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Rates of Pilotage

Sec. 15-14-1.

Repealed, February 26, 1981.

Sec. 15-14-1a. Rates of pilotage

Pilotage rates for Connecticut harbors and the Thames River and waters of Long Island Sound shall be as follows:

(a) New Haven & Bridgeport Harbors

Minimum charges (each way)	Effective upon passage	Effective July 20, 2008	Effective July 20, 2009
25 through 49 pilotage units	\$279.84	\$296.63	\$314.43
50 through 99 pilotage units	\$337.08	\$357.30	\$378.72

Effective upon passage, all vessels of 100 pilotage units and over shall pay three dollars and thirteen cents (\$3.13) per pilotage unit, up to a maximum of \$1,097.10.

Effective July 20, 2008, all vessels of 100 pilotage units and over shall pay three dollars and thirty- two cents (\$3.32) per pilotage unit, up to a maximum of \$1,162.93.

Effective July 20, 2009, all vessels of 100 pilotage units and over shall pay three dollars and fifty-two cents (\$3.52) per pilotage unit, up to a maximum of \$1,232.71.

(b) New London Harbor

Minimum charges (each way)	Effective upon passage	Effective July 20, 2008	Effective July 20, 2009
25 through 49 pilotage units	\$227.90	\$241.57	\$256.06
50 through 99 pilotage units	\$285.14	\$302.25	\$320.39

Effective upon passage, all vessels of 100 pilotage units and over shall pay two dollars and eighty-one cents (\$2.81) per pilotage unit, up to a maximum of \$1,075.90.

Effective July 20, 2008, all vessels of 100 pilotage units and over shall pay two dollars and ninety-eight cents (\$2.98) per pilotage unit, up to a maximum of \$1,140.45.

Effective July 20, 2009, all vessels of 100 pilotage units and over shall pay three dollars and sixteen cents (\$3.16) per pilotage unit, up to a maximum of \$1,208.88.

(c) Thames River

Minimum charges (each way)	Effective upon passage	Effective July 20, 2008	Effective July 20, 2009
25 through 49 pilotage units	\$265.00	\$280.90	\$297.75
50 through 99 pilotage units	\$318.00	\$337.08	\$357.30

Effective upon passage, all vessels of 100 pilotage units and over shall pay three dollars and two cents (\$3.02) per pilotage unit, up to a maximum of \$1,086.50.

Effective July 20, 2008, all vessels of 100 pilotage units and over shall pay three dollars and twenty cents (\$3.20) per pilotage unit, up to a maximum of \$1,151.69.

Effective July 20, 2009, all vessels of 100 pilotage units and over shall pay three dollars and thirty-nine cents (\$3.39) per pilotage unit, up to a maximum of \$1,220.79.

(d) Connecticut waters of Long Island Sound

Effective upon passage, all vessels shall pay seven dollars (\$7.00) per pilotage unit with a minimum of one hundred fifty (150) units and not to exceed a maximum of five hundred (500) units with a maximum of \$3,500.00.

Effective July 20, 2008, all vessels shall pay seven dollars and forty-two cents (\$7.42) per pilotage unit with a minimum of one hundred fifty (150) units and not to exceed a maximum of five hundred (500) units with a maximum of \$3,710.00.

Effective July 20, 2009, all vessels shall pay seven dollars and eighty-seven cents (\$7.87) per pilotage unit with a minimum of one hundred fifty (150) units and not to exceed a maximum of five hundred (500) units with a maximum of \$3,935.00.

(Effective February 26, 1981; amended February 1, 2008)

Sec. 15-14-1b. Docking and undocking fees

All vessels shall pay a docking/undocking fee of one dollar (\$1.00) per pilotage unit with a minimum fee of two hundred dollars (\$200.00) to be paid by any vessel under two hundred (200) units.

(Adopted effective February 1, 2008)

Sec. 15-14-1c. Additional fees

The following additional pilotage fees shall be imposed as appropriate:

(a) A fee of one hundred and fifty dollars (\$150.00) for each hour of pilotage in excess of eight (8) hours for tows only.

(b) A fee of one hundred and fifty dollars (\$150.00) for each hour of detention aboard a vessel at platforms or at anchor.

(c) A fee of one hundred and fifty dollars (\$150.00) for each hour in excess of one hour (1) if a vessel arrives or departs late unless a four hour (4) notice of a change to the time of arrival or departure is provided to the Administrator as defined in Section 15-15a-6 of the Regulations of Connecticut State Agencies.

(d) A cancellation fee of five hundred dollars (\$500.00) unless a four hour (4) notice is provided to the Administrator as defined in Section 15-15a-6 of the Regulations of Connecticut State Agencies.

(e) A fee of one thousand dollars (\$1,000.00) for the first day, five hundred dollars (\$500.00) for each additional day and the cost of return first class travel expenses should a pilot be carried away.

(Adopted effective February 1, 2008)

Sec. 15-14-2. Formula for computing pilotage units

“Pilotage Units” as used in this Rule shall be determined by multiplying the overall length of the vessel by the extreme breadth by the depth to the uppermost continuous deck and dividing the total by ten thousand, as expressed by the following formula:

$$\frac{\text{Overall Length} \times \text{Extreme Breadth} \times \text{Depth}}{10,000} = \text{Pilotage Units}$$

Pilots shall first round off any fraction of an inch to the nearest inch and change the feet and inches to feet and decimal part, using the scale below.

Inches	=	Feet
1		.083
2		.167
3		.250
4		.333
5		.417
6		.500
7		.583

8	.667
9	.750
10	.833
11	.917
12	1.000

In cases where vessel’s particulars are listed in meters, the pilot shall use the constant 35.314665 in the conversion, as below:

$$\frac{\text{Overall Length in meters} \times \text{Extreme Breadth in meters} \times \text{Depth in Meters} \times 35.314665}{10,000} = \text{Pilotage Units}$$

In both cases, the number of pilotage units should be rounded off to the nearest hundredth or two decimal points.

(Effective February 26, 1981; amended February 1, 2008)

Sec. 15-14-3. Definitions

As used in sections 15-14-1a to 15-14-4, inclusive, of the Regulations of Connecticut State Agencies:

(1) “Overall Length” is the distance between the forward and after extremities of the vessel.

(2) “Extreme Breadth” is the maximum breadth to the outside shell plating of the vessel.

(3) “Depth” is the vertical distance at amidships from the top of the keel plate to the uppermost continuous deck, fore and aft, and which extends to the sides of the vessel. The continuity of the deck shall not be considered to be affected by the existence of tonnage openings, engine spaces, or a step in the deck.

(4) All measurements shall be in feet and inches (U.S.).

(5) The measurements of the overall length, extreme breadth, and depth as previously defined shall be made available to the pilot by the master or his agent for the computation of the pilotage fees. Failure to provide the measurements so required shall subject the vessel the maximum pilotage charge.

(6) “Pilotage” means the transit from or to the designated pilot boarding station through the waters of Block Island and Long Island Sound and the waters of Connecticut and New York to or from the Connecticut and New York ports of Long Island Sound.

(7) “Pilotage fees” are those charges for the services of a licensed marine pilot through pilotage waters excluding docking, undocking and additional fees set forth in Section 15-14-1a to 15-14-1e, inclusive of the Regulations of Connecticut State Agencies.

(8) “Pilotage waters” means those waters of Block Island Sound and Long Island Sound, including the waters of Connecticut and New York, where pilots must be used to navigate vessels between designated pilot boarding stations and the ports of Connecticut and New York in Long Island Sound.

(9) “Carried away” means pilot taken beyond a designated pilot boarding station on an outbound transit and not disembarked until the next port of call.

(Effective February 26, 1981; amended February 1, 2008)

Sec. 15-14-4. Accounting

On the first of January, April, July and October of each year and no later than the fifteenth of each of these months every pilot shall render to the Commissioner

of Transportation an accurate account of all vessels, subject to Chapter 263 of the Conn. General Statutes, piloted by him, and of all money received by him for pilotage of such vessels.

Connecticut licensed pilots who hold additional licenses and pilot vessels into Connecticut waters are subject to the fees and rates of Connecticut established for Connecticut harbors and Thames River and Connecticut waters of Long Island Sound. Failure to comply with this section is interpreted as misconduct on the part of the pilot and that individual is then subject to actions set forth in Sec. 15-13 (e) of the Connecticut General Statutes.

Along with said accounting each and every pilot shall pay to the Commissioner of Transportation six percent (6%) of the gross amount of all money received by him for pilotage of such vessels.

(Effective November 12, 1991)