

# United New York and New Jersey Sandy Hook Pilots' Benevolent Associations

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**A COMPLETE PILOTAGE SERVICE FOR THE PORT OF  
NEW YORK AND NEW JERSEY**

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*\*\*\*\*Please order pilots directly through this Office by telephone  
- Service available 24 Hours\*\*\*\**



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# PILOTAGE FEES

## PORT OF NEW YORK & NEW JERSEY

### SANDY HOOK PILOTS

For vessels inbound or outbound, charges shall be based on “**Pilotage Units**” Pilotage Units as used in this subdivision shall be determined by multiplying the overall length of the vessel by the extreme breadth by the depth to the uppermost continuous deck and dividing the total by ten thousand, as expressed by the following formula:

$$\frac{\text{Overall Length} \times \text{Extreme Breadth} \times \text{Depth to the Uppermost Continuous Deck}}{10,000} = \text{Pilotage Units}$$

The following rate table shall be used to calculate pilotage tariffs:

$$\text{PILOTAGE FEE} = \text{BASE TARIFF (COLUMN 2)} + \text{PENSION TARIFF (COLUMN 3)}$$

<b>PILOTAGE UNITS</b>	<b>BASE TARIFF (COLUMN 2)</b>	<b>PENSION TARIFF (1/1/24) (COLUMN 3)</b>
0 TO 24.99	\$900.00	\$289.71
25 TO 49.99	\$1,060.00	\$345.49
50 TO 99.99	\$1,309.00	\$424.17
100 TO 499.99	$\$(13.19 \times \# \text{P.U.})$	$\$(4.30 \times \# \text{P.U.})$
500 TO 1649.99	$\$(\# \text{P.U.} - 500) \times 1.77 + 6,595$	$\$(\# \text{P.U.} - 500) \times .47 + 2,150$
1650 AND UP	$\$(\# \text{P.U.} - 1650) \times 5.00 + 8726$	$\$(\# \text{P.U.} - 1650) \times .47 + 2,691$

- Effective 0001 **January 1, 2026**, after which time quarterly adjustments may be made to Pension Tariff to reflect pension funding requirements. (*Figures in italics, Column 3*)
- Effective 0001 **January 1, 2025**, a Capital Expense Fund Surcharge of **\$195.00** will be added to the Pilotage Fee.
- Every foreign vessel and every American vessel under register entering or departing from the Port of New York by the way of Sandy Hook or by the way of Sands Point or Execution Rocks making more than ten port calls per month, shall receive a discount of fifty percent of the charges set forth in columns 2 and 3 for each port call in excess of ten. This discount is to be calculated for each calendar month.

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- Definitions:
  - “Overall Length” is the distance between the forward and after extremities of the vessel.
  - “Extreme Breadth” is the maximum breadth to the outside of the shell plating of the vessel.
  - “Depth” is the vertical distance at amidships from the top of the keel plate to the uppermost continuous deck, fore and aft, and which extends to the sides of the vessel. The continuity of a deck shall not be considered to be affected by the existence of tonnage openings, engine spaces or a step in the deck.
- All measurements shall be in feet and inches (U.S.).
- The Board of Commissioners of Pilots shall be the sole arbiter with respect to a question concerning these definitions. The decision by the Board shall be final.
- The measurements of overall length, extreme breadth, and depth, as previously defined, shall be made available to the pilot by the master or his agent for the purpose of computation of pilotage fees. Failure to provide the measurements so required shall subject the vessel to maximum pilotage charge.

# TRANSPORT FEES

## PORT OF NEW YORK & NEW JERSEY

### SANDY HOOK PILOTS

CHARGES IN DOLLARS FOR SERVICES BETWEEN ANY TWO POINTS ON THIS CHART ARE NOTED IN THE INDIVIDUAL BOXES.										
Upper Bay and Gravesend Bay	Hudson River South of George Washington Bridge	Hudson River at Yonkers	East River West of Hell Gate	East River East of Hunts Point	Newark Bay and Tributaries	Kill Van Kull and Arthur Kill North of Tufts Point	Jamaica Bay	Leonardo via Chapel Hill Channel	Leonardo via Ambrose and Sandy Hook Channels	Perth Amboy
<b>Upper Bay and Gravesend Bay</b>	<b>861</b>	<b>984</b>	<b>1107</b>	<b>984</b>	<b>1107</b>	<b>984</b>	<b>984</b>	<b>984</b>	<b>23 M</b>	<b>32 M</b>
<i>Hudson River South of George Washington Bridge</i>	<i>984</i>	<i>861</i>	<i>984</i>	<i>984</i>	<i>1107</i>	<i>1107</i>	<i>1107</i>	<i>1107</i>	<i>34 M</i>	<i>43 M</i>
<b>Hudson River at Yonkers</b>	<b>1107</b>	<b>984</b>	<b>861</b>	<b>1107</b>	<b>1231</b>	<b>1231</b>	<b>1231</b>	<b>1231</b>	<b>41 M</b>	<b>51 M</b>
<i>East River West of Hell Gate</i>	<i>984</i>	<i>984</i>	<i>1107</i>	<i>861</i>	<i>984</i>	<i>1107</i>	<i>1107</i>	<i>1107</i>	<i>31 M</i>	<i>40 M</i>
<b>East River East of Hunts Point</b>	<b>1107</b>	<b>1107</b>	<b>1231</b>	<b>984</b>	<b>861</b>	<b>1107</b>	<b>1231</b>	<b>1231</b>	<b>35 M</b>	<b>44 M</b>
<i>Newark Bay and Tributaries</i>	<i>984</i>	<i>1107</i>	<i>1231</i>	<i>1107</i>	<i>1231</i>	<i>861</i>	<i>984</i>	<i>1231</i>	<i>31 M</i>	<i>40 M</i>
<i>Kill Van Kull and Arthur Kill North of Tufts Point</i>	<i>984</i>	<i>1107</i>	<i>1231</i>	<i>1107</i>	<i>1231</i>	<i>984</i>	<i>861</i>	<i>1107</i>	<i>44 M</i>	<i>53 M</i>
<i>Jamaica Bay</i>	<i>984</i>	<i>1107</i>	<i>1231</i>	<i>984</i>	<i>1231</i>	<i>1231</i>	<i>1107</i>	<i>861</i>	<i>55 M</i>	<i>59 M</i>
<b>Leonardo via Chapel Hill Channel</b>	<b>984</b>	<b>1107</b>	<b>1231</b>	<b>1107</b>	<b>1231</b>	<b>1231</b>	<b>1107</b>	<b>1107</b>	<i>Approximate Mileage Between Points. *See Note</i>	
									<b>34 M</b>	<b>45 M</b>
									<b>49 M</b>	<b>53 M</b>
									<b>57 M</b>	<b>60 M</b>
									<b>46 M</b>	<b>50 M</b>
									<b>50 M</b>	<b>54 M</b>
									<b>59 M</b>	<b>63 M</b>

Notes:

- **For transporting vessels between points**, indicated above on the right, the fee shall be **\$3.56** per pilotage unit, with a minimum charge of **\$861**, and a maximum charge of **\$1,780**.
- For **recreational vessels** these fees apply for the first four hours and after that a charge of **\$500** per hour or part thereof will be applied until the twelfth hour when the pilot will be relieved.
- All charges on the above schedule shall be adjusted to comply with future percentage changes to base pilotage tariffs, beginning January 1, 2018, and beyond.

# CHARGES FOR OTHER SERVICES

## PORT OF NEW YORK & NEW JERSEY SANDY HOOK PILOTS

SERVICE	Fee	CODE
Un-established Transporting Fee	<b>\$861.00</b>	<b>M5</b>
Vessel Returning From Sea Due to Stress of Weather	Full Pilotage	<b>M6</b>
Detention - Delay for Convenience of Vessel, Awaiting Berth or Tide	<b>\$250.00 Per 1/2 Hour or Part of 1/2 Hour</b>	<b>W</b>
Dismissal of Pilot without Rendering Service	<b>\$1,500.00 or Base Pilotage Tariff, whichever is less</b>	<b>S</b>
Standing By on Vessel for Convenience of Vessel	<b>\$250.00 Per 1/2 Hour with Minimum of \$1000.00</b>	<b>M</b>
Additional Pilot at Request of Vessel	<b>One-half of Base Pilotage Tariff</b>	<b>-</b>
Incorrect Sailing or Arrival Draft, resulting in change of Pilot	<b>\$1500.00</b>	<b>I</b>
<b>Docking Fees:</b>		
* Without Assistance of Tugs or Bow Thruster	<b>33 Percent of Base Pilotage Tariff</b>	<b>D3</b>
* Without Assistance of Tugs, with Bow Thruster	<b>26 Percent of Base Pilotage Tariff</b>	<b>D2</b>
* With Assistance of Tug	<b>20 Percent of Base Pilotage Tariff</b>	<b>D1</b>
Swinging Vessel for Compass or Calibration of Instruments	<b>\$150.00 In Addition to Regular Pilotage</b>	<b>C</b>
Anchoring in Vicinity of Pilot Station at Request of Vessel	<b>\$700.00</b>	<b>A</b>
Vessel On Station Requesting Pilot Less Than <b>24 Hours Notice</b>	<b>20 Percent of Base Pilotage Tariff, Minimum Charge of \$1500.00</b>	<b>M2</b>
Cancellation Less Than <b>Six Hours</b> Before Scheduled Arrival Time	<b>20 Percent of Base Pilotage Tariff, Minimum Charge of \$1500.00</b>	<b>M1</b>
Vessel Arriving More Than <b>Two Hours</b> Late without <b>Six Hours Notice</b> from Scheduled Arrival Time	<b>\$250.00 Per 1/2 Hour, not to exceed 20 Percent of Base Pilotage Tariff, Minimum Charge of \$1000.00</b>	<b>M4</b>
<b>Change of Arrival Time without Six Hours' Notice</b> from Previously Scheduled Arrival Time	<b>\$1000</b>	<b>M7</b>
Sailing Order Received Less Than <b>Four Hours</b> Prior To Sailing Time	<b>\$500.00</b>	<b>M3</b>
Pilot On Board Recreational Vessel over <b>Four Hours</b>	<b>\$500/hour or part thereof</b>	<b>Y4</b>