

FLORIDA
 DEPARTMENT OF BUSINESS
 AND PROFESSIONAL
 REGULATION
 P O Box 5377
 TALLAHASSEE, FLORIDA
 32314-5377
 850-717.1980

STATE OF FLORIDA
 APPLICATION FOR A
 CHANGE IN RATES OF
 PILOTAGE

DO NOT WRITE IN THIS SPACE
 FOR OFFICE USE ONLY

APPLICATION SHOULD BE TYPED

PLEASE CHECK THE APPROPRIATE BOX TO IDENTIFY THE APPLICANT:

- Individual Person
 Single Licensed State Pilot
 Other Entity
 Group of Licensed State Pilots

PART A APPLICANT PROFILE DATA

Name of Individual/Association/Group
Palm Beach Harbor Pilots' Association

Name of Authorized Representative & Title
Captain Reid Hansen, Partner

Home Telephone:
 (Include area
 code)
(561) 352-8091

Business
 Telephone:
 (Include area
 code)
(561) 845-2628

Mailing Address:	Street and No. 200 East 13th Street; Suite B	Apartment No.	Social Security Number or Federal Employer ID Number (Optional):
	City Riviera Beach	State FL	

Permanent Address:	C/O SAME	Street and No.
	City	State

IF PERSONS OTHER THAN A PILOT:

Detailed statement setting forth the substantial interest of the applicant and how the applicant is directly affected by the established rates:

**APPLICATION FOR CHANGE OF RATES OF PILOTAGE
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PART B

1. Name of Port for which rate change is being requested: **Port of Fort Pierce**

2. Detailed explanation of rate change being requested:

	<u>FROM</u>	<u>TO</u>
Draft Charge	\$26.60	\$30.00
-Minimum	10 ft	20 ft
Tonnage Charge	\$0.060	\$0.060
-Minimum	2000 GT	5000GT
Dock/Undock	\$0	\$250.00
Shifting vessel	minimum charge	minimum charge
Detention/cancellation of pilot	\$0 per hour	\$250.00/\$500.00

A **5.0%** increase per year for 10 years beginning January 1, 2021.

A pilot boat fee in the amount equal to the amount billed to the pilot if boat is not provided by or obtained from owner/agent.

A \$400 travel surcharge for cross-licensed pilots not living in the FP area.

3. Basis for requested rate change:

Chapter 310.0015(3) states: "The rate-setting process, the issuance of licenses only in numbers deemed necessary or prudent by the board, and other aspects of the economic regulation of piloting established in this chapter are intended to protect the public from the adverse effects of unrestricted competition which would result from an unlimited number of licensed pilots being allowed to market their services on the basis of lower prices rather than safety concerns. This system of regulation benefits and protects the public interest by maximizing safety, avoiding uneconomic duplication of capital expenses and facilities, and enhancing state regulatory oversight. The system seeks to provide pilots with reasonable revenues, taking into consideration the normal uncertainties of vessel traffic and port usage, sufficient to maintain reliable, stable piloting operations." It further mandates that: "Pilots shall maintain or secure adequate pilot boats, office facilities and equipment, dispatch systems, communication equipment and other facilities, and equipment and support services necessary for a modern, dependable piloting operation. The pilot or pilots in a port shall train and compensate all member deputy pilots in that port."

In determining whether the requested rate change will result in fair, just, and reasonable rates, the committee shall give primary consideration to the public interest in promoting and maintaining efficient, reliable, and safe piloting services. The Committee shall also give consideration to the following factors which are herewith accompanied by the basis for the requested rate change:

1. The public interest in having qualified pilots available to respond promptly to vessels needing their service.

The previous permanent pilot, Capt. William Wetzel, retired his position in 2013 due to the lack of sustainable income at FP. Any regular future pilot-required traffic must be able to support at least one dedicated pilot so that reliable service can be provided. In the meantime, only two pilots from the Palm Beach Harbor Pilots' Association (PBHPA) service the Port of Fort Pierce (FP). It is important to maintain proper monetary compensation to continue a reliable service which will attract and maintain other cross-licensed pilots for the future. With the increase requested, pilots from other proximity ports, including Port Canaveral and Port Everglades, would be motivated to cross license to help maintain proper pilot service. The PBHPA has become strained due to their already demanding schedule. Servicing FP has been a burden to the Association.

2. A determination of the average net income of pilots in the port, including the value of all benefits derived from service as a pilot. For the purposes of this subparagraph, "net income of pilots" refers to total pilotage fees collected in the port, minus reasonable operating expenses, divided by the number of licensed and active state pilots within the ports.

For the past several years, FP has provided a very small and sporadic income. Therefore, no person has been willing to dedicate themselves to providing regular pilot service.

3. Reasonable operating expenses of pilots.

Because there is no overhead, the cost of renting a pilot boat, time, and travel to the Port have been the biggest expenses. The commute is about 1.25+ hours each way from Port of Palm Beach, depending on traffic.

4. Pilotage rates in other ports.

Most of the pilot-required vessels that call FP are minimum charge. That charge must be raised substantially to an amount that can motivate pilots to make the commute and service the Port. The current minimum charge of \$386 is among the lowest in the State, yet requires the most commute time, a slow minimum wake navigation channel, significant risks to the pilot, and a pilot boat fee from TowBoatUS, which started at \$150 per handle, rose to \$175 in 2016, and is now \$235 per handle since June, 2019. SeaTow has also been employed for \$200 per hour which although cheaper, carries the risk of going over the one-hour threshold. The Port is limited significantly by draft and very small slips. Large vessels cannot call FP at this time. Dredging has been limited and not of priority compared to other ports due to the lack of traffic. These reasons warrant a significant raise to the pilotage rates versus other ports. Even with the new rate in place, the revenue per handle metric will be significantly lower than most Florida ports.

5. The amount of time each pilot spends on actual piloting duty and the amount of time spent on other essential support services.

Each pilot spends an average of approximately 1.5 hours per handle. Almost the entire channel is a slow speed zone due to the presence of marinas on the banks. The round-trip commute for the PB Pilots is 2.5+ hours. There is also time required for parking, dealing with security and agent, issues attaining funds, and vessels often not being ready as scheduled. In 2015 there were 9 handles. In 2016 there was 1 handle. In 2017, there were 0 handles. In 2018 there were 8 handles. In 2019, there were 0 handles. The essential support services include all communications with agents, tugs, captains, and owners via meetings, phone, and emails.

6. The prevailing compensation available to individuals in other maritime services of comparable professional skill and standing as that sought in pilots, it being recognized that in order to attract to the profession of piloting, and to hold the best and most qualified individuals as pilots, the overall compensation accorded pilots should be equal to or greater than that available to such individuals in comparable maritime employment.

Because there is no sustainable income at the Port of FP, it currently serves as a supplemental income port.

Chapter 310.051(5), Florida Statutes provides 13 factors the Board shall consider in determining fair, just and reasonable rates of pilotage. Section (5)(b) 6., regarding comparable compensation is stated below:

The prevailing compensation available to individuals in other marine services of comparable professional skill and standing as that sought in pilots, it being recognized that in order to attract to the profession of piloting, and to hold the best and most qualified individuals as pilots, the overall compensation accorded pilots should be equal to or greater than that available to such individuals in comparable maritime employment.

The latest data on comparable maritime employment was presented at the Port Everglades rate hearing in October, 2018. Compensation for captains of large US-flagged vessels currently earn approximately \$325,000 per year. It was also determined that the average compensation for state-licensed US pilots is approximately \$580,000 per year. Because FP does not offer steady employment, this is not applicable.

7. The impact rate change may have in individual pilot compensation and whether such change will lead to a shortage of licensed state pilots, certificated deputy pilots, or qualified pilot applicants.

The rate increase will only help provide incentive for a more reliable service. If traffic picks up, the new rate will help provide an income that would attract a permanent dedicated FP pilot for which an exam would be held. With a local pilot, the travel fee could be eliminated.

8. Projected changes in vessel traffic.

The vessel traffic in FP has been unpredictable. There have been no regularly calling vessels in many years. For the past three years there have been discussions and negotiations for a mega-yacht repair and re-fit facility named *Derecktor*, with those communications becoming more certain as of late. If those plans come to fruition and the vessels require pilots, the vessel traffic could increase drastically. Conversation between a facility manager and Pilot, Reid Hansen, on February 18, 2020, indicated that a projection of 20-30 transits could be expected for 2020 and up to 80 for 2021.

9. Cost of retirement and medical plans.

There is no retirement plan or medical plan associated with FP. The PB pilots who cover the port have plans with their own respective associations.

10. Physical risks inherent in piloting.

The physical risks of piloting are significant. An accident can jeopardize a pilot's life, license, earnings, and career. Ascending or descending a pilot ladder in rough seas, day or night, can be treacherous. Pilots have to put much faith into their personal ability and experience, their equipment, and the competency of the boat operator and ship's crew. An improperly secured ladder can end a pilot's life. The risks in FP are amplified by not having a proper pilot boat or properly trained boat operators.

The following fatalities have occurred in the U.S. alone since 2006:

- In January 2006, Columbia River Bar Pilot, Kevin Murray, fell and drowned as he was disembarking from a log carrier using a pilot's ladder.
- In January 2006, Hawaii Pilot, David Lyman, fell into the water and was struck by the pilot boat.
- In October 2006, Boston Harbor Pilot Robert G. Cordes fell off a ladder near the top of his climb onto a bulk carrier and landed on a barge alongside the ship.
- In January 2007, George Robert Frazier, who operated a pilot boat for the Galveston-Texas City Pilots, drowned when his boat capsized following the disembarkation of a pilot from an offshore support ship. The pilot was rescued.
- In February 2007, Chesapeake Pilot, Deibert fell from a ladder into the Atlantic Ocean while climbing aboard a coal carrier.
- In March 2013, Panama City Pilot, Frank Knowles, fell from the pilot ladder.
- In June 2018, Corpus Christi Pilot, Robert Louis Adams, when the accommodation ladder leading to the pilot ladder failed.
- In December 2019, Sandy Hook Pilot, Dennis Sherwood, fell from an accommodation ladder while boarding.

Referencing the Fort Pierce rate increase documentation produced on January, 31, 2012, Case No. 10-2335, Division of Administrative Hearings, Findings of Fact, states: "9. The risks faced by pilots are unique. Pilots are transferred from their pilot boat out at sea onto and off of large moving vessels. Once the pilot boat maneuvers alongside the vessel, the pilot typically boards the ship by stepping from the pilot boat onto a ladder hanging from the ship's side. Unfortunately, pilots are frequently injured and sometimes killed in the course of this dangerous transfer, particularly in bad weather. One expert in the piloting profession testified that over the course of a 30-year career, a pilot has a one-in-20 chance of being killed in a boarding accident."

11. Special characteristics, dangers, and risks of the particular port.

The tidal currents are among the strongest in Florida, running nearly parallel to the channel in the cut, maxing out at 4-6 knots. The entrance is generally rough, particularly during ebb tide. The ocean currents typically run across the channel and there is considerable set when entering or leaving the jetties. There is no bailout availability, due to water depth, once approach is made towards the jetties. The width between buoys is the narrowest in the State, with currents exposing the liberal watch circles. The unforgiving channel edges are rock and sand. The turning basin is very small with the flood tide setting vessels in maneuvering mode rapidly towards submerged obstructions and the Seaway Bridge. The depth of water in the channel varies considerably, due to shoaling, in between infrequent dredging operations. There are many pleasure craft, especially on weekends. The maintenance dredging and official soundings are unreliable and sporadic. Due to the infrequency of large vessel traffic, recreational vessels are commonly found anchored in the channel to fish. The combination of these factors creates a risky situation.

12. Any other factors the committee deems relevant in determining a just and reasonable rate.

Allowable draft and berth availability: Only vessels drawing less than 19 feet of draft are advisable for transit with a maximum of 21 feet at high water slack. The longest berth is 450 feet with the others being much shorter and narrow. Even the 450-foot berth is restricted by the severe shoaling adjacent to the north. This requires the approach to be no more than 10 feet from the berth. Most of the berths are littered by old barges and derelict vessels. Many of the berths are in disrepair. These limitations reduce the amount of income a pilot can earn per vessel as vessel size is severely restricted.

Pilot boat: There is no pilot boat. The PB pilots have either had to hire Towboat US, at a personal cost to the pilot, or try to get a ride from the tug boat if available. This puts the pilot at higher risk due to improperly rigged boats that are not actual pilot boats and untrained crews. It also puts the boat driver in a position to dictate where and when a pilot will embark/disembark. The current rate provided by TowBoat US, as of January 1, 2020, for each handle is \$235.

Palm Beach Pilots: Two of five PBHPA pilots are cross-licensed to pilot vessels at the Port of Fort Pierce in order to uphold the mandate of FS 310.141, *Vessels Subject to Pilotage*. The pilots have been called upon to handle vessels in FP at a significant inconvenience with minimal pay. This may become too much of a burden to the PBHPA, especially in the next 2 years as the PB Pilots are training new deputies and working on a 4-man rotation. When a Palm Beach Pilot covers a watch in Fort Pierce, it can affect the rotation of pilots not cross-licensed as well. This is a matter of contention.

CPI and Cost of Living: The CPI has increased approximately 2.0% per year since 2010. The FP Pilots are asking for a 5.0% increase per annum beginning January 1, 2021.

Exhibit I: Consumer Price Index chart February 13, 2020.

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4. Effective Date of Last Pilotage Rate Change: May 2010
Pilotage Charges Increased at that time:

<u>CHARGE</u>	<u>FROM</u>	<u>TO</u>
Draft	\$12.50/ft; 10ft minimum	\$26.60/ft; 10ft minimum
Tonnage	\$0.015/GT; 2500GT minimum	\$.060/GT; 2000GT minimum
Dock/undock	no docking fee	no docking fee
Shifting	minimum	minimum
Running lines	No service	No Service
Deliver orders	No service	No Service
Deliver personnel	No service	No Service
Detention (per ½ hour)	\$0	not listed
Anchoring outside	No service	No Service

5. FINANCIAL INFORMATION

(a) PILOT

Please attach the appropriate financial statement as Exhibit I or Exhibit II.

Independent Auditors' Report not required

(b) PERSONS OTHER THAN A PILOT

Is the application for a rate decrease which alleges that financial hardship is caused to the applicant as a result of existing rates of pilotage? YES NO

Please attach the appropriate financial information as Exhibit I-I or Exhibit I-II.

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(REQUIRED BY PILOT APPLICANT/OPTIONAL BY NON-PILOT APPLICANT):

Number of Vessels Handled During:

Tonnage of Vessels Handled	Second Preceding Fiscal Year F/Y/E: <u>2017</u>	Last Fiscal Year F/Y/E: <u>2018</u>	Estimated Current Fiscal Year F/Y/E: <u>2019</u>	Projected Next Fiscal Year F/Y/E: <u>2020</u>
Less than 500 GRT	0	0	0	0
500 - 1000 GRT	0	2	0	0
1000 - 2000 GRT	0	6	0	20
2000 - 5000 GRT	0	0	0	0
5000 - 10000 GRT	0	0	0	0
10000 - 20000 GRT	0	0	0	0
Over 20000 GRT	0	0	0	0
Draft of Vessels Handled				
Less than 8 feet	0	0	0	0
8 - 10 feet	0	0	0	0
11 - 15 feet	0	8	0	20
16 - 20 feet	0	0	0	0
21 - 25 feet	0	0	0	0
26 - 30 feet	0	0	0	0
31 - 35 feet	0	0	0	0
Over 35 feet	0	0	0	0
Length of Vessels Handled				
Less than 100 feet	0	0	0	0
100 - 250 feet	0	8	0	20
250 - 500 feet	0	0	0	0
500 - 750 feet	0	0	0	0
Over 750 feet	0	0	0	0
TOTAL HANDLES	0	8	0	0

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7. Comparison of the average net income of pilots in the port, using current rates, including the value of all benefits derived from services as a pilot, to the projected average net income using the requested rates.

	2018 PRIOR YEAR	2019 PRESENT YEAR	*2020 PRESENT YEAR	**2021 PROJECTED YEAR I
Total Number of Pilots	2	2	2	2
Gross Pilotage Fees	\$3,992	0	\$1,278	\$72,000
Operating Expenses	\$1,392	0	\$845	\$0
Net Income	\$2,600	0	\$433	\$72,000
Average Net Income Per Pilot	\$1,300	0	\$217	\$36,000

* As of March 1, 2020

** Assumes rate increase applied on January 1, 2021.

Itemize Other Reasonable Operating Expenses of Pilots (unaudited):

Other general personal business expenses include pilot license and marine liability insurance, portable VHF systems, smart phone service with related apps, rain gear, sun protective clothing, glasses, sunscreen and hats, associated medical expenses directly related to profession, extra study, travel meals, non-slip shoes, automatic floatation devices, required USCG annual physicals and drug tests, newly required USCG certificates, radar certificate renewals, various travel expenses to Board and FSPA meetings, administrative fees, personal accounting fees, State license fees, TWIC fees, accounting, attorney, and LLC fees.

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8. a) Pilotage rates in other ports deemed relevant by the applicant:

<u>PORTS</u>	<u>PILOTAGE RATES</u>						
	GT	Min. GT	Draft/ft.	Min. draft	Min. charge	Shifting	Barges
*Miami	tiered	5,000 GT	tiered	18 feet	\$993.00	same rates	same rates
*Port Everglades	tiered	5,000 GT	tiered	18 feet	\$904.00	same rates	same rates
**Port Canaveral	\$.028	2,500 GT	\$12.50	12 feet	\$220.00	\$100 + GT	GT + draft
Fort Pierce	\$.060	2,000 GT	\$26.60	10 feet	\$386.00	\$386	GT + draft
Fort Pierce (proposed)	\$.060	5,000 GT	\$30.00	20 feet	\$900.00	\$900.00	GT + draft
Palm Beach	\$.034	2,500 GT	\$16.00	13 feet	\$293.00	\$250/\$400	GT + draft
***Palm Beach (proposed)	\$.032	5,000 GT	\$20.00	17 feet	\$500.00	\$400/\$800	GT + 1.5xdraft (barges >5000GT)

* Port Miami and Everglades have a tiered box formula with varying rates.

** Port Canaveral in in the process of a rate change.

*** Port of Palm Beach has applied for a rate increase.

b) (REQUIRED BY PILOT APPLICANT/OPTIONAL BY NON-PILOT APPLICANT)

Time Spent by Applying Pilot
on Actual Piloting Duty
(Actual Hours/Year)

Time Spent by Applying Pilot on Other
Essential Support Services
(Actual Hours/Year)

2018:
12 hours per pilot

2018:
20 hours per pilot

Additional Relevant Information (Required by Pilot Applicant/Optional by Non-Pilot Applicant)

Referencing the Fort Pierce rate increase documentation produced on January, 31, 2012, Case No. 10-2335, Division of Administrative Hearings, Findings of Fact, states:

"14. These examinations are extremely difficult, and candidates will have typically spent several months and hundreds of hours in preparation. Only about 20 percent of those who sit for the exam will pass."

"62. The pool of professional U.S. mariners qualified to move into the pilot career path is relatively small — a little over 2,000 and ports across the U.S. compete against each other to attract the best individuals to piloting. Indeed, ports within Florida compete with each other for the best qualified candidates."

"63. While large Florida ports historically would have had 20-30 applicants for a pilot opening, the number of applicants for even large ports like Miami and Jacksonville has decreased in the last 4-5 years. Most recently there were only 11 mariners testing for two openings at Jacksonville and eight mariners testing for three openings in Miami."

These are alarming statistics, especially for a smaller port like Palm Beach where financial compensation risks and health risks are higher. A pool of highly qualified candidates is essential for the continuation of superior service and safety in this profession of paramount importance.

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c) Prevailing Rate of Compensation of Individuals in Other Maritime Services of Comparable Professional Skills (If deemed relevant by the Applicant)

<u>Classification of Maritime Services</u>	<u>Rates of Compensation (per/year)</u>
Master, Mates and Pilots pay scale for Master	\$325,000
Average compensation for US Pilot	\$580,000

Referencing the Fort Pierce rate increase documentation produced on January, 31, 2012, Case No. 10-2335, Division of Administrative Hearings, Findings of Fact, states: "56. The Board, thus, uses the range of masters' salaries as a range of "floors" on pilots' income to be applied depending on the amount of vessel traffic at a port, the characteristics of a port, and the need for pilotage services at a port.

Referencing Captain Quick's testimony at the Port Everglades rate hearing of October 24, **2018**, an unlimited master in the MMP union makes approximately \$325,000 per year. There are approximately 1,100 state-licensed harbor pilots in the United States. The average compensation for a state-licensed pilot nationally is about \$580,000.00 per year.

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9. Comparison of Present and Requested Pilotage Charges (REQUIRED BY PILOT APPLICANTS/OPTIONAL BY NON-PILOT APPLICANTS)

Pilotage Charge Item	Present Charge as of: <u>2018</u>	Actual Revenue for 12 Months Preceding Application (Jan 1, 2018 – Dec 31, 2018)	Requested Charge	Revenue Based on Requested Charge, as Applied to Actual Activity of Preceding 12 Months	Increased Revenue, Based on Requested Charge Applied to Preceding 12 Months	Percentage of Increased Revenue on Preceding 12 Months Activity
<u>DRAFT CHARGES:</u> Per Foot Minimum to _feet	\$26.60/ft 10 ft min.	\$3992.40	\$30.00/ft 20 ft. min	\$7,200	\$3,206.8	180.3%
<u>TONNAGE CHARGES:</u> Per Gross Registered Ton Minimum GRT Maximum GRT	\$.060/GT 2000 GT min.	\$960.00	\$.060/GT 5000 GT min.	\$2,400	\$1,440	250%
<u>DOCKING/ UNDOCKING:</u> All Vessels . . .	\$0	\$0	\$250	\$1,000 Pilots did dock/undock vessels in 2018 at no extra charge.	*\$1,000 *Yacht captains dock/undock their own vessels; therefore \$0 additional revenue is expected.	No charge prior
<u>SHIFTING:</u> All Vessels . . . Vessels without steering/motive power Minimum In Zones:	GT + draft GT + draft	\$0 \$0	GT + draft GT + draft	\$0 \$0	\$0 \$0	0% 0%
<u>OTHER CHARGES:</u>	Cancel pilot/detention \$ not specified Papers/lines not available Personnel transfer not available Anchoring not available	\$0 \$0 \$0 \$0	\$500.00/\$250.00 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$1,500 \$0 \$0 \$0	No charge prior 0% 0% 0%

NOTE: 2018 instead of 2019 was used for comparison on this page because there were zero pilot jobs in 2019.

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10. Detailed explanation of special characteristics, dangers and risks of the port for which the rate change is being requested:

Lengths of Various "Pilotage Waters" Channels: (Include "Average Length" of Pilotage Trip and estimated time to complete pilotage "dock to dock".)

Fort Pierce Inlet has a 2.4 nautical mile entrance range channel and a 1.2-mile inner range channel to the turning basin. Pilotage times vary on strength of current. The average "dock to dock" transit is 1.5 hours.

Widths of Various "Pilotage Waters" Channels:

The distance between buoys varies from 200 to 400 feet. The Port has a small turning basin, 1400 feet wide but limited by shoaling and underwater obstructions.

Depths of Various "Pilotage Waters" Channels:

There is a MLLW controlling depth of 19 feet with many obstructions lining the channels.

List of Unusual Hazards to Navigation:

There are a number of wrecks, fish havens, and shoals in the approaches to the harbor.

The Port of Fort Pierce poses risks to the navigator. Shallow waters, often rocky, line the entrance and inner channel barriers. Extra care required due to large watch circles on some of the buoys.

A northerly set can be expected at the jetties on the flood tide, creating a significant sideways set and drift. Accounting for the set is required to not run aground on the rocky bottomed north side.

The tidal currents in the inner channel are among the strongest in Florida, running 3-6 knots. Care must be taken to avoid being set out of the channel while also adhering to speed rules within the harbor. Because almost the entire channel is a strictly regulated speed zone due to the close proximity of the Coast Guard station, several marinas, and private docks, larger vessels must do their best to maintain steerage while keeping revolutions minimal.

Several fishing boats operate in and out of the harbor. Recreational craft are often found anchored in the channel. Because of the historical lack of regular large yacht or ship traffic, locals have become more complacent to this hazard.

Depths in the channel may vary greatly between dredging operations. Up to date soundings are not provided on a regular basis due to the port's low priority.

The Port has no designated tugs to assist vessels when required.

The main berth on the north side which can facilitate larger vessels is confined by shallow water adjacent to the berth. Vessels must take special care while docking and undocking to avoid grounding.

Some of the seawalls require adequate fenders.

List "Weather-related" Hazards to Navigation:

Although the weather is generally pleasant at the Port of Fort Pierce, there are weather-related hazards to navigation:

1. The entrance channel is susceptible to large ground swells which make passage more challenging and hazardous as vessels roll and yaw while trying to maintain a precise course.
2. Rip currents across the entrance bar can be unpredictable.
3. The channel can quickly shoal during adverse weather.
4. Afternoon thunderstorms and squalls are common during summer months.
5. Fog delays vessels about 5-10 times per year.

List any limitations imposed by Association as to drafts, lengths, tonnages, beams, types, etc..., of vessels handled within port's pilotage waters and provide reasons for same:

The draft limitation varies but is now at 21 feet at high water slack. The general maximum LOA is 500 feet and a maximum beam of 60 feet. However, consideration of larger vessels, such as twin-screw passenger vessels, occurs depending on maneuvering characteristics and draft. There is no tonnage limitation posted. Vessels are not denied entry due to their type. Daylight entry may be required, particularly for vessels entering for the first time.

Other Relevant Information:

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11. Detailed statement explaining how the requested rate change will result in fair, just and reasonable rates, taking into consideration the public interest in promoting and maintaining efficient, reliable, and safe piloting services and further taking into consideration the factors set forth in Section 310.151(5)(b), Florida Statutes.

The Port of Fort Pierce pilotage is a special case in Florida serviced by cross licensed pilots who do not live in the area. Until vessel traffic becomes such to warrant a full time dedicated local pilot, compensation must be such to attract pilots from other ports to service the harbor.

Chapter 310.051(5), Florida Statutes provides 13 factors the Board shall consider in determining fair, just and reasonable rates of pilotage. Section (5)(b) 6., regarding comparable compensation is stated below:

The prevailing compensation available to individuals in other marine services of comparable professional skill and standing as that sought in pilots, it being recognized that in order to attract to the profession of piloting, and to hold the best and most qualified individuals as pilots, the overall compensation accorded pilots should be equal to or greater than that available to such individuals in comparable maritime employment.

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PART C AFFIDAVIT OF APPLICANT (This section must be sworn to in the presence of a Notary Public or an officer authorized to administer oaths)

I hereby certify that I have read the foregoing statements including all attachments and exhibits, and that they are true and correct to the best of my knowledge and belief.

Signature of Applicant

COUNTY OF:

STATE OF:

SUBSCRIBED AND SWORN TO BEFORE ME THIS ____ DAY OF _____, 2020_

SEAL

SIGNATURE OF PERSON ADMINISTERING OATH

MY COMMISSION EXPIRES

**APPLICATION FOR CHANGE OF RATES OF PILOTAGE
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PART C AFFIDAVIT OF APPLICANT (This section must be sworn to in the presence of a Notary Public or an officer authorized to administer oaths)

I hereby certify that I have read the foregoing statements including all attachments and exhibits, and that they are true and correct to the best of my knowledge and belief.

Signature of Applicant



COUNTY OF: *St. Johns Beach*

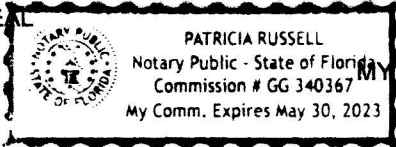
STATE OF: *Florida*

SUBSCRIBED AND SWORN TO BEFORE ME THIS 30 DAY OF March, ~~2020~~ ²⁰²¹



SIGNATURE OF PERSON ADMINISTERING OATH

SEAL



MY COMMISSION EXPIRES