

extent the Committee seeks the input of cargo operators as the Committee evaluates what constitutes “fair, just, and reasonable rates of pilotage” at Port Everglades (“PEV”), Crowley and King Ocean provide an alternative at the conclusion of this response.

The Actual Petitions Filed and Rates Proposed

The FCCA’s Application was twenty nine (29) pages with hundreds of pages of attachments. The FCCA argued that pilotage rates at PEV had “arbitrarily increased to unreasonable levels that bear no rationale [sic] relationship to the safety of the vessel being handled or the amount of work performed,” as a result of the cruise industry’s decision to deploy “significantly larger ships that have taller drafts and higher tonnages.” The FCCA argued this was due to the fact that pilotage rates at PEV were determined based on each vessel’s draft and tonnage. The FCCA Application, utilizing the official Florida Department of Business and Professional Regulation (“DBPR”) form, included a detailed explanation of the rate change being requested. FCCA App. at p. 2 (B.2.). In pertinent part, it requested a 25% rate reduction for passenger vessels only, reducing the vessel draft factor from \$13.30 to \$9.975 and reducing the vessel tonnage factor from \$0.0356 - \$0.0330 to \$0.0267 - \$0.0247. *Id.* The next twelve (12) pages discussed the basis for the requested rate change. *Id.* at pp. 4-16 (B.3.). It contained information on the number of handles and associated fees at PEV (2011-2013)², the estimated number of handles performed on a per pilot basis (1999-2013) and the pilots’ various “operating expenses.” The Application concluded with an evaluation of the twelve (12) factors set forth in Florida Statute s. 301.151(5)(b), including an evaluation of the Pilots’ net income and benefits, which was estimated in the range of \$480,000 - \$620,000 a year at prevailing rates, and \$440,000

² The Application stated certain data required extrapolations of data contained in past applications and Investigative Committee report due to the Pilots’ “total lack of transparency to the public.” *Id.* at p.3.

- \$528,000 per year with the requested 25% rate change for cruise ships only. *Id.* at pp. 27-29

(B.11)

A public hearing was held on the FCCA Application. The Pilots filed a Motion to Disqualify arguing two (2) members of the Committee could not be impartial in light of their ties to the cruise industry. The requested rate reduction was passed by a 4-3 voice vote. This ruling affording a rate reduction for the FCCA's members only would have had **no impact** on the fees charged for cargo vessels. A stay was entered and ultimately the First District Court of Appeal ordered the recusal of the individuals who had been the subject of the Motion to Disqualify. New members were appointed to the Board of Pilot Commissioners, in turn, impacting the makeup of the Committee.³ At no time since has the FCCA amended or updated its Application, or otherwise directly requested that pilotage rates on cargo vessels be increased.

In the interim, the Pilots filed a competing forty one (41) page Application (with hundreds of pages of attachments) on or about November 21, 2014. There was little common ground with the FCCA. Notably, the Pilots took issue with the FCCA's argument that the current prevailing rate formula had resulted in a de facto "cost shift" to the "few massive cruise ships" that called on PEV. Rather, the Pilots asserted that passenger ship revenue had represented 57.3% of their total revenue in 2004, had been falling for four (4) consecutive years representing only 50.4% of their total revenue in 2013, and that their share of total pilotage revenue was expected to continue to fall through 2016 even without the FCCA's requested cruise-only rate decrease. Pilots App. at pp. 5-6 (B.3.) The Pilots requested an increase to the

³ Louis Sola and David Wilkins were appointed to the Board to replace the subject two (2) "consumer" members in December of 2015. Additional consumer appointments occurred in 2016 (one), 2017 (one) and 2018 (one).

vessel Draft factor with new proposed rates at 135% (<20') to 338% (>40') of existing rates⁴ and a decrease to the Gross Tonnage factor with new proposed rates unchanged for the first 80,000 GT, with sliding volume decreases from 22% (80,001 – 130,000) to 46% (>130,000). The Pilots also requested an increase of various fees. *Id.* at pp. 2-3 (B.3.) The Pilots – in sole possession of complete, actual historical data of revenues collected – represented this new formula and fee schedule (excepting their proposed pension charge) would result in a “net adjustment of 11% in rates overall.” *Id.* Most pertinent to operators of weekly “feeder-size vessels” like Crowley and King Ocean, the Pilots’ Application requested increases in the draft factor of 35% - 65% with corresponding decreases in the Gross Tonnage factor of 7%:

	Draft factor (vessels <20')	Draft factor (vessels 21' – 30')	Tonnage factor (<18,000 GT)
Existing	\$13.30	\$13.30	\$0.0343
Proposed	\$18.00	\$22.00	\$0.0320
Change	+35%	+65%	-7%

As discussed more fully below, Crowley estimated the various requested increases and decrease in rate factors and fee adjustments would result in a **10.04% - 28.69% (overall 17%) increase** in pilotage fees paid per handle. This was fully consistent with the Pilots’ claim that

⁴ As discussed below, the more significant increases sought for vessels with large draft would not apply to Crowley’s or King Ocean’s fleet.

their new proposed rate structure “results in lower rates for many cruise ships while **modestly adjusting rates to the cargo industry** to account for increases in the cost of living and the absence of a rate increase for over a decade.” *Id.* (emphasis supplied) That is what the Pilots represented to the Committee. That is what the Pilots represented to PEV. That is what the Pilots represented to the cargo industry. At no time have the Pilots amended or updated their Application, or otherwise directly requested that cargo vessels be subjected to massive, as opposed to “modest[],” rate increases.

PortMiami

As the Committee is well aware, proposed changes to pilotage rates in PortMiami were under consideration during this same time period. The history of that multi-year proceeding will not be belabored here. In short, in April of 2018 the Committee approved a post-final hearing “settlement” rate structure that had been jointly proposed by the FCCA and the Biscayne Bay Pilots Association. The settlement rate structure massively reduced the Gross Tonnage factor for massive cruise ships, increased the Draft factor, and added new factors for vessel Length and Beam. The proposed settlement rates were never published in the Florida Administrative Register or a newspaper of daily circulation, and those rates were adopted with zero meaningful input from the cargo industry. The manner under which these new rates were adopted are the subject of a pending Petition for Certiorari, currently scheduled for oral argument at the Third District Court of Appeal on November 6, 2018.

Cargo cannot measure the overall impact of the new PortMiami rates: no Investigative Report was prepared regarding the settlement rates (as they had never been addressed in an application), nor did the Committee make the requisite findings under s. 310.151(5)(b) to support *those* rates. The PortMiami settlement rates appear to represent a massive handout to the cruise

industry. Presumably, the Biscayne Bay Pilots also received a significant pay increase. All to be borne by the cargo industry. And now history seeks to repeat itself at PEV.

The September 10, 2018 Investigative Committee Meeting and the Unpublished “Final Order Under Agreement”

An Investigative Committee meeting was held at the Embassy Suites in Fort Lauderdale on September 10, 2018. FCCA did not directly participate in the meeting. The Pilots did not directly participate in the meeting. It lasted thirty-one (31) minutes.

The meeting was moderated by the Committee’s accountant Richard Law. He was joined by the Committee’s attorney, Clark Jennings, Esq. of the Attorney General’s Office. The purpose of the meeting – according to Mr. Law – was to solicit information from users of the port and other members of the public regarding the two (2) applications that had been submitted in 2014. (9/10/18 Transcript at p.3). But instead of the two (2) applications that had actually been filed, the Committee would be presented with a “compromise rate structure” that had been agreed by the FCCA and the Pilots. *Id.* at p.4. Mr. Law acknowledged that cargo had not been a party to the above agreement, and stated that it was “very important for cargo to have their opportunity to present information to the investigative committee so we can put their information, the impact of this application on them so that the rate review committee can make a fair and reasonable determination of rates.” *Id.* Information was requested “as soon as possible” as Mr. Law intended to complete his report in the next ten (10) days.⁵ *Id.*

⁵ Mr. Law has represented to the undersigned that the moving Intervenors may submit their response and data through Tuesday, October 9, 2018. The moving Intervenors appreciate the enormity of Mr. Law’s task as he aims to submit a comprehensive report before the Committee’s meeting scheduled for October 23, 2018, and thank Mr. Law for his courtesy in this regard. Still, the moving Intervenors maintain that none of these matters are ripe for hearing on October 23, 2018 as the rates which are now, apparently, being proposed by (both) the FCCA and the Pilots are not contained in an Application, nor have they ever been published for notice by the DBPR.

State Representative George Moraitis, a former U.S. Naval officer, gave a short speech in favor of the rate increases because “safety is not something we should scrimp on.” *Id.* at pp.6-7. Representative Moraitis – through no fault of his own – did not appear to appreciate that the proposed agreement represented a massive decrease on pilotage rates for cruise ships with those cost savings (and more) being passed to cargo: “I certainly understand the cruise ships and their wanting to save money, perhaps their boats have developed some more safety features, **but I’m a firm believer that every large vessel coming into this port should have a harbor pilot that has a lot of experience. So I do support the rate increase.**” *Id.* at p.7.

Shortly after Mr. Moraitis’s speech, in response to questions from representatives of the moving Intervenors, Mr. Law stated that he could share the proposed rate changes. He characterized the agreement as “reshuffl[ing] a lot of the charges to the various vessels,” but he could not “get into all of this today.” *Id.* at 9. The moving Intervenors asked questions. They sought answers. They expressed surprise at these unpublished developments. They further stated that what was being asked of them, at that time, was simply unfair. Mr. Jennings did not necessarily disagree:

Mr. Nealon (Crowley): I think it’s unfair to throw this sheet^[6] at us at this point and expect us to digest this information.

Mr. Jennings: No doubt. What has occurred, you have two petitioners both requesting a rate change, the FCCA and the Port Everglades Pilots. They filed two separate petitions for change... Since the time of those filings, it’s my understanding that the two petitioners, FCCA and the Pilots have come together and are now going to propose a joint

⁶ This sheet was a one (1) page summary of the new proposed rates at PEV titled “Final Order Under Agreement by both the FCCA and Port Everglades Pilot Association.” (Exhibit 1) It did not contain any analysis of the impact of this formula on any vessels that call on PEV, nor did it apply any of the s. 310.151(5)(b) factors.

change... from what I understand, this is a fairly recent change⁷... This is what they will be presenting to the rate committee on the 23rd, 24th during the full rate committee, but from what I understand is that Mr. Law has actually been given this information because he knows – he’s found out now in advance **the two parties have come together and said, forget what we filed earlier.** (*Id.* at pp.10-11)(emphasis supplied)

In response to further questioning, Mr. Jennings was careful to state that the one (1) page FCCA and Pilots “Final Order Under Agreement” was not a petition. *Id.* at p.13. Then what is it?

The Proposed Rates will have a Massive Impact on Cargo

So how can the cruise ships get a massive decrease in pilotage fees while the Pilots receive an overall rate increase? By attempting to shift those fees (and more) onto cargo operators. It’s that simple. Understandably, the FCCA and the Pilots – now that they’ve fallen into line after being crushed by years of costly litigation – do not want cargo in the room as they attempt to push through their “agreement.” For example, they argue:

- “[T]he FCCA would be substantially prejudiced if Crowley or other intervenors are permitted to intervene at this point in time.” FCCA Opposition to Crowley’s Motion to Intervene at p.1
- “[T]he Committee is prohibited under section 310.151(3) from accepting any proposed alternative rate structures [proposed by] Crowley.” *Id.* at p. 7
- “Crowley waived its right to contest the settlement that the Pilots and FCC have finally reached after four long years. Crowley had a clear point of entry to challenge the Pilots’ rate application⁸ – and any subsequent settlement – when the application was first filed in 2014... It is now too late to challenge the settlement.” Pilot’s Opposition to Crowley’s Motion to Intervene at p.2

⁷ It is unclear exactly when these still unpublished proposed rates were agreed to by FCCA and the Pilots and there has been zero transparency in that process. Based on filings in the PortMiami proceeding it would appear that some type of agreement has existed since at least April of 2018. (Exhibit 2)

⁸ Both the Pilots, and FCCA, without the slightest hint of irony, suggest that Crowley and King Ocean were required to object to the Applications that were filed ***even though the FCCA and the Pilots have told the Committee to forget (i.e., ignore) those Applications.*** This is their argument.

While the FCCA and the Pilots' opposition to meaningful input from cargo operators is understandable in this context, that doesn't make it right.

Founded in 1892, Crowley is a U.S. owned and operated marine solutions transportation and logistics company. It provides services in domestic and international markets through numerous operating lines of business, which include Puerto Rico/Caribbean and Latin America liner services. Crowley, literally, built PEV. Crowley started running cargo vessels out of PortMiami approximately thirty five (35) years ago. The PEV marine terminal could not support its vessels at that time. Dedicated to shipping directly into PEV, Crowley started directing traffic into that port notwithstanding the lack of a suitable, modern marine terminal, using flat barges as transition docks for the loading and unloading of containers. Crowley was PEV's first tenant in the Southport container terminal complex in January of 1990. They have expanded three (3) times since the move to the PEV. Most recently, in 2016 Crowley and Broward County entered into a ten (10) year, \$157.8 million lease and operating agreement for a 99-acre marine terminal at PEV. In addition to the ten (10) year original term, the lease has two (2) five-year extension options. This lease was estimated to support 1,208 direct jobs, produce \$209.5 million in personal income, yield \$306 million in business services revenues, generated \$103 million in local purchase, deliver approximately \$19.5 million in state and local taxes, and support 1,995 indirect and induced local jobs. *See*

<http://www.porteverglades.net/articles/post/crowleyagreement/> (Port Everglades, Crowley Liner Services Renew Long-Term Agreement, June 20, 2016). Under this lease Crowley guaranteed the number of container moves each year, with built in annual increases. Unlike the members of

the FCCA, Crowley cannot simply threaten to move its traffic out of PEV when it doesn't get its way.

King Ocean is no stranger to PEV either. King Ocean was also a first mover in PEV, commencing operations there in 1994. It has continued to expand its footprint over time, currently occupying 41.1 acres across two (2) locations. It too entered a long term lease in 2016, including an initial ten (10) year terms and two (2) five-year renewals. This lease was estimated to support 385 direct local jobs, 1,021 jobs statewide, and generate \$56 million in revenue for PEV during the first ten (10) years. King Ocean also guaranteed the number of container moves each year, with built in annual increases. *See* <http://www.sun-sentinel.com/business/fl-port-everglades-king-ocean-20160217-story.html> (Port Everglades inks 20-year lease with longtime cargo tenant King Ocean). King Ocean has been an upstanding tenant, recently agreeing to move out of its mid port terminal so that terminal could be freed up for cruise traffic.

Also, King Ocean and Crowley are party to a 2017 vessel sharing agreement so as to allow them to expand their reach into the Port's top trade market, Central America (representing 37% of all international trade through PEV). The Port Business Development Director positively commented on this agreement between competitors, noting that ongoing capital improvements and expansion would ensure that PEV could continue to handle future growth in container traffic since PEV is "an ideal point of entry and departure for products shipped around the world." *See* <http://www.porteverglades.net/articles/post/king-ocean-and-crowley-expand-services-at-port-everglades-with-new-vessel-sharing-agreement/> (King Ocean and Crowley Expand Services at Port Everglades with New Vessel Sharing Agreement, August 7, 2017). Crowley and King Ocean now join together to oppose the proposed massive give away to the cruise industry *at their expense*.

Crowley and King Ocean are long time partners with PEV. They helped build the port. They have expanded their footprint over the years. They have brought thousands of jobs to the port. They have paid hundreds of millions of dollars in rent. They are critical to the functioning of the port. They are critical to South Florida. They figuratively and literally feed and clothe South Florida.

Their business is tough. Competition is rampant. Margins are thin. The rates they charge are driven by their customers and by the market. Some customers are provided with written rate guarantees. Some are provided with verbal guarantees. A guarantee is a guarantee in this business. Crowley and King Ocean are committed to PEV for the long haul. They have made multi-year volume guarantees to the County and the port. This means that they have agreed to guarantee certain fees that will be paid to the port and to the Pilots (as each guaranteed container on a vessel requires pilotage services). The contrast to the cruise ships, and their methods of doing business, could not be more stark.

Because they are contractually bound to operate at guaranteed levels, with commensurate guaranteed expenses for the next 8 – 18 years, Crowley and King Ocean engage in intensive cost estimating to ensure that they can continue to operate and service their customers under that framework. When Crowley and King Ocean negotiated their long term leases in 2016, the pilotage rate formula had remained unchanged for the past thirteen (13) years. Like other expenses which cannot be forecast with precision⁹, they assume increases largely in accord with

⁹ By contrast, Crowley and King Ocean know that they will experience significant fuel related cost increases no later than 2020 in order to comply with new rules drawn by the U.N. International Maritime Organization (IMO) banning the use of fuel with a sulfur content higher than 0.5 percent. See <https://www.reuters.com/article/us-shipping-fuel-sulphur/new-rules-on-ship-emissions-herald-sea-change-for-oil-market-idUSKCN1H0PP> (New rules on ship emissions herald sea change for oil market).

the Consumer Price Index (CPI). Pilotage cost increases are borne directly by the cargo operators, and cannot be passed along to their customers as surcharges. Crowley and King Ocean recognize the need for skilled, fairly-compensated port pilots at PEV and, as discussed below, do not oppose reasonable increases to the formula used to determine pilotage rates.

The Agreement between the FCCA and Pilots Only Will Have a Disparate Impact on Cargo

To be clear, the FCCA has one goal: pay less in pilotage fees, so that its members can return more money to their shareholders. The FCCA's Application is replete with arguments that the pilots do not work hard, are overpaid and do not know how to – or care to – manage their operating expenses. While the FCCA cannot be faulted for advancing the interests of its members, that is not this Committee's charge. This Committee's charge is to establish fair, just and reasonable pilotage rates at PEV, not to pick winners or losers between different interested persons at the port. Notwithstanding their complaints of unfairness and undue burden, the rate structure that has been in place in PEV since 2003 appears to have had no material impact on the cruise ships' ability, and desire, to schedule leisure trips out of PEV. *See, e.g., Pilots App. at p. 40* ("The FCCA has not even established that pilotage rates are a financial burden to the cruise lines... The FCCA can hardly claim that rates are excessive and unreasonable unless it can establish the amounts paid in relation to its members' revenues and the effect, if any, upon passenger prices.").

The Pilots, on the other hand, argued that they had not had a pay increase since 2003, and that they needed additional revenue in order to maintain the "unsurpassed level of efficiency and safety in pilotage service that Port Everglades has traditionally provided." The Pilots requested a rate increase that would provide "fair, just and reasonable rates of pilotage for all port users" and

continued that the actual rate increase requested in the actual application “treats all vessels fairly and does not give special preference to one class of vessels or one industry group.” Pilots App. at p.40. The new, unpublished proposed rates do not such thing.

Crowley

Crowley had thirteen (13) vessels that regularly call on PEV.¹⁰ They range from 7,219 to 15,375 Gross Registered Tonnes. Their average draft ranges from 24.15 to 25.10 feet. Their length (LOA) ranges from 435.33 to 545.11 feet. Their width (beam) ranges from 62.99 to 74.15 feet.

Fees paid by Crowley for pilotage fees at PEV total:

- 2015: \$553,646
- 2016: \$667,072
- 2017: \$754,341
- 2018: \$785,322 (annualize)

Crowley had a total of 384 separate vessel calls for 2017 which amount to a total of 1,073 handles (in, out and shifts).

Crowley previously calculated the impact of the new rates actually requested in the actual applications filed by the FCCA and the Pilots for certain of its vessels. They estimated increases of 10.04% - 13.93% under the FCCA proposal and increases of 22.02% - 28.69 % under the Pilots’ proposal. (Exhibit 3)

The changes proposed in the unpublished “Final Order Under Agreement” are staggering. Crowley estimates rate increases ranging from **88% - 139%, with an overall increase of 108%**.

¹⁰ The Pegasus J currently calls on Gulfport, not PEV. Also, Crowley plans on discontinuing the current route of the Regula due to cost issues. The below calculations include these vessels for illustrative purposes.

Assuming 414 annual calls, this would result in Crowley being charged at least an additional **\$564,903.40** in pilotage fees. (Exhibit 4)¹¹

King Ocean

King Ocean has twelve (12) vessels that regularly call on PEV. They range from 2,035 to 21,018 Gross Registered Tonnes. Their average draft ranges from 14.1 to 35.1 feet. Their length (LOA) ranges from 295.28 to 589.57 feet. Their width (beam) ranges from 45.11 to 90.55 feet. (Exhibit 5)

King Ocean paid a total of \$570,184.00 in pilotage fees at PEV in 2017 for 862 handles. King Ocean estimates rate increases ranging from **86% - 181%** under the unpublished “Final Order Under Agreement.” (Exhibit 6)

Fla. Stat. 310.151(5)(b) Factors

1. **Public interest in having qualified pilots available to respond promptly to vessels needing their service:** Crowley and King Ocean recognize the importance in having highly qualified pilots at PEV. Accordingly, they do not oppose a *reasonable* increase to the existing rates consistent with CPI. Crowley and King Ocean remain committed to work with the pilots to maintain a balance between the pilotage services rendered for passenger and cargo vessels.
2. **Average net income of the pilots:** Crowley and King Ocean cannot evaluate this factor as the Pilots have not made any public financial disclosures since their 2014 Application, nor have they provided any public estimates of their estimated revenue under the unpublished “Final Order Under Agreement.”¹²

¹¹ The attached spreadsheet prepared by Crowley’s accounting department appears to potentially underestimate the impact of the proposed new rates. Whereas the accounting department estimated 414 annual calls representing 828 handles (in and out), it appears the actual figure may be closer to 468 annual calls representing 936 handles. Increasing the sum of the additional fees by a corresponding 13% results in additional fees of **\$638,340.84**. Also, Crowley’s calculations do not account for increases in other fees such as intraport handles (i.e., shifts) as those fees are not addressed in the one (1) page “Final Order Under Agreement” summary.

¹² As noted above, Crowley and King Ocean continue to object to the Committee commencing a final hearing on October 23, 2018 where neither Applicant has provided any of the

3. **Reasonable operating expenses of the pilots:** Crowley and King Ocean cannot evaluate this factor as the Pilots have not made any public financial disclosures since their 2014 Application.
4. **Pilotage rates in other ports:** The subject proposed “Final Order Under Agreement” appears largely modeled after the settlement reached by the FCCA and the Biscayne Bay Pilots for PortMiami. That settlement was reached without any meaningful notice having been provided to, or input received from, cargo operators. No information was published as to how that formula had been determined (with the associated factors attributable to each vessel characteristic), nor did the Committee make any of the requisite findings under this statute. The approved rates are not “fair, just or reasonable” and the process under which they were adopted is currently being challenged by and through a pending Petition for Certiorari filed by other interested persons at Port Miami.
5. **The amount of time each pilot spends on actual piloting duty:** Crowley and King Ocean cannot evaluate this factor as the Pilots have not made any public financial disclosures since their 2014 Application. As the proposed “Final Order Under Agreement” calls for rate increases in excess of 100% for the exact same services rendered, it cannot be considered fair, just or reasonable.
6. **The prevailing compensation available to individuals in other maritime services of comparable professional skill and standing:** Crowley and King Ocean cannot evaluate this factor as the Pilots have not made any public financial disclosures since their 2014 Application, nor have they provided any public estimates of their estimated revenue under the unpublished “Final Order Under Agreement.”
7. **The impact rate change may have in individual pilot compensation:** Crowley and King Ocean cannot evaluate this factor as the Pilots have not made any public financial disclosures since their 2014 Application, nor have they provided any public estimates of their estimated revenue under the unpublished “Final Order Under Agreement.”
8. **Projected changes in vessel traffic:** Both Crowley and King Ocean are under long term lease and operating agreements for PEV, with built in guaranteed escalating cargo minimums. They have also both continued to increase their footprint at PEV and organically grow their traffic. Absent a rate increase, the amount of fees paid to the Pilots should continue to increase as a result of organic growth.
9. **Cost of retirement and medical plans:** Crowley and King Ocean cannot evaluate this factor as the Pilots have not made any public financial disclosures since their 2014 Application.

information required under Fla. Stat. s. 310.151(2) or the DBPR Application for a Change in Pilotage Rates as to the proposed “Final Order Under Agreement.”

10. **Physical risks inherent in piloting:** Crowley and King Ocean recognize that piloting is an inherently dangerous profession. This is why they have not objected to the rates in place since 2003 which, by the Pilots own calculations, reflected net income and benefits per pilot in excess of \$400,000. Pilots App. at p.13. Piloting cargo vessels has not become more dangerous in recent years so as to justify a massive cargo only rate increase.
11. **Special characteristics of the port:** PEV is extremely deep, with short travel times from the sea to the port. The port's "straight, short, wide and deep entrance channel provides easy access to and from the Atlantic Ocean for a variety of ships." https://www.broward.org/Auditor/Documents/portconst_111406no56.pdf (Review of Port Everglades Capital Construction Planning Process, October 11, 2006). Crowley and King Ocean's captains consider PEV a relatively easy port for ingress and egress. Again, piloting in the port has not become more difficult in recent years so as to justify a massive cargo only rate increase.
12. **Other factors:** Crowley and King Ocean have been paying their fair share. They have no objection to continuing to do so. They have made long term commitments to the County, the port and their customers. They cannot, nor should they, be asked to have their pilotage rates **more than double** so that the FCCA's members can increase their net profits or buy back more shares. They object to the adoption of a new rate formula that has not even been formally requested in an Application, much less published and noticed. They further object to the request for automatic rate increases for years 1-5 and 6-10 to the extent that is intended to abrogate the Committee's ability to set rates every eighteen (18) months in connection with an application for a change in rates per Fla. Stat. s. 310.151(2).

Conclusion

Crowley and King Ocean strenuously object to the pending rate proceeding to the extent the Committee intends to move forward and consider a rate "agreement" that has not been set forth in any Application, much less published. Parties seeking a modification of pilotage rates must comply with Fla. Stat. s. 310.151 and fill out a comprehensive DBPR Application form. The FCCA and the Pilots did just that in 2014. Presumably hundreds of hours went into the preparation of those Applications. They were available for review and inspection by interested persons. In the absence of those Applications, the current proceeding would not even exist, much less make sense.

Yet, now, the FCCA and the Pilots appear poised to ask the Committee to simply “forget” the hundreds of pages filed in 2014 and instead approve a one (1) page summary that was handed to the Investigative Committee’s accounting consultant. Both the FCCA and the Pilots object to cargo operators having any input in this rate setting process. Is that fair, just or reasonable?

Crowley and King Ocean did not ask to fight with the FCCA. They do not begrudge the Pilots’ ability to make a living commensurate with their skill and experience. But they should not, and cannot, be asked to have their pilotage rates **more than double** with zero change in the services rendered. That is not fair and that is not just.

Notwithstanding the organic increases to the Pilots’ revenue as vessels have gotten larger and PEV has continued to grow, Crowley and King Ocean do not oppose an increase of the current pilotage rates and formula in accordance with CPI. *See generally* Fla. Stat. § 310.151(5)(c). According to the BLS CPI Inflation Calculator, there has been compounded inflation of 37.26% since rates were last set in June of 2003.¹³ https://www.bls.gov/data/inflation_calculator.htm Applying that factor to the current rates would result in the following rate structure:

	Draft factor (vessels <20’)	Draft factor (vessels 21’ – 30’)	Tonnage factor (<18,000 GT)
Existing	\$13.30	\$13.30	\$0.0343

¹³ CPI inflation data is available through August 2018.

CPI	\$18.26	\$18.26	\$0.0439
adjustment			

But Crowley and King Ocean cannot agree to an entirely new structure, not set forth or explained in an actual Application, presumably reverse engineered by accountants for the FCCA, with the tacit approval of the Pilots. The public, and PEV, deserve better.

Date: October 9, 2018

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CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a true and correct copy of the foregoing documents has been provided by e-mail to: AGC.Filing@myfloridalicense.com; Cindy Dubon (cdubon@panzamaurer.com); Clark Jennings (clark.jennings@myfloridalegal.com); Donna Blanton (dblanton@radeylaw.com); Greg McDermott (GMcDermott@panzamaurer.com); Jennifer Graner (JGraner@panzamaurer.com); Woodard, Krista (Krista.Woodard@myfloridalicense.com); Marlene K. Stern (marlene.stern@myfloridalegal.com); Thomas F. Panza (tpanza@panzamaurer.com); Warren H. Husband (whh@metzlaw.com); on this 9th day of October, 2018.

/s/ Jordan S. Cohen

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Wording for the final order under agreement by both the FCCA and Port Everglades Pilots Association

The following modifications shall be made to pilotage rates per pilot in Port Everglades:

1. The base formula for calculating pilotage rates shall be modified

From: $((\text{Draft Rate} * \text{Draft}) + (\text{GT Rate} * \text{GT}))$

To: $((\text{LOA Rate} * \text{LOA}) + (\text{Beam Rate} * \text{Beam}) + (\text{Draft Rate} * \text{Draft}) + (\text{GT Rate} * \text{GT}))$

2. The initial base rate in dollars per foot shall be:

	<u>Standard Rate</u>	<u>Discount Rate – Vessels less than 10,000 GT</u>
LOA Rate:	1.00000	0.75000
Beam Rate:	5.00000	3.75000
Draft Rate:	30.00000	22.5000
GT Rate:	0.01400	0.01050

Minimum Pilotage: The following minimum charges will apply:

LOA: 100 feet Beam: 30 feet

Draft: 18 feet GT: 5000 GT

3. Additional Fees shall be:

Detention of Pilot – 25% of pilotage fee per hour after the first one half hour. In no case may a delay in departure caused by a medical emergency or force majeure be considered a detention.

Cancellation of Pilot – 25% of pilotage fee

Late Payment Charge: 1.5% per month after 30 days from the date of invoice submission

4. The draft rate for vessels with a draft of 31 feet 0 inches or greater shall increase by 6.0% each year for 10 consecutive years starting on the anniversary date one year following the effective date of this rate.

All other rates shall increase by 2.5% for the first 5 years followed by 2.0% for the next 5 years starting on the anniversary date one year following the effective date of this rate.

Rate Settlement Summary Illustration

Vessel Type	LOA	Beam	GRT	Draft	Miami		Difference	Fort Lauderdale		Jacksonville	Mobile	Galveston	Stamensh.2	Charleston	New York	Boston	San Francisco	Los Angeles
					Proposed Rate	Previous Rate		Proposed	Lauderhale									
SYMPHONY OF THE SEAS	1,180	154	230,000	30	\$3,885	\$6,308	-\$2,423	\$6,282	\$6,615	\$11,308	\$10,209	\$5,027	\$15,166	\$15,014	\$7,481	\$7,126	\$22,941	\$8,422
MSC KALINA (PPX)	1,201	167	151,589	46	\$6,378	\$5,069	-\$1,309	\$5,066	\$6,974	\$9,823	\$11,977	\$11,988	\$10,705	\$10,591	\$9,791	\$1,136	\$15,451	\$5,740
NORWEGIAN ESCAPE	1,069	149	165,157	28	\$6,493	\$5,119	-\$1,374	\$5,096	\$6,974	\$6,257	\$11,987	\$4,513	\$11,061	\$10,976	\$7,290	\$6,496	\$15,572	\$5,079
MAERSK SHANGHAI (PPX)	1,063	159	115,000	44	\$4,627	\$4,695	-\$64	\$4,034	\$6,031	\$7,722	\$9,970	\$6,118	\$6,379	\$6,282	\$7,118	\$5,018	\$13,482	\$4,903
CMA CGM SWORDFISH	965	108	54,309	44	\$2,697	\$3,550	-\$852	\$3,475	\$2,694	\$4,305	\$5,084	\$6,429	\$4,604	\$4,560	\$7,973	\$3,742	\$9,669	\$3,985
ENCHANTMENT OF THE SEAS	990	105	82,910	25	\$3,449	\$3,501	-\$52	\$6,983	\$2,694	\$4,377	\$5,013	\$2,972	\$5,887	\$5,843	\$3,899	\$4,215	\$6,488	\$4,297
SEABOURN SPIRIT	440	63	9,948	19	\$694	\$1,106	-\$412	\$976	\$517	\$1,179	\$1,066	\$1,684	\$1,886	\$1,358	\$1,288	\$1,649	\$1,294	\$1,174
SEABOARD RANGER	359	48	2,532	17	\$396	\$737	-\$341	\$320	\$260	\$1,305	\$2,101	\$1,687	\$1,886	\$1,358	\$1,592	\$2,091	\$1,349	\$1,362
PEPIN EXPRESS	295	46	2,500	14	\$335	\$655	-\$320	\$507	\$245	\$457	\$1,436	\$1,653	\$1,986	\$1,318	\$1,288	\$1,448	\$799	\$979

¹ Miami proposed rate does not include the harbor control fee which is assessed to and the harbor control service.

² Port Canaveral lacks the infrastructure to handle large cargo ships.
³ The Jacksonville pilotage fee listed here includes a docking pilot fee (only for cargo ships) which is charged for all ships that use assist tugs. Essentially all West Coast ports north of Canaveral including Savannah, Charleston, New York, Boston, and San Francisco assess numerous additional surcharges which are based on the length of transit.
⁴ San Francisco assesses numerous additional surcharges which are based on the length of transit.
⁵ Biscayne Bay Pilots perform docking pilot services for no additional fee.

Formula: LOA * LOA Factor + Beam * Beam Factor + Draft * Draft Factor + GRT * GRT Factor

Initial Factors	>= 10K GRT	< 10K GRT
LOA Factor	1	0.75
Beam Factor	5	3.75
Draft Factor	30	22.5
GRT Factor	0.015	0.01125
Harbor Control Fee (Additional fee per month)	\$100	\$100
Min GRT	5,000	5,000
Min Draft	18	18

All rates increase 2% per year for 10 years
 The draft rate for vessels with a draft greater than or equal to 31ft. increases by 6% per year for 10 years
 Late payment charge is 1.5% per month after 30 days. (Already current policy, but we would like to codify it as a deterrent.)

Other rates remain as already ordered by PRRC effective 01 Oct 2017

At the discretion of Biscayne Bay Pilots, an additional pilot may be assigned to any neo-panamax vessel calling on Port Miami with the commensurate result that said vessel shall be charged a double pilotage fee.
 Detention of pilots - 25% of pilotage fee per hour after the first one half hour. In no case, may a delay in departure caused by a medical emergency or force majeure be considered a detention.
 Cancellation of pilots - 25% of pilotage fee.

Notes:
 Incorporates four of the five statutory rate setting factors (instead of just two) keeping with guidance of PRRC commissioners Sola and Asael.
 Does not discriminate by equalizing the pilotage fee for equivalent sized ships regardless of ship type.
 Balances the cruise and cargo percentages of pilotage revenue.
 Keeps PortMiami rates below anywhere else the cargo lines go including, in the case of big ships, Port Everglades.
 Addresses the argument that cargo gets a free ride with GRT by increasing the draft charge. The combination of the GRT and draft charges for cruise and cargo ships of equivalent size is essentially equal.
 Provides even larger discounts to large cruise and cargo ships than the tiered structure.
 The discount afforded to the largest cruise ships will hold well beyond 5 years

	TUCANA-J	PEGASUS-J*	PAVO-J	K-BREEZE	K-STORM	DENER-BJ	PARADERO	REGULA	AS FIORELLA	LENA	WARROW WHALE	FABRIZIA	VARAMO
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Official #	4368	4219	4286	4504	4655	V2BW1	JMB 07009	5BNF2	CQUU2	5BYF3	5BXD3	CQU13	C4SQ2
Call sign	V2cx7	V2cf5	V2CN7	V2DP4	V2DV8	V2BW1	6YRG6	9430064	9395111	9437750	9395032	9395135	9395044
IMO #	9355472	9355434	9355458	9389423	9389435	9344241	9368998	9430064	9395111	9437750	9395032	9395135	9395044
Built	2007	12/2006	2007	07/2008	6/2006	11/2008	Oct-07	2008	2007	2006	2007	2008	2007
Builder	Detlef Hegeman	Detlef Hegeman	Detlef Hegeman	Detlef Hegeman	Detlef Hegeman	Detlef Hegeman	Detlef Hegeman	Zhouan China	Zhejiang Ouhua shipbuilding Co. Ltd China	Zhejiang Yangfan Ship Group LTD, China	Ouhua shipyard, china	Zhejiang Ouhua shipbuilding Co. Ltd China	Zhejiang Ouhua shipbuilding Co. Ltd China
Type	RW850	RW850	RW850	RW850	RW850	RW850	RW850	China	Co. Ltd China	China	china	Co. Ltd China	Co. Ltd China
Flag	Antigua & Barbuda	Antigua & Barbuda	Antigua & Barbuda	Antigua & Barbuda	Antigua & Barbuda	Antigua & Barbuda	Jamaica	Cyprus	Portugal	Cyprus	Cyprus	Portugal	Cyprus
LOA	139.6	139.6	139.8	139.6	139.6	139.6	139.6	132.698	166.15	139.1	166.15	166.15	166.15
lbp	133.25	133.25	133.25	133.25	133.25	133.65	133.25	121	155.08	129	155.08	155.08	155.08
Breadth Moulded ext Breadth Hull	22.2	22.2	22.2	22.2	22.2	22.2	22.2	19.2	25	22.6	25	25	25
Max Draft	7.36	7.36	7.36	7.36	7.36	7.36	7.36	7.65	9.5	8.8	9.5	9.5	9.5
Draft	7.36	7.36	7.36	7.38	7.38	7.38	7.36	7.65	7.6	7.6	7.6	7.6	7.6
depth	9.5	9.5	9.5	9.5	9.5	9.5	9.5	14.2	14.2	11.8	14.2	14.2	14.2
Air above keel	41.2	41.2	41.2	41.2	41.2	41.2	40.07	27.32 laden	46.3	43.2	46.3	46.3	46.3
Deadweight	11153	11025	11025	11164	11164	10500	11194	8164.4 @	12000@7.6m	11500@8.80	12000@7.6m	12500@7.6m	12500@7.6m
GRT	8246	8273	8246	8246	8246	8273	8246	7219	15375	9981	15375	15375	15375
NRT	4002	4002	4002	4002	4002	4002	4002	3068	5983	4900	5983	5983	5983
Grain													
TEU total	962	962	962	974	974	962	974	683	1296	886	1296	1296	1296
FEU total	418 (130)	418 (130)	418 (130)	418 (130)	422 (130)	305 (43)	422 (130)	305 (43)	1296	455(54)	1296	1296	1296

				FCCA Original		Pilot original		New Agreement						
	GRT	Draft	LOA	beam	Pilots as per internet (0343/gt and 13.3/ft)	less than 18 (.032/gt and 18/ft)	more than 18 (.032/gt and 22/ft)		New proposed					
RW850	8246	20.5	459.2	73.03	555.4878	632.872	77.3842	13.93%	714.872	159.3842	28.69%	1166.096	610.6077	109.92%
Lena	9981	24.5	457.5	74.3	668.1983	760.392	92.1937	13.80%	858.392	190.1937	28.46%	1277.801	609.6022	91.23%
1300	15375	26.25	546.6	82.2	876.4875	964.5	88.0125	10.04%	1069.5	193.0125	22.02%	1468.41	591.9225	67.53%

Port Everglades Pilots Rates
Proposed rates

Assuming rate increases per vessel GRT, includes Inbound and outbound per call.

GRT	Annual calls	Total costs		Total Increase	%
		Actual Rates	Proposed Rates		
7,219	51	\$ 54,702.23	\$ 113,322.97	\$ 58,620.74	107%
8,246	178	\$ 203,937.31	\$ 418,774.55	\$ 214,837.24	105%
8,273	36	\$ 43,230.15	\$ 88,496.39	\$ 45,266.23	105%
8,280	52	\$ 56,936.67	\$ 117,695.76	\$ 60,759.09	107%
9,957	17	\$ 22,452.55	\$ 43,232.65	\$ 20,780.10	93%
9,981	4	\$ 5,289.79	\$ 9,946.40	\$ 4,656.62	88%
12,029	23	\$ 34,381.89	\$ 82,312.68	\$ 47,930.79	139%
15,375	53	\$ 94,673.90	\$ 206,726.50	\$ 112,052.60	118%

414 \$ 515,604.50 \$ 1,080,507.89 \$ 564,903.40 <<< Minimum Annual Impact

\$ 147,970.78 <<< Minimum 2018 Impact if effective 10/1/2018

Actual rates

0 to 20 Feet	Draft Rate	GRT Rate	GRT Rate	Next 50,000 GRT (80,000-130,000 GRT)	(Draft rate * draft) + (GRT rate * GT)	Inbound/Outbound Total
\$	13.30	\$	0.0356	\$	0.0343	
	279.30		257.00		1,072.59	
	279.30		293.56		1,145.72	
	305.90		294.52		1,200.84	
	252.70		294.77		1,094.94	
	305.90		354.47		1,320.74	
	305.90		355.32		1,322.45	
	319.20		428.23		1,494.86	
	345.80		547.35		1,786.30	

GRT	Avg Draft	LOA	Beam
7,219	21	435	63
8,246	21	458	73
8,273	23	458	75
8,280	19	458	73
9,957	23	466	76
9,981	23	458	74
12,029	24	516	77
15,375	26	545	82

Vessel	GRT	Draft	LOA	Beam
Regula	7,219	21	435.33	63
Pavo J	8,246	20	458.00	72
Paradero	8,246	22	458.00	73
K- Breeze	8,246	21	458.00	73
K- Storm	8,246	22	458.00	73
Tucana J	8,246	21	458.00	73
Pegasus J	8,273	23	458.00	75
Deneb J	8,280	19	458.00	73
Vega Sachsen	9,957	23	485.56	76
Lena	9,981	23	457.50	74
Weisshorn	12,029	24	515.52	77
AS Fiorella	15,375	24	545.11	82
AS Federica	15,375	25	545.11	82
AS Fabrizia	15,375	24	545.11	82
Wharlow Whale	15,375	29	545.11	82

* validated with invoice*

Draft Rate	GRT Rate	LOA	Beam	Proposed rates			Inbound/Outbound Total
				Draft rate * beam	(Draft rate * Draft) + (GRT rate * GT)	Beam	
22.5000	0.0105	0.7500	3.7500			2,222.02	
22.5000	0.0105	0.7500	3.7500			2,352.67	
22.5000	0.0105	0.7500	3.7500			2,458.23	
22.5000	0.0105	0.7500	3.7500			2,263.38	
22.5000	0.0105	0.7500	3.7500			2,543.10	
22.5000	0.0105	0.7500	3.7500			2,486.60	
				30.0000	0.0140	1.0000	3,578.81
				30.0000	0.0140	1.0000	3,900.50

Incr per call	5B/ NB	%
1,149.43		107%
1,206.95		105%
1,257.40		105%
1,168.44		107%
1,222.36		93%
1,164.15		88%
2,083.95		139%
2,114.20		118%

Actual rates

Rates

Basic Pilotage Rates

DRAFT	Less than 14 feet	\$186.20 flat charge
	14 feet and over	\$13.30 per draft foot

A tonnage charge of \$0.0326 per 15KT with a 2,500 GRT minimum applies to every movement of the vessel based on highest published tonnage.
 Piloting or shifting barges or vessels without motive power and/or steering is 1.5 times the draft pilotage fee.

Vessels may apply for and receive special tonnage rates

Vessels over 20,000 GRT will be charged as follows:	
First 80,000 GRT	\$0.0956 per GRT
next 80,000 GRT (80,000-160,000 GRT)	\$0.0343 per GRT
any additional tonnage over 160,000 GRT	\$0.0330 per GRT
Weekly scheduled "feeder-size" vessel less than 18,000 GRT	\$0.0343 per GRT

Miscellaneous Charges

Specialty Pilotage	\$ 300.00 + Tonnage charge
Cancelled sailing (other than pilot tonnage) (method to be established)	\$ 100.00
Detention	\$ 100.00 per hour after the first 1/2 hour
Rescoring a vessel for sailing a vessel tonnage fee	\$ 200.00 + Tonnage & Draft charge
Transfer orders or bills of lading (other than pilotage)	\$ 200.00
Plugging (other than the pilot boat)	\$ 100.00

Proposed rates

Wording for the final order under agreement by both the FCCA and Port Everglades Pilots Association

The following modifications shall be made to pilotage rates per pilot in Port Everglades:

- The base formula for calculating pilotage rates shall be modified
 From: ((Draft Rate*Draft) + (GT Rate*GT))

To: ((LOA Rate*LOA) + (Beam Rate*Beam) + (Draft Rate*Draft) + (GT Rate*GT))

- The initial base rate in dollars per foot shall be:

	Standard Rate	Discount Rate --- Vessels less than 10,000 GT
LOA Rate:	1.000000	0.750000
Beam Rate:	5.000000	3.750000
Draft Rate:	30.000000	22.500000
GT Rate:	0.014000	0.010500

Minimum Pilotage: The following minimum charges will apply:

LOA: 100 feet Beam: 30 feet
 Draft: 18 feet GT: 5000 GT

- Additional Fees shall be:

Detention of Pilot – 25% of pilotage fee per hour after the first one half hour. In no case may a delay in departure caused by a medical emergency or force majeure be considered a detention.

Cancellation of Pilot – 25% of pilotage fee

Late Payment Charge: 1.5% per month after 30 days from the date of invoice submission

- The draft rate for vessels with a draft of 31 feet 0 inches or greater shall increase by 6.0% each year for 10 consecutive years starting on the anniversary date one year following the effective date of this rate.

All other rates shall increase by 2.5% for the first 5 years followed by 2.0% for the next 5 years starting on the anniversary date one year following the effective date of this rate.

PEV Actual Southbound sailings
As of 08.31.2018

Vessel	Tonnage	Voyage	Date
DENEJ	8280	NZV8001S	1/2/2018
TUCANA J	8246	NZV8002S	1/4/2018
K BREEZE	8246	NZV8003S	1/7/2018
DENEJ	8280	NZV8004S	1/8/2018
TUCANA J	8246	NZV8005S	1/11/2018
PEGASUS J	8273	NZV8006S	1/13/2018
DENEJ	8280	NZV8007S	1/16/2018
PAVO J	8246	NZV8008S	1/18/2018
K BREEZE	8246	NZV8009S	1/21/2018
TUCANA J	8246	NZV8010S	1/22/2018
PAVO J	8246	NZV8011S	1/25/2018
PEGASUS J	8273	NZV8012S	1/28/2018
DENEJ	8280	NZV8302S	1/23/2018
TUCANA J	8246	NZV8013S	1/30/2018
VEGA SACHSEN	9957	NZV8303S	1/30/2018
PAVO J	8246	NZV8014S	2/1/2018
PEGASUS J	8273	NZV8015S	2/16/2018
TUCANA J	8246	NZV8016S	2/16/2018
DENEJ	8280	NZV8304S	2/17/2018
K BREEZE	8246	NZV8017S	2/19/2018
TUCANA J	8246	NZV8018S	2/12/2018
PAVO J	8246	NZV8019S	2/13/2018
DENEJ	8280	NZV8305S	2/14/2018
PAVO J	8246	NZV8020S	2/15/2018
PEGASUS J	8273	NZV8021S	2/18/2018
TUCANA J	8246	NZV8022S	2/20/2018
DENEJ	8280	NZV8306S	2/21/2018
PAVO J	8246	NZV8023S	2/23/2018
K BREEZE	8246	NZV8024S	2/24/2018
TUCANA J	8246	NZV8025S	2/27/2018
DENEJ	8280	NZV8307S	2/28/2018
PEGASUS J	8273	NZV8027S	3/3/2018
PAVO J	8246	NZV8026S	3/1/2018
TUCANA J	8246	NZV8028S	3/7/2018
PAVO J	8246	NZV8029S	3/8/2018
DENEJ	8280	NZV8308S	3/8/2018
K BREEZE	8246	NZV8030S	3/11/2018
TUCANA J	8246	NZV8031S	3/12/2018
K STORM	8246	NZV8309S	3/14/2018
PEGASUS J	8273	NZV8033S	3/18/2018
TUCANA J	8246	NZV8034S	3/20/2018
PAVO J	8246	NZV8310S	3/21/2018
K STORM	8246	NZV8035S	3/25/2018
K BREEZE	8246	NZV8036S	3/25/2018
K STORM	8246	NZV8037S	3/28/2018
TUCANA J	8246	NZV8311S	3/28/2018
PEGASUS J	8273	NZV8039S	4/1/2018
PAVO J	8246	NZV8038S	4/1/2018
K STORM	8246	NZV8040S	4/3/2018
TUCANA J	8246	NZV8312S	4/4/2018
K BREEZE	8246	NZV8042S	4/7/2018
PAVO J	8246	NZV8043S	4/10/2018
TUCANA J	8246	NZV8313S	4/11/2018
K STORM	8246	NZV8044S	4/12/2018
PEGASUS J	8273	NZV8045S	4/14/2018
PAVO J	8246	NZV8046S	4/19/2018
TUCANA J	8246	NZV8314S	4/21/2018
K STORM	8246	NZV8047S	4/24/2018

PEV Actual southbound calls per month

Count of Voyage	Tonnage	Vessel	Date	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	YTD Total
7219	7219	REGULA	4/4/4	4	4	4	5	4	4	4	4	34
8246	8246	K BREEZE	3/3/2	2	2	2	2	2	2	3	3	17
		K STORM	4/3/5	3	3	3	2	1	4	4	25	17
		PARADERO	0/0/0	0	0	0	0	0	0	0	0	16
		PAVO J	3/4/4	4	4	4	4	4	4	4	4	27
		TUCANA J	4/4/4	4	4	4	2	2	2	2	2	24
8246	8246	PEGASUS J	14/14/15	13	11	11	14	15	13	13	109	109
8273	8273	DENEJ	2/2/2	2	2	2	3	3	2	4	1	19
8280	8280	DENEJ	5/4/4	4	4	4	5	4	4	4	1	19
9957	9957	VEGA SACHSEN	3/3/4	3	3	4	3	4	4	4	5	35
9981	9981	LENA	3/3/4	3	3	4	3	4	4	4	1	17
12029	12029	WEISSHORN	2/2/3	2	2	3	2	2	2	1	2	15
15375	15375	AS FABRIZIA	2/2/3	2	2	2	2	2	1	2	2	15
		AS FEDERICA	2/2/3	2	2	2	2	2	1	2	2	15
		AS FIORELLA	2/2/2	2	2	2	2	3	2	2	1	14
		WARROW WHALE	4/4/5	4	4	5	4	5	4	4	6	36
15375	15375	KO ROTHORN	2/2/2	2	2	2	2	2	2	3	2	15
		WEISSHORN	2/2/2	2	2	2	2	2	2	3	2	1
		KO Total	36	35	39	36	36	36	34	35	34	285
		YTD Total										35

YTD Total 35

Less: KO 16

Annual Total 414

145 Sept- Dec
109 Oct- Dec

** Rothorn excluded and Weisshorn 8.25.18, pilotage expenses paid by King Ocean**

PEV Forecast southbound calls per month

Count of Voyage	Tonnage	Vessel	Date	Sep	Oct	Nov	Dec	Grand Total
7219	7219	REGULA	4/4/4	4	4	5	4	17
8246	8246	K BREEZE	4/4/4	4	4	4	5	17
		K STORM	5/4/4	4	4	4	5	17
		PARADERO	0/0/0	0	0	0	0	0
		PAVO J	4/4/5	4	5	4	4	17
		TUCANA J	4/4/5	4	5	4	4	17
8246	8246	PEGASUS J	17/18/16	18	16	18	18	69
8273	8273	DENEJ	5/4/4	4	4	4	4	17
8280	8280	DENEJ	4/5/4	4	5	4	4	17
9957	9957	VEGA SACHSEN	0/0/0	0	0	0	0	0
9981	9981	LENA	0/0/0	0	0	0	0	0
12029	12029	WEISSHORN	2/2/2	2	2	2	2	8
15375	15375	AS FABRIZIA	0/0/0	0	0	0	0	0
		AS FEDERICA	2/2/2	2	2	2	2	8
		AS FIORELLA	2/2/3	2	2	3	2	9
		WARROW WHALE	0/0/0	0	0	0	0	0
15375	15375	KO ROTHORN	4/4/4	4	4	5	4	17
		WEISSHORN	0/0/0	0	0	0	0	0
		KO Total	36	37	36	36	36	144
		YTD Total						16

YTD Total 16

Less: KO 16

Annual Total 414

145 Sept- Dec
109 Oct- Dec

** Rothorn excluded and Weisshorn 8.25.18, pilotage expenses paid by King Ocean**

K BREEZE	8246	NZV8048S	4/22/2018
PAVO J	8246	NZV8049S	4/27/2018
PEGASUS J	8273	NZV8051S	4/28/2018
TUCANA J	8246	NZV8315S	4/29/2018
K STORM	8246	NZV8050S	5/2/2018
K BREEZE	8246	NZV8053S	5/6/2018
PARADERO	8246	NZV8052S	5/6/2018
K STORM	8246	NZV8054S	5/8/2018
TUCANA J	8246	NZV8056S	5/12/2018
PEGASUS J	8273	NZV8055S	5/10/2018
PARADERO	8246	NZV8057S	5/15/2018
K BREEZE	8246	NZV8059S	5/19/2018
PARADERO	8246	NZV8060S	5/21/2018
TUCANA J	8246	NZV8062S	5/26/2018
PEGASUS J	8273	NZV8061S	5/25/2018
PARADERO	8246	NZV8063S	5/29/2018
K STORM	8246	NZV8064S	5/31/2018
PARADERO	8246	NZV8066S	6/4/2018
K STORM	8246	NZV8067S	6/7/2018
TUCANA J	8246	NZV8068S	6/9/2018
PARADERO	8246	NZV8069S	6/11/2018
K STORM	8246	NZV8070S	6/14/2018
K BREEZE	8246	NZV8071S	6/16/2018
PARADERO	8246	NZV8072S	6/19/2018
PEGASUS J	8273	NZV8073S	6/21/2018
TUCANA J	8246	NZV8074S	6/23/2018
PARADERO	8246	NZV8075S	6/26/2018
PEGASUS J	8273	NZV8076S	6/28/2018
K BREEZE	8246	NZV8077S	7/1/2018
PARADERO	8246	NZV8078S	7/3/2018
PEGASUS J	8273	NZV8079S	7/5/2018
TUCANA J	8246	NZV8080S	7/7/2018
PARADERO	8246	NZV8081S	7/9/2018
PEGASUS J	8273	NZV8082S	7/12/2018
K BREEZE	8246	NZV8083S	7/15/2018
PARADERO	8246	NZV8084S	7/17/2018
PEGASUS J	8273	NZV8085S	7/19/2018
TUCANA J	8246	NZV8086S	7/21/2018
PARADERO	8246	NZV8087S	7/24/2018
PEGASUS J	8273	NZV8088S	7/26/2018
K BREEZE	8246	NZV8089S	7/28/2018
PAVO J	8246	NZV8090S	7/30/2018
WEISSHORN	12029	SZV8001S	1/6/2018
ROTHORN	KO	SZV8002S	1/13/2018
WEISSHORN	12029	SZV8003S	1/20/2018
ROTHORN	KO	SZV8004S	1/27/2018
WEISSHORN	12029	SZV8005S	2/3/2018
ROTHORN	KO	SZV8006S	2/10/2018
WEISSHORN	12029	SZV8007S	2/17/2018
ROTHORN	KO	SZV8008S	2/24/2018
WEISSHORN	12029	SZV8009S	3/3/2018
ROTHORN	KO	SZV8010S	3/10/2018
WEISSHORN	12029	SZV8011S	3/17/2018
ROTHORN	KO	SZV8012S	3/24/2018
WEISSHORN	12029	SZV8013S	3/31/2018
ROTHORN	KO	SZV8014S	4/7/2018
WEISSHORN	12029	SZV8015S	4/14/2018
ROTHORN	KO	SZV8016S	4/21/2018
WEISSHORN	12029	SZV8017S	4/28/2018
ROTHORN	KO	SZV8018S	5/5/2018
WEISSHORN	12029	SZV8019S	5/12/2018

ROTHORN	KO	SZV80205	5/19/2018
WEISSHORN	12029	SZV80215	5/26/2018
ROTHORN	KO	SZV80235	6/2/2018
WEISSHORN	12029	SZV80235	6/9/2018
ROTHORN	KO	SZV80245	6/18/2018
LENA	9981	SZV80255	6/24/2018
ROTHORN	KO	SZV80265	6/30/2018
WEISSHORN	12029	SZV80275	7/7/2018
ROTHORN	KO	SZV80285	7/14/2018
WEISSHORN	12029	SZV80295	7/21/2018
ROTHORN	KO	SZV80305	7/28/2018
REGULA	7219	CAR80015	7/5/2018
AS FEDERICA	15375	ISL80015	1/5/2018
REGULA	7219	CAR80025	1/12/2018
AS FIORELLA	15375	ISL80025	1/12/2018
AS FEDERICA	15375	ISL80035	1/19/2018
REGULA	7219	CAR80035	1/19/2018
REGULA	7219	CAR80045	1/27/2018
AS FIORELLA	15375	ISL80045	1/26/2018
AS FEDERICA	15375	ISL80055	2/2/2018
REGULA	7219	CAR80055	2/9/2018
AS FIORELLA	15375	ISL80065	2/9/2018
REGULA	7219	CAR80065	2/10/2018
AS FEDERICA	15375	ISL80075	2/16/2018
REGULA	7219	CAR80075	2/17/2018
AS FIORELLA	15375	ISL80085	2/23/2018
REGULA	7219	CAR80085	2/23/2018
REGULA	7219	CAR80095	3/3/2018
REGULA	7219	CAR80105	3/10/2018
REGULA	7219	CAR80115	3/18/2018
REGULA	7219	CAR80125	3/25/2018
AS FEDERICA	15375	ISL80095	3/2/2018
AS FIORELLA	15375	ISL80105	3/9/2018
AS FEDERICA	15375	ISL80115	3/16/2018
AS FIORELLA	15375	ISL80125	3/22/2018
AS FEDERICA	15375	ISL80135	3/30/2018
REGULA	7219	CAR80135	4/2/2018
REGULA	7219	CAR80145	4/8/2018
REGULA	7219	CAR80155	4/14/2018
REGULA	7219	CAR80165	4/22/2018
REGULA	7219	CAR80175	4/28/2018
AS FIORELLA	15375	ISL80145	4/5/2018
AS FEDERICA	15375	ISL80155	4/13/2018
AS FIORELLA	15375	ISL80165	4/20/2018
AS FEDERICA	15375	ISL80175	4/27/2018
REGULA	7219	CAR80185	5/5/2018
REGULA	7219	CAR80195	5/12/2018
REGULA	7219	CAR80205	5/18/2018
REGULA	7219	CAR80215	5/26/2018
AS FIORELLA	15375	ISL80185	5/4/2018
AS FEDERICA	15375	ISL80195	5/11/2018
AS FIORELLA	15375	ISL80205	5/18/2018
AS FABRIZIA	15375	ISL80215	5/25/2018
AS FIORELLA	15375	ISL80225	5/31/2018
REGULA	7219	CAR80225	6/2/2018
REGULA	7219	CAR80235	6/8/2018
REGULA	7219	CAR80245	6/16/2018
REGULA	7219	CAR80255	6/23/2018
REGULA	7219	CAR80265	6/30/2018
AS FIORELLA	15375	ISL80235	6/8/2018
AS FIORELLA	15375	ISL80245	6/15/2018
AS FABRIZIA	15375	ISL80255	6/22/2018
AS FIORELLA	15375	ISL80265	6/29/2018

AS FABRIZIA	15375	ISL80275	7/6/2018
WARROW WHALE	15375	ISL80285	7/13/2018
AS FABRIZIA	15375	ISL80295	7/20/2018
WARROW WHALE	15375	ISL80305	7/27/2018
REGULA	7219	CAR80275	7/7/2018
REGULA	7219	CAR80285	7/14/2018
REGULA	7219	CAR80295	7/21/2018
REGULA	7219	CAR80305	7/28/2018
K STORM	8246	DOM80015	1/4/2018
K STORM	8246	DOM80025	1/7/2018
K STORM	8246	DOM80035	1/10/2018
VEGA SACHSEN	9957	DOM80045	1/14/2018
K STORM	8246	DOM80055	1/18/2018
VEGA SACHSEN	9957	DOM80065	1/22/2018
K STORM	8246	DOM80075	1/28/2018
K BREEZE	8246	DOM80085	1/28/2018
K BREEZE	8246	DOM80095	1/31/2018
K STORM	8246	DOM80105	2/4/2018
K STORM	8246	DOM80115	2/8/2018
VEGA SACHSEN	9957	DOM80125	2/11/2018
K STORM	8246	DOM80135	2/15/2018
VEGA SACHSEN	9957	DOM80145	2/19/2018
K STORM	8246	DOM80155	2/22/2018
VEGA SACHSEN	9957	DOM80165	2/27/2018
K STORM	8246	DOM80175	3/1/2018
VEGA SACHSEN	9957	DOM80185	3/5/2018
K STORM	8246	DOM80195	3/8/2018
VEGA SACHSEN	9957	DOM80205	3/12/2018
DENEB J	8280	DOM80215	3/15/2018
VEGA SACHSEN	9957	DOM80225	3/21/2018
DENEB J	8280	DOM80235	3/22/2018
DENEB J	8280	DOM80255	3/29/2018
VEGA SACHSEN	9957	DOM80265	3/31/2018
DENEB J	8280	DOM80275	4/5/2018
VEGA SACHSEN	9957	DOM80285	4/11/2018
DENEB J	8280	DOM80295	4/12/2018
DENEB J	8280	DOM80315	4/19/2018
VEGA SACHSEN	9957	DOM80325	4/25/2018
DENEB J	8280	DOM80335	4/26/2018
VEGA SACHSEN	9957	DOM80345	5/2/2018
DENEB J	8280	DOM80355	5/3/2018
VEGA SACHSEN	9957	DOM80365	5/7/2018
DENEB J	8280	DOM80375	5/10/2018
VEGA SACHSEN	9957	DOM80385	5/20/2018
DENEB J	8280	DOM80395	5/17/2018
DENEB J	8280	DOM80415	5/23/2018
VEGA SACHSEN	9957	DOM80425	5/28/2018
DENEB J	8280	DOM80435	5/31/2018
PAVO J	8246	DOM80445	6/3/2018
DENEB J	8280	DOM80455	6/6/2018
PAVO J	8246	DOM80465	6/11/2018
DENEB J	8280	DOM80475	6/13/2018
PAVO J	8246	DOM80485	6/18/2018
DENEB J	8280	DOM80495	6/21/2018
PAVO J	8246	DOM80505	6/25/2018
DENEB J	8280	DOM80515	6/27/2018
PAVO J	8246	DOM80525	7/2/2018
DENEB J	8280	DOM80535	7/4/2018
PAVO J	8246	DOM80545	7/9/2018
DENEB J	8280	DOM80555	7/11/2018
K STORM	8246	DOM80565	7/17/2018
DENEB J	8280	DOM80575	7/19/2018

PAVO J	8246	DOM8058S	7/23/2018
DENEJ	8280	DOM8059S	7/26/2018
PARADERO	8246	DOM8060S	7/30/2018
REGULA	7219	CAR8031S	8/4/2018
REGULA	7219	CAR8032S	8/10/2018
REGULA	7219	CAR8033S	8/17/2018
REGULA	7219	CAR8034S	8/25/2018
AS FABRIZIA	15375	ISL8031S	8/3/2018
WARROW WHALE	15375	ISL8032S	8/10/2018
AS FABRIZIA	15375	ISL8033S	8/16/2018
WARROW WHALE	15375	ISL8034S	8/24/2018
AS FABRIZIA	15375	ISL8035S	8/31/2018
DENEJ	8280	DOM8061S	8/1/2018
PARADERO	8246	DOM8062S	8/6/2018
DENEJ	8280	DOM8063S	8/8/2018
LENA	9981	DOM8064S	8/12/2018
DENEJ	8280	DOM8065S	8/16/2018
LENA	9981	DOM8066S	8/20/2018
DENEJ	8280	DOM8067S	8/23/2018
LENA	9981	DOM8068S	8/27/2018
DENEJ	8280	DOM8069S	8/29/2018
WEISSHORN	12029	SZV8031S	8/4/2018
AS FIORELLA	15375	SZV8033S	8/20/2018
WEISSHORN	KO	SZV8034S	8/25/2018
PEGASUS J	8273	NZV8091S	8/2/2018
TUCANA J	8246	NZV8092S	8/4/2018
PAVO J	8246	NZV8093S	8/7/2018
K STORM	8246	NZV8094S	8/9/2018
PARADERO	8246	NZV8095S	8/13/2018
PAVO J	8246	NZV8096S	8/13/2018
K STORM	8246	NZV8097S	8/16/2018
TUCANA J	8246	NZV8098S	8/18/2018
PAVO J	8246	NZV8099S	8/21/2018
K STORM	8246	NZV8100S	8/23/2018
PARADERO	8246	NZV8101S	8/26/2018
PAVO J	8246	NZV8102S	8/28/2018
K STORM	8246	NZV8103S	8/30/2018

Vessel	Tonnage	Aug	Sep	Oct	Nov	Dec
REGULA	7219	5	4	4	5	4
K BREEZE	8246	2	2	2	2	3
K BREEZE	8246	0	0	0	0	0
K BREEZE	8246	2	2	2	2	2
K STORM	8246	0	0	0	0	0
K STORM	8246	4	5	4	4	5
PAVO J	8246	5	4	5	4	4
PAVO J	8246	0	0	0	0	0
TUCANA J	8246	4	4	5	4	4
PEGASUS J	8273	2	3	2	2	2
PEGASUS J	8273	2	2	2	2	2
DENEJ	8280	0	0	0	0	0
DENEJ	8280	5	4	5	4	4
VEGA SACHSEN	9957	0	0	0	0	0
WEISSHORN	12029	3	2	2	2	2
AS FEDERICA	15375	3	2	2	2	2
AS FIORELLA	15375	2	2	2	3	2
		39	36	37	36	36

variance 39 36 37 36 36 - **

** Pilotage expenses for Rothorn are pay by King Ocean **

NZV-SB Sailings	Vessel	Aug	Sep	Oct	Nov	Dec	Grand Total
	DENEJ	-	-	-	-	-	-
	K BREEZE	2	2	2	2	3	11
	TUCANA J	4	4	5	4	4	21
	PEGASUS J	2	3	2	2	2	11
	PAVO J	5	4	5	4	4	22
	K STORM	-	-	-	-	-	-
	Grand Total	13	13	14	12	13	65

SZV-SB Sailings	Vessel	Aug	Sep	Oct	Nov	Dec	Grand Total
	ROTHORN	-	-	-	-	-	-
	WEISSHORN	3	2	2	2	2	11
	Grand Total	3	2	2	2	2	11

DOM-SB Sailings	Vessel	Aug	Sep	Oct	Nov	Dec	Grand Total
	PAVO J	-	-	-	-	-	-
	K STORM	4	5	4	4	5	22
	VEGA SACHSEN	-	-	-	-	-	-
	K BREEZE	-	-	-	-	-	-
	DENEJ	5	4	5	4	4	22
	Grand Total	9	9	9	8	9	44

CUBA SB Sailings	Vessel	8/1/2018	9/1/2018	10/1/2018	11/1/2018	12/1/2018	Grand Total
	K BREEZE	2	2	2	2	2	10
	PEGASUS J	2	2	2	2	2	10
	Grand Total	4	4	4	4	4	20

ISL-SB Sailings	Vessel	Aug	Sep	Oct	Nov	Dec	Grand Total
	AS FEDERICA	3	2	2	2	2	11
	REGULA	5	4	4	5	4	22
	AS FIORELLA	2	2	2	3	2	11
	VEGA SCORPIO	-	-	-	-	-	-
	Grand Total	10	8	8	10	8	44

ACCT MONTH	COMPANY	CENTER	ACCOUNT	ACTIVITY	ACCT-CATEGORY	INVOICE	INV DATE	Vessel	Voyage	SVC Date	Description	VENDOR	NAME	AMOUNT
7/31/2018	9144 8731		63062	KBR	63062	173699	4/7/2018	K- BREEZE	NZV8042S	4/7/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	562.14
7/31/2018	9144 8731		63062	KBR	63062	173699	4/7/2018	K- BREEZE	NZV8042S	4/7/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	602.04
7/31/2018	9144 8731		63062	PEG	63062	173737	4/9/2018	PEGASUS J	NZV8039S	4/9/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	576.36
7/31/2018	9144 8731		63062	PEG	63062	173737	4/9/2018	PEGASUS J	NZV8039/SHIFT	4/9/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	583.76
7/31/2018	9144 8731		63062	PEG	63062	173737	4/9/2018	PEGASUS J	NZV8039S	4/9/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	509.86
7/31/2018	9144 5115		63062	SAC	63062	173768	4/10/2018	VEGA SACHSEN	DOM8026S	4/10/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	700.27
7/31/2018	9144 5115		63062	SAC	63062	173791	4/11/2018	VEGA SACHSEN	DOM8028S	4/11/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	599.46
7/31/2018	9144 5115		63062	PAR	63062	174284	5/6/2018	PARADERO	NZV8052S	5/6/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	586.16
7/31/2018	9144 8731		63062	KST	63062	174301	5/7/2018	K- STORM	NZV8052S	5/7/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	833.27
7/31/2018	9144 5115		63062	SAC	63062	174468	5/16/2018	VEGA SACHSEN	DOM8038/SHIFT	5/16/2018	SHIFT DEAD	639818	PORT EVERGLADES PILOTS ASSOC	588.74
7/31/2018	9144 5115		63062	PAV	63062	174747	6/1/2018	PAVO J	DOM8044S	6/1/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	582.84
7/31/2018	9144 5115		63062	PAV	63062	174747	6/1/2018	PAVO J	DOM8044/SHIFT	6/1/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	536.30
7/31/2018	9146 5157		63062	RGA	63062	174865	6/8/2018	REGULA	CAR8022S	6/8/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	549.60
7/31/2018	9146 5157		63062	RGA	63062	174865	6/8/2018	REGULA	CAR8023S	6/8/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	536.30
7/31/2018	9144 8797		63062	RGA	63062	174979	6/15/2018	REGULA	CAR8023S	6/15/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	536.30
7/31/2018	9144 8797		63062	RGA	63062	174997	6/16/2018	REGULA	CAR8024S	6/16/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	536.30
7/31/2018	9146 5157		63062	AFA	63062	175068	6/20/2018	AS FABRIZIA	ISL8023S	6/20/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	879.85
7/31/2018	9146 5157		63062	AFA	63062	175068	6/20/2018	AS FABRIZIA	ISL8025/SHIFT	6/20/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	847.35
7/31/2018	9146 5157		63062	AFA	63062	175088	6/21/2018	AS FABRIZIA	ISL8025/SHIFT	6/21/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	847.35
7/31/2018	9144 8797		63062	WEI	63062	175109	6/22/2018	WEISSHORN	SVZ8024S	6/22/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	887.08
7/31/2018	9144 8797		63062	WEI	63062	175110	6/22/2018	REGULA	CAR8024S	6/22/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	536.30
7/31/2018	9146 5157		63062	AFA	63062	175111	6/22/2018	AS FABRIZIA	ISL8025S	6/22/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	906.45
7/31/2018	9144 8731		63062		63062	175126	6/23/2018	TUCANA J	NZV8074S	6/23/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	546.26
7/31/2018	9144 8731		63062		63062	175126	6/23/2018	TUCANA J	NZV8074/SHIFT	6/23/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	593.56
7/31/2018	9144 8731		63062		63062	175126	6/23/2018	TUCANA J	NZV8074S	6/23/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	599.46
7/31/2018	9144 8731		63062		63062	175127	6/23/2018	K- BREEZE	NZV8071S	6/23/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	562.14
7/31/2018	9144 8731		63062		63062	175127	6/23/2018	K- BREEZE	NZV8071S	6/23/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	535.54
7/31/2018	9144 8797		63062		63062	175128	6/23/2018	REGULA	CAR8025S	6/23/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	662.90
7/31/2018	9144 5115		63062		63062	175142	6/24/2018	PAVO J	DOM8048S	6/24/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	562.14
7/31/2018	9144 8797		63062		63062	175143	6/24/2018	LENA	SVZ8025S	6/24/2018	IN DEAD	639818	PORT EVERGLADES PILOTS ASSOC	914.17
7/31/2018	9144 8797		63062		63062	175143	6/24/2018	LENA	SVZ8025S	6/24/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	727.72
7/31/2018	9144 5115		63062	PAV	63062	175157	6/25/2018	PAVO J	DOM8050S	6/25/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	702.04
7/31/2018	9144 8731		63062		63062	175166	6/26/2018	PARADERO	NZV8072S	6/26/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
7/31/2018	9144 8731		63062		63062	175166	6/26/2018	PARADERO	NZV8075S	6/26/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	559.56
7/31/2018	9144 8731		63062	PEG	63062	175177	6/27/2018	PEGASUS J	NZV8073S	6/27/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	576.36
7/31/2018	9144 8731		63062	PEG	63062	175177	6/27/2018	PEGASUS J	NZV8076/SHIFT	6/27/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	583.76
7/31/2018	9144 5115		63062		63062	175178	6/27/2018	DENEJ	DOM8049S	6/27/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	547.47
7/31/2018	9144 5115		63062		63062	175178	6/27/2018	DENEJ	DOM8051S	6/27/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	574.07
7/31/2018	9146 5157		63062	AFI	63062	175179	6/27/2018	AS FIORELLA	ISL8024S	6/27/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	879.85
7/31/2018	9146 5157		63062	AFI	63062	175191	6/28/2018	PEGASUS J	NZV8076S	6/28/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	536.46
7/31/2018	9146 5157		63062	AFI	63062	175210	6/29/2018	AS FIORELLA	ISL8026S	6/29/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	893.15
7/31/2018	9144 8797		63062		63062	175211	6/29/2018	REGULA	CAR8025S	6/29/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	523.00
7/31/2018	9144 8797		63062		63062	175211	6/29/2018	REGULA	CAR8026/SHIFT	6/29/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	557.00
7/31/2018	9144 8731		63062		63062	175231	6/30/2018	TUCANA J	NZV8074S	6/30/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
7/31/2018	9144 8731		63062		63062	175231	6/30/2018	TUCANA J	NZV8074S	6/30/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	532.96
7/31/2018	9144 8731		63062		63062	175232	6/30/2018	K- BREEZE	NZV8077S	6/30/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	535.54
7/31/2018	9144 8731		63062		63062	175232	6/30/2018	K- BREEZE	NZV8077/SHIFT	6/30/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	582.84
7/31/2018	9144 8797		63062		63062	175233	6/30/2018	REGULA	CAR8026S	6/30/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	562.90

7/31/2018	9144 8731	63062	175249	7/1/2018	K-BREEZE	NZV80775	7/1/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	588.74
7/31/2018	9144 8731	63062	175257	7/2/2018	PAVO J	DCM80545	7/2/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	548.84
7/31/2018	9144 8731	63062	175257	7/2/2018	PAVO J	DCM80545	7/2/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	548.84
7/31/2018	9144 8731	63062	175258	7/2/2018	PAPALDERO	NZV80755	7/2/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
7/31/2018	9144 8731	63062	175268	7/3/2018	PAPALDERO	NZV80785	7/3/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
7/31/2018	9144 8731	63062	175284	7/4/2018	PEGASUS J	NZV80765	7/4/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	589.66
7/31/2018	9144 5115	63062	175285	7/4/2018	DEMEB J	DCM80515	7/4/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	560.77
7/31/2018	9146 5157	63062	175286	7/4/2018	AS FABRIZIA	ISL80255	7/4/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	879.85
7/31/2018	9144 8731	63062	175296	7/5/2018	PEGASUS J	NZV80795	7/5/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	523.16
7/31/2018	9144 8797	63062	175297	7/5/2018	LENA	SVN80255	7/5/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	714.42
7/31/2018	9144 8797	63062	175297	7/5/2018	LENA	SVN80255	7/5/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	674.52
7/31/2018	9144 8797	63062	175311	7/6/2018	WEISSHORN	SVN80275	7/6/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	728.23
7/31/2018	9146 5157	63062	175313	7/6/2018	AS FABRIZIA	ISL80275	7/6/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	893.15
7/31/2018	9144 8797	63062	175329	7/7/2018	WEISSHORN	SVN80275	7/7/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	760.73
7/31/2018	9144 8797	63062	175332	7/7/2018	REGULA	CAR80275	7/7/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	562.90
7/31/2018	9144 8731	63062	175350	7/8/2018	K-BREEZE	NZV80775	7/8/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	522.24
7/31/2018	9144 5115	63062	175363	7/9/2018	PAVO J	DCM80545	7/9/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	535.54
7/31/2018	9144 5115	63062	175363	7/9/2018	PAVO J	DCM80545	7/9/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	588.74
7/31/2018	9144 8731	63062	175364	7/9/2018	PAPALDERO	NZV80785	7/9/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	559.56
7/31/2018	9144 8731	63062	175378	7/10/2018	PAPALDERO	NZV80815	7/10/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	586.16
7/31/2018	9144 8731	63062	175389	7/11/2018	PEGASUS J	NZV80785	7/11/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	589.66
7/31/2018	9144 5115	63062	175390	7/11/2018	DEMEB J	DCM80515	7/11/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	547.47
7/31/2018	9144 5115	63062	175390	7/11/2018	DEMEB J	DCM80515	7/11/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	600.67
7/31/2018	9144 8731	63062	175409	7/12/2018	PEGASUS J	NZV80825	7/12/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	563.06
7/31/2018	9146 5157	63062	175410	7/12/2018	WHARROW WHALE	ISL80285	7/12/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	866.55
7/31/2018	9146 5157	63062	175410	7/12/2018	WHARROW WHALE	ISL80285	7/12/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	847.35
7/31/2018	9144 8731	63062	175424	7/13/2018	K-BREEZE	NZV80835	7/13/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	588.74
7/31/2018	9144 8797	63062	175426	7/13/2018	REGULA	CAR80275	7/13/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	536.30
7/31/2018	9144 8731	63062	175441	7/14/2018	TUCANA J	NZV80815	7/14/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	586.16
7/31/2018	9144 8731	63062	175441	7/14/2018	TUCANA J	NZV80815	7/14/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	532.96
7/31/2018	9144 8731	63062	175442	7/14/2018	K-BREEZE	NZV80835	7/14/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	582.84
7/31/2018	9144 8797	63062	175443	7/14/2018	REGULA	CAR80285	7/14/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	549.60
7/31/2018	9144 8731	63062	175458	7/15/2018	K-BREEZE	NZV80835	7/15/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	602.04
7/31/2018	9144 8731	63062	175471	7/16/2018	PAPALDERO	NZV80815	7/16/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
7/31/2018	9144 8797	63062	175488	7/17/2018	WEISSHORN	SVN80275	7/17/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	787.33
7/31/2018	9144 5115	63062	175489	7/17/2018	PAVO J	DCM80545	7/17/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	548.84
7/31/2018	9144 5115	63062	175489	7/17/2018	PAVO J	DCM80545	7/17/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	508.94
7/31/2018	9144 8731	63062	175490	7/17/2018	PAPALDERO	NZV80835	7/17/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	586.16
7/31/2018	9144 8797	63062	175500	7/18/2018	WEISSHORN	SVN80275	7/18/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	734.13
7/31/2018	9144 8797	63062	175501	7/18/2018	DEMEB J	DCM80515	7/18/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	547.47
7/31/2018	9144 8731	63062	175520	7/19/2018	PEGASUS J	NZV80835	7/19/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	663.06
7/31/2018	9144 5115	63062	175521	7/19/2018	DEMEB J	DCM80515	7/19/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	600.67
7/31/2018	9144 8797	63062	175536	7/20/2018	WEISSHORN	SVN80285	7/20/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	707.53
7/31/2018	9144 8797	63062	175552	7/21/2018	WEISSHORN	SVN80285	7/21/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	787.33
7/31/2018	9144 8731	63062	175553	7/21/2018	TUCANA J	NZV80815	7/21/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	586.16
7/31/2018	9144 8731	63062	175553	7/21/2018	TUCANA J	NZV80815	7/21/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	593.56
7/31/2018	9144 8731	63062	175553	7/21/2018	TUCANA J	NZV80815	7/21/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	612.76
7/31/2018	9144 8731	63062	175554	7/21/2018	K-BREEZE	NZV80835	7/21/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	562.14

7/31/2018	9144 8731	63062 KBR	63062	175554	7/21/2018	K-BREEZE	NZV80685	7/21/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	535.54
7/31/2018	9144 5115	63062 PAV	63062	175568	7/22/2018	PAVO J	DOMB0565	7/22/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	522.24
7/31/2018	9144 5115	63062 PAV	63062	175580	7/23/2018	PAVO J	DOMB0585	7/23/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	562.14
7/31/2018	9144 8731	63062 PAR	63062	175581	7/23/2018	PAPADEIRD	NZV80685	7/23/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	586.16
6/30/2018	9146 5157	63062 RGA	63062	174143	4/28/2018	REGULA	CAR80065	4/28/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	536.30
6/30/2018	9146 5157	63062 RGA	63062	174143	4/28/2018	REGULA	CAR80065	4/28/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	536.30
6/30/2018	9146 5157	63062 RGA	63062	174143	4/28/2018	REGULA	CAR80065	4/28/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	557.00
6/30/2018	9144 5115	63062 SAC	63062	174546	5/20/2018	REGULA	DOMB0385	5/20/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	713.57
6/30/2018	9144 8797	63062 WEI	63062	174572	5/22/2018	WEISSHOHN	SZV80085	5/22/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	800.63
6/30/2018	9144 8797	63062 WEI	63062	174589	5/23/2018	WEISSHOHN	SZV80085	5/23/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	747.43
6/30/2018	9146 5157	63062 AFE	63062	174590	5/23/2018	AS FEDERICA	ISL80085	5/23/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	879.85
6/30/2018	9146 5157	63062 AFE	63062	174590	5/23/2018	AS FEDERICA	QFT HIRE	5/23/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	847.35
6/30/2018	9144 5115	63062 DEN	63062	174591	5/23/2018	DEMEB J	DOMB0385	5/23/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	574.07
6/30/2018	9144 5115	63062 DEN	63062	174591	5/23/2018	DEMEB J	DOMB0385	5/23/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	574.07
6/30/2018	9144 8731	63062 PEG	63062	174603	5/24/2018	PEGASUS J	NZV80685	5/24/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	576.36
6/30/2018	9144 8797	63062 WEI	63062	174625	5/25/2018	WEISSHOHN	SZV80215	5/25/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	720.83
6/30/2018	9144 8797	63062 PEG	63062	174626	5/25/2018	PEGASUS J	NZV80685	5/25/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	576.36
6/30/2018	9144 8797	63062 RGA	63062	174628	5/25/2018	REGULA	CAR80265	5/25/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	549.60
6/30/2018	9146 5157	63062 AFA	63062	174629	5/25/2018	AS FAERIZIA	ISL80085	5/25/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	933.05
6/30/2018	9144 8797	63062 WEI	63062	174650	5/26/2018	WEISSHOHN	SZV80625	5/26/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	787.33
6/30/2018	9144 8731	63062 TUC	63062	174651	5/26/2018	TUCANA J	NZV80625	5/26/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
6/30/2018	9144 8731	63062 TUC	63062	174651	5/26/2018	TUCANA J	NZV80625	5/26/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	593.56
6/30/2018	9144 8731	63062 TUC	63062	174651	5/26/2018	TUCANA J	NZV80625	5/26/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	612.76
6/30/2018	9144 8731	63062 KBR	63062	174652	5/26/2018	K-BREEZE	NZV80595	5/26/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	548.84
6/30/2018	9144 8731	63062 KBR	63062	174652	5/26/2018	K-BREEZE	NZV80595	5/26/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	535.54
6/30/2018	9144 8797	63062 RGA	63062	174653	5/26/2018	REGULA	CAR80215	5/26/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	549.60
6/30/2018	9144 5115	63062 SAC	63062	174676	5/28/2018	VEGA SACHSEN	DOMB0385	5/28/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	673.67
6/30/2018	9144 5115	63062 SAC	63062	174676	5/28/2018	VEGA SACHSEN	DOMB0385	5/28/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	786.97
6/30/2018	9144 8731	63062 PAR	63062	174677	5/28/2018	PAPADEIRD	NZV80595	5/28/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
6/30/2018	9144 8731	63062 PAR	63062	174677	5/28/2018	PAPADEIRD	NZV80595	5/28/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	593.56
6/30/2018	9144 8731	63062 PAR	63062	174689	5/29/2018	PAPADEIRD	NZV80595	5/29/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	586.16
6/30/2018	9144 5115	63062 DEN	63062	174690	5/29/2018	DEMEB J	DOMB0385	5/29/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	547.47
6/30/2018	9144 5115	63062 DEN	63062	174709	5/30/2018	DEMEB J	DOMB0385	5/30/2018	SHIFT DEAD	639818	PORT EVERGLADES PILOTS ASSOC	574.07
6/30/2018	9146 5157	63062 AFI	63062	174710	5/30/2018	AS FAERELLA	ISL80085	5/30/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	866.55
6/30/2018	9144 8731	63062 KST	63062	174728	5/31/2018	K-STORM	NZV80645	5/31/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	506.36
6/30/2018	9144 8731	63062 KST	63062	174728	5/31/2018	K-STORM	NZV80645	5/31/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	593.56
6/30/2018	9144 8731	63062 TUC	63062	174750	6/1/2018	REGULA	CAR80215	6/1/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	523.00
6/30/2018	9144 8731	63062 TUC	63062	174768	6/2/2018	TUCANA J	NZV80625	6/2/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	586.16
6/30/2018	9144 8731	63062 TUC	63062	174768	6/2/2018	TUCANA J	NZV80625	6/2/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	532.96
6/30/2018	9144 8731	63062 KBR	63062	174769	6/2/2018	K-BREEZE	NZV80955	6/2/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	548.84
6/30/2018	9144 8731	63062 KBR	63062	174769	6/2/2018	K-BREEZE	NZV80955	6/2/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	582.84
6/30/2018	9144 8797	63062 RGA	63062	174770	6/2/2018	REGULA	CAR80225	6/2/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	562.90
6/30/2018	9144 8731	63062 KBR	63062	174782	6/3/2018	K-BREEZE	NZV80955	6/3/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	588.74
6/30/2018	9144 5115	63062 PAV	63062	174783	6/3/2018	PAVO J	DOMB0465	6/3/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	582.84
6/30/2018	9144 5115	63062 PAV	63062	174783	6/3/2018	PAVO J	DOMB0465	6/3/2018	OUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	602.04
6/30/2018	9144 8731	63062 PAR	63062	174793	6/4/2018	PAPADEIRD	NZV80685	6/4/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86

6/30/2018	9144 8731	63062 PAR	63062	174793	6/4/2018	PARALDRO	NZV80665	6/4/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	532.96
6/30/2018	9144 8797	63062 WEI	63062	174807	6/5/2018	WEISSHORN	SZV80215	6/5/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	787.33
6/30/2018	9144 5115	63062 SAC	63062	174808	6/5/2018	WEGA SACHSEN	DOM80125	6/5/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	673.67
6/30/2018	9144 5115	63062 SAC	63062	174808	6/5/2018	WEGA SACHSEN	OFF HIRE	6/5/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	654.47
6/30/2018	9144 8797	63062 WEI	63062	174820	6/6/2018	WEISSHORN	SZV80215	6/6/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	734.13
6/30/2018	9144 5115	63062 DEN	63062	174821	6/6/2018	DEMEB J	DOM80125	6/6/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	534.17
6/30/2018	9144 5115	63062 SAC	63062	174844	6/7/2018	WEGA SACHSEN	OFF HIRE	6/7/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	647.07
6/30/2018	9144 8731	63062 KST	63062	174845	6/7/2018	K. STORM	NZV80665	6/7/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
6/30/2018	9144 8731	63062 KST	63062	174845	6/7/2018	K. STORM	NZV80665	6/7/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	546.26
6/30/2018	9144 5115	63062 DEN	63062	174846	6/7/2018	DEMEB J	DOM80125	6/7/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	587.37
6/30/2018	9144 8797	63062 WEI	63062	174864	6/8/2018	WEISSHORN	SZV80215	6/8/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	720.83
6/30/2018	9146 5157	63062 AFA	63062	174866	6/8/2018	AS FEDERICA	ISL80175	6/8/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	906.45
6/30/2018	9144 8797	63062 WEI	63062	174879	6/9/2018	WEISSHORN	SZV80215	6/9/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	800.63
6/30/2018	9144 8731	63062 TUC	63062	174880	6/9/2018	TUCANA J	NZV80665	6/9/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
6/30/2018	9144 8731	63062 TUC	63062	174880	6/9/2018	TUCANA J	NZV80665	6/9/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	593.56
6/30/2018	9144 8731	63062 TUC	63062	174880	6/9/2018	TUCANA J	NZV80665	6/9/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	612.76
6/30/2018	9144 8731	63062 TUC	63062	174881	6/9/2018	TUCANA J	NZV80665	6/9/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	575.44
6/30/2018	9144 8731	63062 KBR	63062	174881	6/9/2018	K. BREEEZ	NZV80665	6/9/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	522.24
6/30/2018	9144 8731	63062 KBR	63062	174881	6/9/2018	K. BREEEZ	NZV80665	6/9/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	548.84
6/30/2018	9144 5115	63062 PAV	63062	174896	6/10/2018	PAVO J	DOM80125	6/10/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	588.74
6/30/2018	9144 5115	63062 PAV	63062	174910	6/11/2018	PAVO J	DOM80125	6/11/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	593.56
6/30/2018	9144 8731	63062 PAR	63062	174911	6/11/2018	PARALDRO	NZV80665	6/11/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
6/30/2018	9144 8731	63062 PAR	63062	174911	6/11/2018	PARALDRO	NZV80665	6/11/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	893.15
6/30/2018	9144 8731	63062 PAR	63062	174911	6/11/2018	PARALDRO	NZV80665	6/11/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
6/30/2018	9146 5157	63062 AFI	63062	174978	6/15/2018	AS FABELLA	ISL80125	6/15/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
6/30/2018	9144 8731	63062 TUC	63062	174995	6/16/2018	TUCANA J	NZV80665	6/16/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	532.96
6/30/2018	9144 8731	63062 TUC	63062	174995	6/16/2018	TUCANA J	NZV80665	6/16/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	575.44
6/30/2018	9144 8731	63062 KBR	63062	174996	6/16/2018	K. BREEEZ	NZV80665	6/16/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	582.84
6/30/2018	9144 8731	63062 KBR	63062	174996	6/16/2018	K. BREEEZ	NZV80665	6/16/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	602.04
6/30/2018	9144 8731	63062 KBR	63062	174996	6/16/2018	K. BREEEZ	NZV80665	6/16/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	562.14
6/30/2018	9144 5115	63062	63062	175012	6/17/2018	PAVO J	DOM80125	6/17/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	675.44
6/30/2018	9144 5115	63062 PAV	63062	175029	6/18/2018	PAVO J	DOM80125	6/18/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
6/30/2018	9144 8731	63062 PAR	63062	175030	6/18/2018	PARALDRO	NZV80665	6/18/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	966.88
6/30/2018	9144 8797	63062 WEI	63062	175046	6/19/2018	WEISSHORN	SZV80215	6/19/2018	IN DEAD	639818	PORT EVERGLADES PILOTS ASSOC	599.46
6/30/2018	9144 8731	63062 PAR	63062	175047	6/19/2018	PARALDRO	NZV80725	6/19/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	887.08
6/30/2018	9144 8797	63062 WEI	63062	175065	6/20/2018	WEISSHORN	SZV80215	6/20/2018	SHIFT DEAD	639818	PORT EVERGLADES PILOTS ASSOC	602.96
6/30/2018	9144 8731	63062 PEG	63062	175066	6/20/2018	PEGASUS J	DOM80125	6/20/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	547.47
6/30/2018	9144 5115	63062 DEN	63062	175067	6/20/2018	DEMEB J	DOM80125	6/20/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	594.77
6/30/2018	9144 8731	63062 DEN	63062	175067	6/20/2018	DEMEB J	DOM80125	6/20/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	536.46
6/30/2018	9144 8731	63062 PEG	63062	175086	6/21/2018	PEGASUS J	NZV80735	6/21/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	660.77
6/30/2018	9144 5115	63062 AFE	63062	175087	6/21/2018	DEMEB J	DOM80125	6/21/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	879.85
5/31/2018	9146 5157	63062 DEN	63062	174063	4/24/2018	AS FEDERICA	ISL80175	4/24/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	847.35
5/31/2018	9146 5157	63062 AFE	63062	174074	4/25/2018	AS FEDERICA	ISL80175	4/25/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	720.83
5/31/2018	9144 8797	63062 WEI	63062	174117	4/27/2018	WEISSHORN	SZV80215	4/27/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	509.86
5/31/2018	9144 8731	63062 PEG	63062	174118	4/27/2018	PEGASUS J	NZV80515	4/27/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	582.84
5/31/2018	9144 8731	63062 PAV	63062	174119	4/27/2018	PAVO J	NZV80665	4/27/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	562.14
5/31/2018	9144 8731	63062 PAV	63062	174119	4/27/2018	PAVO J	NZV80665	4/27/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	893.15
5/31/2018	9146 5157	63062 AFE	63062	174120	4/27/2018	AS FEDERICA	ISL80175	4/27/2018	CUTBOUND	639818	PORT EVERGLADES PILOTS ASSOC	774.03
5/31/2018	9144 8797	63062 WEI	63062	174140	4/28/2018	WEISSHORN	SZV80215	4/28/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	612.76
5/31/2018	9144 8731	63062 TUC	63062	174141	4/28/2018	TUCANA J	NZV80665	4/28/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	

5/31/2018	9144 8731	63062 PEG	174142	4/28/2018	PEGASUS J	NZV80515	4/28/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	776.36
5/31/2018	9144 8731	63062 TUC	174158	4/29/2018	TUCANA J	NZV80155	4/29/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	646.26
5/31/2018	9144 8731	63062 KBR	174175	4/30/2018	K-BREEZE	NZV80485	4/30/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	588.74
5/31/2018	9144 8731	63062 KBR	174192	5/1/2018	K-BREEZE	NZV80485	5/1/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	522.24
5/31/2018	9144 8731	63062 KST	174193	5/1/2018	K-STORM	NZV80475	5/1/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	612.76
5/31/2018	9146 5157	63062 AFI	174194	5/1/2018	AS FICRELLA	ISL801165	5/1/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	879.85
5/31/2018	9144 5115	63062 SAC	174204	5/2/2018	MEGA SALCHISEN	DOM803345	5/2/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	660.37
5/31/2018	9144 5115	63062 SAC	174204	5/2/2018	MEGA SALCHISEN	DOM803345	5/2/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	673.67
5/31/2018	9144 8731	63062 KST	174205	5/2/2018	K-STORM	NZV80505	5/2/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	599.46
5/31/2018	9144 8731	63062 DEN	174206	5/2/2018	DEMEB J	DOM803345	5/2/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	587.37
5/31/2018	9146 5157	63062 AFI	174207	5/2/2018	AS FICRELLA	ISL801165/SHIFT	5/2/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	847.35
5/31/2018	9144 5115	63062 DEN	174222	5/3/2018	DEMEB J	DOM803345	5/3/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	613.97
5/31/2018	9146 5157	63062 AFI	174223	5/3/2018	AS FICRELLA	ISL801165/SHIFT	5/3/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	847.35
5/31/2018	9144 8731	63062 PEG	174243	5/4/2018	PEGASUS J	NZV80515	5/4/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	789.66
5/31/2018	9146 5157	63062 AFI	174244	5/4/2018	AS FICRELLA	ISL801165	5/4/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	879.85
5/31/2018	9146 5157	63062 RGA	174245	5/4/2018	REGULA	CAR801175	5/4/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	536.30
5/31/2018	9146 5157	63062 RGA	174245	5/4/2018	REGULA	CAR801175	5/4/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	557.00
5/31/2018	9144 8731	63062 PEG	174262	5/5/2018	PEGASUS J	NZV80555	5/5/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	496.56
5/31/2018	9144 8731	63062 KBR	174263	5/5/2018	K-BREEZE	NZV80535	5/5/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	562.14
5/31/2018	9144 8731	63062 KBR	174263	5/5/2018	K-BREEZE	NZV80535	5/5/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	575.44
5/31/2018	9146 5157	63062 PAR	174264	5/5/2018	PAPALDIRO	FRON 0PT	5/5/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	546.26
5/31/2018	9146 5157	63062 RGA	174265	5/5/2018	REGULA	CAR801175/SHIFT	5/5/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	557.00
5/31/2018	9146 5157	63062 RGA	174265	5/5/2018	REGULA	CAR801175	5/5/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	549.60
5/31/2018	9144 8731	63062 TUC	174283	5/6/2018	TUCANA J	NZV80315	5/6/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	599.46
5/31/2018	9144 8731	63062 TUC	174283	5/6/2018	TUCANA J	FEZV8115/SHIFT	5/6/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	593.56
5/31/2018	9144 8731	63062 TUC	174299	5/7/2018	TUCANA J	NZV80155	5/7/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	546.26
5/31/2018	9144 8797	63062 SAC	174300	5/7/2018	MEGA SALCHISEN	DOM803345	5/7/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	673.67
5/31/2018	9144 8797	63062 SAC	174300	5/7/2018	MEGA SALCHISEN	DOM803345	5/7/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	786.97
5/31/2018	9144 8731	63062 PEG	174322	5/8/2018	PEGASUS J	NZV80555	5/8/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	496.56
5/31/2018	9144 8731	63062 KST	174323	5/8/2018	K-STORM	NZV80545	5/8/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
5/31/2018	9146 5157	63062 AFE	174337	5/9/2018	AS FEDERICA	ISL801175	5/9/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	879.85
5/31/2018	9144 5115	63062 DEN	174338	5/9/2018	DEMEB J	DOM803345	5/9/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	574.07
5/31/2018	9144 8731	63062 PEG	174351	5/10/2018	PEGASUS J	NZV80555/SHIFT	5/10/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	583.76
5/31/2018	9144 8731	63062 PEG	174351	5/10/2018	PEGASUS J	NZV80555	5/10/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	536.46
5/31/2018	9146 5157	63062 AFE	174352	5/10/2018	AS FEDERICA	ISL801175/SHIFT	5/10/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	847.35
5/31/2018	9146 5157	63062 AFE	174352	5/10/2018	AS FEDERICA	ISL801175/SHIFT	5/10/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	847.35
5/31/2018	9144 5115	63062 DEN	174353	5/10/2018	DEMEB J	DOM803345	5/10/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	560.77
5/31/2018	9144 8797	63062 WEI	174376	5/11/2018	WEISSHORN	SZV80195	5/11/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	787.33
5/31/2018	9146 5157	63062 AFE	174377	5/11/2018	AS FEDERICA	ISL801165	5/11/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	893.15
5/31/2018	9146 5157	63062 RGA	174378	5/11/2018	REGULA	CAR801175	5/11/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	549.60
5/31/2018	9144 8797	63062 WEI	174401	5/12/2018	TUCANA J	NZV80155	5/12/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	787.33
5/31/2018	9144 8731	63062 TUC	174401	5/12/2018	TUCANA J	NZV80155	5/12/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	586.16
5/31/2018	9144 8731	63062 KBR	174402	5/12/2018	K-BREEZE	NZV80535	5/12/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	612.76
5/31/2018	9144 8731	63062 KBR	174402	5/12/2018	K-BREEZE	NZV80535	5/12/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	575.44
5/31/2018	9144 8731	63062 PAR	174403	5/12/2018	PAPALDIRO	NZV80525	5/12/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	522.24
5/31/2018	9144 8731	63062 PAR	174403	5/12/2018	PAPALDIRO	FRON 0PT/SHIFT	5/12/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	572.86
5/31/2018	9146 5157	63062 RGA	174404	5/12/2018	REGULA	CAR801175	5/12/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	593.56
5/31/2018	9144 8731	63062 KST	174433	5/14/2018	K-STORM	NZV80545	5/14/2018	CUTBACK/ND	639818	PORT EVERGLADES PILOTS ASSOC	549.60
5/31/2018	9144 8731	63062 KST	174433	5/14/2018	K-STORM	NZV80545	5/14/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86

5/31/2018	9144 5115	63062 SAC	63062	174452	5/15/2018	VEGA, SACHSEN	DUMBOURS	5/15/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	686.97
5/31/2018	9144 8731	63062 PAR	63062	174453	5/15/2018	PARADERO	NZVBS575	5/15/2018	CUTBACK	639818	PORT EVERGLADES PILOTS ASSOC	599.46
5/31/2018	9144 8731	63062 KST	63062	174454	5/15/2018	K. STEPH	NZVBS540/SHIFT	5/15/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	593.56
5/31/2018	9144 8731	63062 KST	63062	174469	5/16/2018	K. STEPH	DRY-DUCK	5/16/2018	CUTBACK	639818	PORT EVERGLADES PILOTS ASSOC	493.06
5/31/2018	9144 5115	63062 DEN	63062	174470	5/16/2018	DEMER J	DUMBOURS	5/16/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	534.17
5/31/2018	9146 5157	63062 AFI	63062	174471	5/16/2018	AS. PICHELIA	ISLBOURS	5/16/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	866.55
5/31/2018	9144 8731	63062 PEG	63062	174492	5/17/2018	PEGASUS J	NZVBS555	5/17/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	563.06
5/31/2018	9144 8731	63062 PEG	63062	174492	5/17/2018	PEGASUS J	NZVBS540/SHIFT	5/17/2018	SHIFT	639818	PORT EVERGLADES PILOTS ASSOC	583.76
5/31/2018	9144 8731	63062 DEN	63062	174493	5/17/2018	DEMER J	DUMBOURS	5/17/2018	CUTBACK	639818	PORT EVERGLADES PILOTS ASSOC	589.66
5/31/2018	9146 5157	63062 RGA	63062	174510	5/18/2018	REGULA	CANBOURS	5/18/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	600.67
5/31/2018	9146 5157	63062 RGA	63062	174510	5/18/2018	REGULA	CANBOURS	5/18/2018	CUTBACK	639818	PORT EVERGLADES PILOTS ASSOC	536.30
5/31/2018	9144 8731	63062 TUC	63062	174530	5/19/2018	TUCANA J	NZVBS565	5/19/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	562.90
5/31/2018	9144 8731	63062 KBR	63062	174531	5/19/2018	K. BREEZE	NZVBS555	5/19/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
5/31/2018	9144 8731	63062 KBR	63062	174531	5/19/2018	K. BREEZE	NZVBS565	5/19/2018	CUTBACK	639818	PORT EVERGLADES PILOTS ASSOC	602.04
5/31/2018	9144 8731	63062 TUC	63062	174545	5/20/2018	TUCANA J	NZVBS565	5/20/2018	CUTBACK	639818	PORT EVERGLADES PILOTS ASSOC	546.26
5/31/2018	9144 8797	63062 PAR	63062	174559	5/21/2018	PARADERO	NZVBS575	5/21/2018	INBOUND	639818	PORT EVERGLADES PILOTS ASSOC	572.86
5/31/2018	9144 8797	63062 PAR	63062	174559	5/21/2018	PARADERO	NZVBS565	5/21/2018	CUTBACK	639818	PORT EVERGLADES PILOTS ASSOC	572.86

165,496.98

Actual rates

0 to 20 Feet	First 80,000 GRT		Next 50,000 GRT (80,000 - 130,000 GRT)		Draft rate * draft + (GT rate * GT)		Inbound/Outbound	
	Draft Rate	GRT Rate	GRT Rate	GRT Rate	Draft Rate	GRT Rate	Total	Total
\$ 13.30	\$ 0.0356	\$ 0.0343	748.24	0.0343	2,430.14		2,430.14	
466.83			747.60		2,428.86		2,428.86	
466.83			203.99		1,005.68		1,005.68	
329.04			196.58		1,051.25		1,051.25	
307.63			177.43		970.12		970.12	
219.05			98.61		635.33		635.33	
187.53			72.45		519.95		519.95	
414.56			547.35		1,923.82		1,923.82	
383.97			353.86		1,475.67		1,475.67	
384.37			354.47		1,476.88		1,476.88	
			355.32		1,479.39		1,479.39	
			355.86		1,480.46		1,480.46	

Vessel	GRT	Draft Max	LOA	Beam
Ipanema	21018	35.10	589.57	90.55
San Andres	21000	35.10	589.60	90.55
Delphinus	5730	22.47	359.64	63.12
Green Fast	5522	24.74	387.14	63.64
Planet V	4984	23.13	381.89	63.00
Jan Carib	2770	16.47	310.00	52.17
Charlotte	2035	14.10	295.28	45.11
Varamo	15375	31.17	545.11	82.02
Vega Luna	9940	28.87	485.56	76.28
Vega Sagittarius	9957	28.87	456.36	74.15
Hoheriff	9981	28.90	456.40	74.20
Hohebank	9996	28.90	456.40	74.20

Proposed rates (((LOA rate * LOA) + (Beam rate * Beam) + (Draft rate * Draft)) / (GT rate * GT))	Vessel less than 10,000 GRT		Vessel standard rate		Inbound/Outbound	
	Draft Rate	GRT Rate	Draft Rate	GRT Rate	Total	Total
	22.5000	0.0105	30.0000	0.0140	4,779.14	4,779.14
	22.5000	0.0105	30.0000	0.0140	4,778.70	4,778.70
	22.5000	0.0105	30.0000	0.0140	2,204.34	2,204.34
	22.5000	0.0105	30.0000	0.0140	2,287.27	2,287.27
	22.5000	0.0105	30.0000	0.0140	2,190.85	2,190.85
	22.5000	0.0105	30.0000	0.0140	1,655.60	1,655.60
	22.5000	0.0105	30.0000	0.0140	1,458.48	1,458.48
	22.5000	0.0105	30.0000	0.0140	4,211.12	4,211.12
	22.5000	0.0105	30.0000	0.0140	2,808.33	2,808.33
	22.5000	0.0105	30.0000	0.0140	2,748.91	2,748.91
	22.5000	0.0105	30.0000	0.0140	2,751.20	2,751.20
	22.5000	0.0105	30.0000	0.0140	2,751.52	2,751.52

Incr per call	SB/ NB	%
2,349.00		97%
2,349.84		97%
1,198.66		119%
1,236.02		118%
1,220.73		126%
1,020.27		161%
938.53		181%
2,287.30		119%
1,332.66		90%
1,272.03		86%
1,271.81		86%
1,271.06		86%