

**GALVESTON-TEXAS CITY PILOTS**

**PILOTAGE RATES  
PORTS OF GALVESTON COUNTY  
EFFECTIVE MAY 15, 2010**

**DRAFT CHARGE**.....\$45.80/ft.  
To or From Sea to Galveston, Texas City, or Bolivar Roads; To or From Bolivar Roads to Galveston or Texas City; or between Galveston and Texas City. Minimum draft charge is 20 ft.

**UNIT CHARGE**

Vessels shall also be charged a Unit Charge. Units are computed by multiplying the vessel's length overall in feet by her extreme breadth in feet and dividing by 100.

Units	Cost/Unit	Units	Cost/Unit
0- 50	\$0.121	801- 850	\$0.786
51-100	\$0.146	851- 900	\$0.818
101-150	\$0.187	901- 950	\$0.866
151-200	\$0.214	951-1000	\$0.898
201-250	\$0.253	1001-1050	\$0.949
251-300	\$0.282	1051-1100	\$0.980
301-350	\$0.321	1101-1150	\$1.026
351-400	\$0.349	1151-1200	\$1.059
401-450	\$0.388	1201-1250	\$1.105
451-500	\$0.416	1251-1300	\$1.140
501-550	\$0.454	1301-1350	\$1.186
551-600	\$0.482	1351-1400	\$1.221
601-650	\$0.626	1401-1450	\$1.267
651-700	\$0.660	1451-1500	\$1.299
701-750	\$0.705	1501-1550	\$1.348
751-800	\$0.738	1551- up	\$1.376

**MINIMUM CHARGE**

The minimum charge for all vessels, whether arriving, sailing, or shifting, is .....\$995.00

**SHIFTING**

Between docks within Galveston or within Texas City, a flat rate charge shall be made.

Shifting charge ..... \$886.00

**SHIFT MINIMUM CHARGE**

Vessels shifting shall pay the unit charge in addition to the shift charge.

Minimum shifting charges .....\$995.00

**SECOND PILOT**

On vessels over 120,000 DWT, or on vessels 860 ft. LOA or more, there shall be two Pilots. If not turning, one pilot is required for those vessels with operational thrusters or less than 130 ft. of beam. The second pilot is charged at the same rate as the first. The fuel charge is not charged for the second pilot.

**DETENTION OR HOLDING**

Detention is charged after the first half-hour (30 minutes free time), and not prorated. If, after 30 minutes, the vessel does not sail, or does not arrive, then detention shall be charged from the original time of the order. Detention shall be charged if the pilot is unable to disembark within 30 minutes of first line. Detention shall be charged to vessels over 80,000 DWT if the pilot is unable to disembark with 45 minutes of first line.

Holding is charged when a vessel requires a Pilot to hold the vessel alongside a dock or bank, or hold in the stream, or to stand by while the compass is calibrated. Holding time will also be charged when a vessel is under reduced speed in order to await a clear berth, or adequate harbor tugs.

Detention/Holding ..... \$392.47//hr.

**CANCELLATION**

Sailings, shifts, or other movements originating on inside waters ..... \$392.47

Arrivals ..... \$654.15

**NOTICE**

Cancellation and Detention charges can be avoided by giving the pilot office notice of changes.

Sailings, shifts, or other movements originating on inside waters ..... 1.5 hrs.

Arrivals ..... 2 hrs.

**FUEL CHARGE**

Per movement/cancellation..... \$120.21

There will be no fuel charge for inner-harbor shifts and for vessels not crossing the bar. This would include shifts between Houston, Texas City, Galveston and Bolivar Roads.

**COMMUNICATION CHARGE**

Per pilot per movement/cancellation..... \$22.49

**EDUCATION and SAFETY**

Per pilot per movement/cancellation..... \$41.00

**BOLIVAR ROADS ANCHORING**

In addition to any other applicable charge, any movement involving the Bolivar Roads Anchorage will be charged .....\$654.15

**OIL RIGS AND SIMILAR STRUCTURES**

This section applies to all movements of any type, involving all oil rigs or similar structures, whether underway, alongside a berth, or sitting upon a barge or drydock.

*Helicopter:*

Pilots will embark or disembark by helicopter, unless the rig is stationary alongside a dock within Galveston Harbor. Helicopter service fees will be contracted and paid by the customer. The Pilots will board by pilot ladder via pilot boat if it is safe and suitable to do so. The Pilots will make the final determination on how to board the rig.

*Number of Pilots:*

Semi-Submersibles and similar sized vessels, while underway, will require two pilots on the rig, and one pilot on the towing vessel, for a total of three pilots. Shifting from berth to berth within the harbor, under adequate local harbor assist tugs, will require only two pilots on the rig.

Jack-ups and similar sized vessels, while underway, will require one pilot on the rig, and one pilot on the towing vessel, for a total of two pilots. Shifting from berth to berth within the harbor, under adequate local harbor assist tugs, will require only one pilot on the rig.

For those rigs due to their size, purpose or construction where the number of pilots cannot clearly be determined as required under this section, the Galveston-Texas City Pilots will make such final determination as to the number of pilots required.

*Charges per Pilot:*

Movements within Galveston Harbor-Shifting .....\$750.00/hr.\*  
Movements to or from Sea, as well as Bolivar Roads, with 5 hr. minimum applicable ..... \$750.00/hr.\*  
All hourly charges to commence upon time for order, and hours of service are not prorated.  
\*Plus the Communication Charge (per pilot), the Fuel Charge (per movement), and the Education and Safety Charge (per pilot).

*Ordering/Movements:*

Notice for pilot services for rig movements will be placed at least four hours in advance of movement. Rigs will be moved at slack water or on following tidal currents, during daylight hours. Depending on draft, large rigs may require prior implementation of a U.S.C.G. safety zone or the like. All movements will be predicated on sea, weather, and visibility conditions, as well as adequate assist tugs, as determined by the Galveston-Texas City Pilots.

**SPECIAL SERVICES**

The rates for any Special or Extra service not covered herein, including, but not limited to, trial runs, movements of unusual types of floating equipment such as special purpose barges, and placing vessels on or off a drydock or barge, shall be by specific agreement made in advance of movement.

**PILOT CARRIED TO SEA**

If the Pilot is carried to sea for any reason, including weather, the pilot shall be paid \$950 per day plus all expenses back to Galveston.

**PAYMENT FOR SERVICES**

Payment is due for all services upon receipt of invoice. Any invoice not paid within thirty days shall be considered in arrears. By placing an order for pilotage services, the vessel agent or representative who places said order for pilotage services agrees to be directly responsible for payment of the corresponding pilotage fees and agrees to guarantee payment of same and unless prior alternate arrangements have been made in writing.

*THE MINIMUM CHARGE FOR VESSELS IN TRANSIT OR SHIFTING DOES NOT INCLUDE THE COMMUNICATION CHARGE, THE FUEL CHARGE, THE EDUCATION AND SAFETY CHARGE, OR ANY OTHER CHARGES INCURRED BY DETENTION, HOLDING, CANCELLATION, OR OTHER CHARGES FOR ANY OF THE OTHER SERVICES LISTED IN THIS PILOTAGE RATE.*



**Cruise Vessels:** Upon completion of dredging operations which widen the Galveston Ship Channel in any of those certain areas as specified where cruise ships turn, there shall no longer be any second pilot required aboard cruise ships equipped with bow thrusters, stern thrusters, azipods, and/or similar propulsion capabilities.