	Star Princess	Skagway	8.0	0.0	0.0	16.0	24.0
	07/10/91	0001	Star Princess	Glacier Bay	12.0	0.0	0.0	12.0	24.0
8591	07/11/91	0001	Star Princess	Ketchikan	4.0	0.0	0.5	4.0	8.5
	07/16/91	0500	Universe	Wrangell	6.0	1.5	0.5	11.0	19.0
	07/17/91	0001	Universe	Juneau	7.0	0.0	0.0	17.0	24.0
	07/18/91	0001	Universe	Skagway	8.0	0.0	0.0	16.0	24.0
	07/19/91	0001	Universe	Glacier Bay	10.0	0.0	0.0	14.0	24.0
	07/20/91	0001	Universe	sea	0.0	0.0	0.0	24.0	24.0
	07/21/91	0001	Universe	sea	0.0	0.0	0.0	24.0	24.0
	07/22/91	0001	Universe	sea	0.0	0.0	0.0	24.0	24.0
	07/23/91	0001	Universe	sea	0.0	0.0	0.0	24.0	24.0
	07/24/91	0001	Universe	Sitka	3.0	0.0	0.0	21.0	24.0
8602	07/25/91	0001	Universe	Ketchikan	6.0	1.5	0.5	13.0	21.0
	07/30/91	0600	Green Elliott	Yakutat	0.0	0.0	6.0	12.0	18.0
8620	07/31/91	0001	Green Elliot	Yakutat	2.5	2.0	5.0	12.5	22.0
	08/06/91	1300	Sky Princess	Prince Rupert	0.0	3.0	2.0	6.0	11.0
	08/07/91	0001	Sky Princess	Juneau	5.0	0.0	0.0	19.0	24.0
	08/08/91	0001	Sky Princess	Glacier Bay	10.5	0.0	0.0	13.5	24.0
8628	08/09/91	0001	Sky Princess	Sitka	3.0	1.0	2.0	16.0	22.0
	08/03/91	1400	Frontier Spirit	Sitka	8.0	0.0	2.0	0.0	10.0
	08/04/91	0001	Frontier Spirit	Wrangell	12.0	0.0	0.0	12.0	24.0
8644	08/05/91	0001	Frontier Spirit	Ketchikan	8.0	0.0	0.5	7.5	16.0
	08/11/91	0230	Daphne	Wrangell	9.0	1.5	0.5	10.5	21.5
	08/12/91	0001	Daphne	Skagway	5.5	0.0	0.0	18.5	24.0
	08/12/91	0001	Daphne	Juneau	9.0	0.0	0.0	15.0	24.0
8673	08/14/91	0001	Daphne	Ketchikan	5.0	0.0	0.5	5.5	11.0
	08/20/91	0130	Song Of Flower	Ketchikan	11.0	2.5	0.5	9.5	22.5
	08/21/91	0001	Song Of Flower	Sitka	10.0	0.0	0.0	14.0	24.0
	08/22/91	0001	Song Of Flower	Juneau	6.0	0.0	0.0	18.0	24.0
8707	08/23/91	0001	Song Of Flower	Guard Island	9.0	1.5	0.5	9.0	20.0
	09/01/91	0500	Daphne	Ketchikan	6.0	1.5	0.5	11.0	19.0
	09/02/91	0001	Daphne	Juneau	7.0	0.0	0.0	17.0	24.0
	09/03/91	0001	Daphne	Skagway	9.0	0.0	0.0	15.0	24.0
9725	09/04/91	0001	Daphne	Wrangell	7.0	1.5	0.5	12.0	21.0
	09/08/91	1900	Star Princess	Guard Island	3.0	1.5	0.5	0.0	5.0
	09/09/91	0001	Star Princess	Juneau	6.0	0.0	0.0	18.0	24.0
	09/10/91	0001	Star Princess	Skagway	8.0	0.0	0.0	16.0	24.0
	09/11/91	0001	Star Princess	Glacier Bay	12.0	0.0	0.0	12.0	24.0
8765	09/12/91	0001	Star Princess	Ketchikan	6.0	1.5	0.5	14.0	22.0
	09/24/91	1400	Trinity Sea	Yakutat	0.0	0.0	6.0	4.0	10.0
	09/25/91	0001	Trinity Sea	Yakutat	0.0	0.0	4.0	20.0	24.0
	09/26/91	0001	Trinity Sea	Yakutat	3.0	2.0	1.0	12.0	24.0
	09/27/91	0001	Trinity Sea	Yakutat	0.0	0.0	2.0	22.0	24.0
	09/28/91	0001	Trinity Sea	Yakutat	0.0	0.0	2.0	7.0	9.0
TOTAL HOURS					441.0	74.5	109.0	1245.0	1866.5

Southeast Alaska Pilots' Association

Dispatch/Income Schedule

PILOT 'B' PROPOSAL:

By taking an actual P-12's dispatch schedule for one year and basing his pay on two rates, bridge time and dispatch time, with a 4 hour minimum/12 hour maximum day, the P-12 would now earn the following:

Example 1 -- P-12 Pilot (Pilot B-12):

Bridge Hours 441 x \$300 = \$132,300

Dispatch Hours 687 x \$150 = \$103,050

Example 2 - P-4 Pilot (Pilot B-4)

Bridge Hours 349 x \$300 = \$104,700

Dispatch Hours 456 x \$150 = \$68,400

This proposal includes all expenses excluding pilot boat and tug boats. When two pilots are dispatched to jobs over 8 hours, the second pilot will be billed at 50% of the lead pilot.

Inv. Number	Date	Time	Ship	Port	Bridge Hours	DISPATCH HOURS
8264	10/02/90	1400	San Mateo Victory	Haines	0.0	12.0
	10/03/90	0001	San Mateo Victory	Haines	0.0	12.0
	10/04/90	0001	San Mateo Victory	Haines	6.5	5.5
8272	10/12/90	1630	Star Canadian	Ward Cove	3.0	5.5
8277	10/20/90	0001	Hyundai #16	Hoonah	2.5	9.5
8278	10/18/90	1400	Maritime Fidelity	Hoonah	0.0	12.0
	10/19/90	0001	Maritime Fidelity	Hoonah	1.5	10.5
8280	10/26/90	2100	Ibis Arrow	Ward Cove	2.5	4.5
	10/27/90	0001	Ibis Arrow	Ward Cove	0.5	4.0
8281	10/28/90	0500	Chishima	Dora Bay	3.0	6.5
8310	12/18/90	1600	Eagle Arrow	Ward Cove	1.5	4.0
8314	12/12/90	1200	Cielo Bonita	Klawock	0.0	12.0
	12/13/90	0001	Cielo Bonita	Klawock	3.0	9.0
8317	12/22/90	0001	Young Sprout	Hoonah	1.5	10.5
	12/23/90	0001	Young Sprout	Hoonah	0.0	9.0
8321	12/15/90	0430	Southern Brave	Metlakatla	2.0	7.0
8322	12/20/90	0900	First Lady	Kake	2.0	10.0
	12/21/90	0001	First Lady	Kake	0.0	12.0
8400	05/14/91	1430	Southern Accord	Ward Cove	1.5	4.0
8404	05/16/91	1400	Harbor Breeze	Long Island	1.0	5.0
8410	05/19/91	1730	Henningdorf	Ward Cove	2.0	5.5
8416	05/21/91	0500	Universe	Wrangell	6.0	6.0
	05/22/91	0001	Universe	Juneau	7.0	5.0
	05/23/91	0001	Universe	Skagway	6.0	6.0
	05/24/91	0001	Universe	Glacier Bay	8.0	4.0
8417	05/26/91	1300	Star Princess	Pr. Rupert	0.0	11.0
	05/27/91	0001	Star Princess	Juneau	5.0	7.0
	05/28/91	0001	Star Princess	Skagway	8.0	4.0
	05/29/91	0001	Star Princess	Glacier Bay	12.0	12.0
	05/30/91	0001	Star Princess	Ketchikan	6.0	6.0
8458	06/04/91	0600	Universe	Wrangell	6.0	6.0
	06/05/91	0001	Universe	Juneau	7.0	5.0
	06/06/91	0001	Universe	Skagway	8.0	4.0
	06/07/91	0001	Universe	Glacier Bay	9.5	2.5
	06/08/91	0001	Universe	sea	0.0	12.0
	06/09/91	0001	Universe	sea	0.0	12.0
	06/10/91	0001	Universe	sea	0.0	12.0
	06/11/91	0001	Universe	sea	0.0	12.0
	06/12/91	0001	Universe	Sitka	3.0	9.0
	06/13/91	0001	Universe	Ketchikan	6.0	6.0
8459	06/23/91	1000	Hermes Island	Long Island	1.5	5.5
8460	06/15/91	1200	Virtue	Dora Bay	1.5	6.0
8477	06/17/91	1300	Sky Princess	Pr. Rupert	0.0	11.0
	06/18/91	0001	Sky Princess	Juneau	5.0	7.0
	06/19/91	0001	Sky Princess	Glacier Bay	10.5	1.5
	06/20/91	0001	Sky Princess	Sitka	3.0	9.0
8489	06/24/91	0600	Great Pearl	Ward Cove	2.0	4.5
8507	06/26/91	1400	Sagafjord	Anchorage	0.0	10.0
	06/27/91	0001	Sagafjord	Valdez	0.0	12.0
	06/28/91	0001	Sagafjord	Yakutat	6.0	6.0
	06/29/91	0001	Sagafjord	Juneau	8.0	4.0
	06/30/91	0001	Sagafjord	Skagway	8.0	4.0
	07/01/91	0001	Sagafjord	Sitka	4.0	8.0

Inv. Number	Date	Time	Ship	Port	Bridge Hours	DISPATCH HOURS
	07/02/91	0001	Sagafjord	Ketchikan	7.0	5.0
8563	07/07/91	1930	Star Princess	Guard Is.	2.5	4.5
	07/08/91	0001	Star Princess	Juneau	6.0	6.0
	07/09/91	0001	Star Princess	Skagway	8.0	4.0
	07/10/91	0001	Star Princess	Glacier Bay	12.0	0.0
8591	07/11/91	0001	Star Princess	Ketchikan	4.0	8.0
	07/16/91	0500	Universe	Wrangell	6.0	6.0
	07/17/91	0001	Universe	Juneau	7.0	5.0
	07/18/91	0001	Universe	Skagway	8.0	4.0
	07/19/91	0001	Universe	Glacier Bay	10.0	2.0
	07/20/91	0001	Universe	sea	0.0	12.0
	07/21/91	0001	Universe	sea	0.0	12.0
	07/22/91	0001	Universe	sea	0.0	12.0
	07/23/91	0001	Universe	sea	0.0	12.0
	07/24/91	0001	Universe	Sitka	3.0	9.0
8602	07/25/91	0001	Universe	Ketchikan	6.0	6.0
	07/30/91	0600	Green Elliott	Yakutat	0.0	12.0
8620	07/31/91	0001	Green Elliot	Yakutat	2.5	9.5
	08/06/91	1300	Sky Princess	Pr. Rupert	0.0	11.0
	08/07/91	0001	Sky Princess	Juneau	5.0	7.0
	08/08/91	0001	Sky Princess	Glacier Bay	10.5	1.5
8628	08/09/91	0001	Sky Princess	Sitka	3.0	9.0
	08/03/91	1400	Frontier Spirit	Sitka	8.0	2.0
	08/04/91	0001	Frontier Spirit	Wrangell	12.0	0.0
8644	08/05/91	0001	Frontier Spirit	Ketchikan	8.0	4.0
	08/11/91	0230	Daphne	Wrangell	9.0	3.0
	08/12/91	0001	Daphne	Skagway	5.5	6.5
	08/12/91	0001	Daphne	Juneau	9.0	3.0
8673	08/14/91	0001	Daphne	Ketchikan	5.0	7.0
	08/20/91	0130	Song Of Flower	Ketchikan	11.0	1.0
	08/21/91	0001	Song Of Flower	Sitka	10.0	2.0
	08/22/91	0001	Song Of Flower	Juneau	6.0	6.0
8707	08/23/91	0001	Song Of Flower	Guard Is.	9.0	3.0
	09/01/91	0500	Daphne	Ketchikan	6.0	6.0
	09/02/91	0001	Daphne	Juneau	7.0	5.0
	09/03/91	0001	Daphne	Skagway	9.0	3.0
9725	09/04/91	0001	Daphne	Wrangell	7.0	5.0
	09/08/91	1900	Star Princess	Guard Is.	3.0	5.0
	09/09/91	0001	Star Princess	Juneau	6.0	6.0
	09/10/91	0001	Star Princess	Skagway	8.0	4.0
	09/11/91	0001	Star Princess	Glacier Bay	12.0	0.0
8755	09/12/91	0001	Star Princess	Ketchikan	6.0	6.0
	09/24/91	1400	Trinity Sea	Yakutat	0.0	10.0
	09/25/91	0001	Trinity Sea	Yakutat	0.0	12.0
	09/26/91	0001	Trinity Sea	Yakutat	3.0	9.0
	09/27/91	0001	Trinity Sea	Yakutat	0.0	12.0
	09/28/91	0001	Trinity Sea	Yakutat	0.0	9.0

TOTAL P-12 HOURS

441.0 687.0

TOTAL P-4 HOURS

349.0 456.0

SOUTHEASTERN ALASKA PILOTS' ASSOCIATION

	1991 JANUARY	1991 FEBRUARY	1991 MARCH	1991 APRIL	1991 MAY	1991 JUNE	1991 JULY	1991 AUGUST	1991 SEPT.	1990 OCTOBER	1990 NOVEMBER	1990 DECEMBER	TOTALS
TRANSPORTATION & SUBSISTENCE CHARGES AS BILLED TO CUSTOMERS (less direct billing by agent for shared charter flights, pilot boats, and tug boats.)	6114.00	8312.00	8979.00	11426.00	18616.00	23955.00	34157.00	30144.00	13806.00	7289.00	9662.00	3678.00	188168.00
OFFICE/BUSINESS EXPENSES	13084.00	34843.00	29779.00	17918.00	71930.00	41470.00	22530.00	30131.00	21093.00	38194.00	37824.00	47841.00	401737.00

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INTERNATIONAL



ORGANIZATION

ROBERT J. LOWEN  
International President  
F. ELWOOD KYSER  
International Secretary-Treasurer  
GEORGE A. QUICK  
Vice President

OF  
**MASTERS  
MATES &  
PILOTS**

J. ALFRED ELLIS JR.  
East Coast Regional Representative  
DONALD L. HOFFMANN  
Gulf Coast Regional Representative  
REX POLLITT  
West Coast Regional Representative  
EMIL F. BOWERMAN  
Panama Canal Regional Representative

October 7, 1991

TO: All Regional Representatives and Branch Agents  
RE: Masters Earnings - 1991 Update

The wage and benefit levels established with the contract that was effective July 1, 1990, have been increased as of July 1, 1991.

These agreements provide for 30 days of vacation for each 30 days of service. Accordingly, a Master of an A4A class ship would receive wages and benefits totaling 6 x \$32,589.87 or \$195,539.22 for six months of shipboard service and six months of vacation.

If we can be of any further assistance, please contact us.

Fraternally,

George A. Quick  
Vice President - PMG

GAQ:kae



MASTERS MONTHLY WAGES AND BENEFITS

EFFECTIVE JULY 1, 1991

<u>SHIP CLASS</u>	<u>A4A</u>	<u>A3A</u>	<u>A2A</u>	<u>A1A</u>
Wages	\$10,989.06	\$10,288.80	\$ 9,667.01	\$ 9,082.78
Guaranteed 30 hours OT	<u>\$ 2,229.30</u>	<u>\$ 2,087.10</u>	<u>\$ 1,961.10</u>	<u>\$ 1,842.60</u>
	\$13,128.36	\$12,375.90	\$11,682.11	\$10,925.38
Vacation	\$13,058.29	\$12,229.18	\$11,487.31	\$10,793.07
Pension/IRAP	\$ 3,956.06	\$ 3,703.96	\$ 3,480.12	\$ 3,269.60
Medical	\$ 1,608.00	\$ 1,608.00	\$ 1,608.00	\$ 1,608.00
Future Medical	\$ 293.10	\$ 293.10	\$ 293.10	\$ 293.10
Other	<u>\$ 546.06</u>	<u>\$ 518.18</u>	<u>\$ 503.97</u>	<u>\$ 500.38</u>
TOTAL	\$32,589.87	\$30,725.32	\$29,054.61	\$27,389.73

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ALASKA MARINE HIGHWAY SYSTEM  
SUPPORT SERVICES

WALTER J. HICKEL, GOVERNOR

P.O. BOX R  
JUNEAU, ALASKA 99811-2505  
PHONE: (907) 485-3880  
TELEFAX: (907) 485-2478  
TELEX: 45-312

Master, M/V COLUMBIA

Base Wage (29.98 per hour)	65,476.00
COLA	13,673.00
Uniform Allowance	400.00
License Insurance	310.00
Health Insurance	4,636.00
PERS Retirement	10,605.00
Supplemental Benefits (SBS)	3,145.00
Holidays (12 per year)	<u>6,476.00</u>
Total Wage & Benefits	\$104,720.00

The Masters, Mates and Pilots union has a negotiated contract which allows for a 5% increase (based on Anchorage CPI) for next year. Approximately, \$112,445.00 has been budgeted for this position for next fiscal year.

# SPILL

The Wreck of the *Exxon Valdez*

Implications for Safe Marine Transportation



Report of the Alaska Oil Spill Commission  
Executive Summary

# SPIII

The Wreck of the Exxon Valdez  
Implications for Safe Marine Transportation

January 1990

## FOREWORD

On March 24, 1989, Alaskans awoke to the shock of disaster. Shortly after midnight, the 987-foot-long supertanker Exxon Valdez had run hard aground on Bligh Reef, spilling 10.8 million gallons of crude oil into the unspoiled waters of Prince William Sound. The worst case had occurred.

This was the threatened tanker catastrophe residents of Prince William Sound had dreaded — but many had come to discount — ever since the trans-Alaska pipeline system was proposed in the late 1960s. A few of those scrambling to cope with the disaster knew something more chilling still. Though nearly 11 million gallons of crude oil already had escaped the fully-loaded *Exxon Valdez*, another 40 million gallons remained on board — and the ship was in considerable danger of capsizing. The spill that became the environmental disaster of the decade easily could have been five times worse.

The system that carried 25 percent of America's domestic oil production had failed. So had the regulatory apparatus intended to make it safe. The promises that led Alaska to grant its rights-of-way and Congress to approve the Alaska pipeline in June 1973 had been betrayed. The safeguards that were set in place in the 1970s had been allowed to slide. The vigilance over tanker traffic that was established in the early days of pipeline flow had given way to complacency and neglect. In the months following the spill, more than 1,000 miles of Alaska's coastline would be sullied by North Slope crude.

Communities touched by the effects of the spill staggered under the damage to land and water upon which they lived or the impact of the massive cleanup mobilization after the spill. Alaskans from walks of life as diverse as the oil industry and subsistence communities struggled with the economic losses, sorrow and dislocations as well as, for some, the opportunities that came with the spill and cleanup. Attitudes toward oil development, the land, the industry and the future were examined and re-examined as Alaskans searched for answers to the question of how things went wrong.

The Alaska Legislature created the Alaska Oil Spill Commission to provide some of the answers. Two months after the spill, the governor appointed an independent panel to study the event and recommend public policy remedies. The commissioners came to their work with broad experience in government and public affairs. Their sole purpose was to learn the causes of this disaster and propose changes that would prevent a recurrence of similar disasters anywhere. The mission was clear: Our report must show a path for Alaska, the United States and the world to a vastly improved system for transporting oil and other hazardous substances in the marine environment.

This disaster could have been prevented — not by tanker captains and crews who are, in the end, only fallible human beings, but by an advanced oil transportation system designed to minimize human error. It could have been prevented if Alaskans, state and federal governments, the oil industry and the American public had insisted on stringent safeguards. It could have been prevented if the vigilance that accompanied construction of the pipeline in the 1970s had been continued in the 1980s.

In 1977, when tanker operations began from Valdez, we thought we had created a system that offered guarantees against most disasters. As chairman of Alaska's Oil Tanker Task Force, I pulled together a team that provided the first full-scale simulation of marine operations ever done for a North American port.

Our simulation model demonstrated to the masters and pilots the conditions that would put their ships on the rocks. Tanker lanes into Port Valdez were set to insure the maximum feasible level of safety in tanker operations. Restrictions were imposed to limit operations in high winds. Agreements between the state, the industry and the Coast Guard established that when ice was encountered, the ships would slow down and proceed at minimum speed in the tanker lanes, rather than proceeding outside the lanes at sea speed, as did the *Exxon Valdez*.

The historical record developed by the commission is clear: The original rules were consistently violated, primarily to ensure that tankers passing through Prince William Sound did not lose time by slowing down for ice or waiting for winds to abate. Concern for profits in the 1980s obliterated the concern for safe operations that existed in 1977.

This disaster could have been prevented by simple adherence to the original rules. Human beings do make errors. The precautions originally in place took cognizance of human frailty and built safeguards into the system to account for it. This state-led oversight and regulatory system worked for the first two years, until the state was preempted from enforcing the rules by legal action brought by the oil industry. After that, the shippers simply stopped following the rules, and the Coast Guard stopped enforcing them.

This past year the Alaska Oil Spill Commission traveled to the coastal towns and villages of Prince William Sound and Southcentral Alaska to hear from the people most affected by the spill. We found communities and individuals whose lives and trust had been destroyed, but who had rededicated themselves to protecting their livelihood on water and land. Walter Meganack, Sr., traditional village chief of the Alaska Native subsistence community of Port Graham offered these words at a conference of mayors from spill-affected communities:

*It is too shocking to understand. Never in the millennium of our tradition have we thought it possible for the water to die. But it is true. ... what we see now is death. Death — not of each other, but of the*