

**NOTICE OF MEETING**

**May 14, 2020**

**MATAGORDA BAY PILOT BOARD**

A meeting of the Matagorda Bay Pilot Board will be held on Thursday, May 14, 2020, at 1:00 p.m., by **Telephone and/or Video Conferencing via Webex ONLY.**

**This meeting shall be held by telephone and/or video conferencing via Webex due to the state of emergency declared by state and local officials, and because of mandatory or recommended restrictions on public gatherings, the convening at one location of a quorum of the Calhoun Port Authority Board is difficult or impossible.**

**Note: Any person wishing to participate, may call in, free of charge, to (1-844-992-4726) Access Code: (960 367 830) or log onto Webex at www.Webex.com and click on Join a Meeting, Enter Meeting Number 960 367 830 , Next Enter Password kfMj6swK8Y7. It will ask you to download the Webex software, click download and run, once installed it will ask you to reenter the password then click join the meeting and you will be connected to the Port Authority Meeting. IF YOU HAVE QUESTIONS PLEASE CALL 361-987-2813. A copy of the Agenda and Meeting Packet will be available at www.calhounport.com. The meeting will be recorded and the file from the meeting will be available by contacting the Port Office at 361-987-2813.**

Agenda:

1. Call Pilot Board Meeting to Order.....No Action Required
2. Public Comment.....No Action Required
3. Review and Consideration of Approval of the Minutes of the Wednesday, October 9, 2019 Matagorda Bay Pilots Board Meeting.....Action Required.
4. Review and Consideration of a complaint made by Bryant Marine regarding a charge imposed by the Matagorda Bay Pilots and take any Action Deemed Necessary.....Action Required.
5. Adjourn

FILED  
ANNA GOODMAN, COUNTY CLERK  
CALHOUN COUNTY, TEXAS

10:28 am  
MAY 11 2020

BY: Catherine Blevins  
DEPUTY



Charles R. Hausmann,  
Port Director



(361) 987-2813 • Fax (361) 987-2189 • 2313 FM 1593 South • P.O. Box 397 • Point Comfort, Texas 77978  
www.calhounport.com

**PORT OF PORT LAVACA - POINT COMFORT**

*Providing Calhoun County Industries with Direct Deep-Draft Access to Global Markets*

**MEMORANDUM**

**TO: Calhoun Port Authority Board Members**

**FROM: Charles R. Hausmann, Port Director**

**DATE: May 14, 2020**

**SUBJECT: Agenda Item No. 2, Public Comment.**

Members of the Board, this agenda item is to provide the Public with a way to address the Pilot Board with any issues or questions they may have concerning the Calhoun Port Authority.

Please feel free to contact me, if you have any questions regarding the public comment agenda item.

Cc: David Roberts, Port General Counsel  
Forrest E. Hawes, Deputy Port Director  
David M. Knuckey, Director of Engineering Services

**MATAGORDA BAY PILOT BOARD  
MEETING  
October 9, 2019**

A meeting of the Matagorda Bay Pilot Board was held on Wednesday, October 9, 2019 at 9:00 a.m. in the Calhoun Port Authority Board Room, Calhoun Port Authority Office, Point Comfort, Texas.

Board Members attending were:

Commissioner # 1 – Tony Holladay  
Commissioner # 2 – Jay Cuellar  
Commissioner # 3 – J. C. Melcher, Jr.  
Commissioner # 4 – Luis De La Garza  
Commissioner # 5 – Johnny Perez  
Commissioner # 6 – H. C. Wehmeyer, Jr.

Staff Members present were:

Charles R. Hausmann – Port Director  
Forrest Hawes – Deputy Port Director  
David Knuckey – Director of Engineering Services  
Sandy Witte – Roberts, Odefey, Witte & Wall  
Miranda Malek – Finance Assistant

Others Present were:

Rhonda Cummins – Apostleship of the Sea  
Mickey Sappington – G&W Engineers, Inc.  
Steve Gibson – Matagorda Bay Pilots  
David Adrian – Matagorda Bay Pilots  
Tom Morgan - Simplot  
Rob Muil - TGLO  
Jack Wu – Formosa Plastics Corporation, Texas  
Pat Cullen – Formosa Plastics Corporation, Texas  
Steve Svetlik – NST  
Dwayne McClean – Great River Industries  
Kali Venable – Victoria Advocate

**Agenda Item No. 1: Call to order.**

Board Chair J. C. Melcher, Jr. called the Matagorda Bay Pilot Board Meeting to order at approximately 9:00 a.m. He announced that the agenda of the meeting was posted in accordance with the provisions of the Texas Open Meetings Act.

**Agenda Item No. 2: Review and Consideration of Approval of the Minutes of the Pilot**

**Board meeting workshop dated Wednesday, October 2, 2019.**

Pursuant to further review and discussion, a motion was made by Board Secretary Tony Holladay to approve the minutes from the October 2, 2019 Matagorda Bay Pilots Meeting workshop. The motion was seconded by Board Member Luis De La Garza and the motion carried unanimously.

**Agenda Item No. 3: Review and Consideration of Approval of the Rate Increase Requested by the Matagorda Bay Pilots Association.**

Pursuant to further review and discussion, a motion was made by Board Secretary Tony Holladay to approve the proposed rate increase requested by the Matagorda Bay Pilots Association. The motion was seconded by Board Member Luis De La Garza and the motion carried unanimously.

**Agenda Item No. 4: Adjourn.**

There being no further business to be brought before the Board, a motion was duly made that the meeting be declared adjourned at 9:03 a.m. on Wednesday, October 9, 2019.

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J. C. Melcher, Jr., Board Chair

ATTEST:

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Tony Holladay, Board Secretary



**08 February, 2020:**

Bryant Marine Failed to notify MBP of Cancellation for the *Indigo Ray*:

*Indigo Ray* was scheduled for pilot at 1200 (confirmed the previous day 2/7 1330 by Brandon at Bryant Marine hrs on attached log). Captain Gibson was inbound on another vessel that morning and dispatched another pilot to bring in the vessel *Indigo Ray*. Second Pilot was enroute to Port O'Connor Texas while Captain Gibson attempted to contact the *Indigo Ray* several times by Marine VHF on channel 10 and channel 16 to notify vessel of pilot boarding arrangement. The vessel could not be raised on the VHF radio and could not be found on shipboard electronics.

Captain Gibson called Brandon at Bryant Marine to tell him he couldn't raise the vessel. It was at that time Brandon told him the vessel would not be arriving that day due to some issues and he forgot to notify the pilots. Captain Gibson informed him that a cancellation charge for four hours would be issued the dispatched pilot was almost to the Pilot Station in Port O'Connor Texas.

A memo by Captain Gibson summarizing the events which transpired are included with your packet.

**09 February, 2020:**

8:14 PM. David Bryant called Captain Gibson. According to Captain Gibson, Mr. Bryant had great hostility toward him regarding the four hour cancelation charge incurred by his Agency for failing to notify MBP. Mr. Bryant was heated and said he REFUSED to pay the invoice and continued to be aggressive to Captain Gibson. Captain Gibson ended up terminating the phone call.

8:28 PM. Captain Gibson notified fellow pilots of David Bryants intentions not to pay the invoice and how disrespectful he was. At this time Captain Adrian called Captain Gibson to discuss the issue. Captain Adrian was out of the state at the time but felled compelled to Call Captain Gibson and check in. "Upon the call I could tell Captain Gibson was unsettled and just had a heated conversation with David Bryant about the cancellation charge." While Captain Gibson was explaining what had happened when the answering service called in at 8:32 pm again with Mr. Bryant on the line. With two pilots on the line Mr. Bryant immediately starting in about the cancellation charge with a disrespectful tone. Mr. Bryant was disrespectful and instigating an argument. Captain Adrian asked both parties to terminate the conversation and reconvene at a later date. Before the conversation was ended, Captain Adrian did advise Mr. Bryant to pay the invoice before sailing or they would make a request to the port to hold the vessel at the dock until MBP was paid in full.

**10 February, 2020**

Captain Gibson Notified Port Director of Issues with Mr. Bryant of Bryant Marine.

**11 March, 2020:**

Bryant Marine Failed to notify their vessel of shift after ordering pilot. Pilot Boarded and had to wait on ship to prepare the engine and awake the crew. Email below in blue:

Good morning Dave,  
We had another incident yesterday morning with a Bryant agent not advising ship of Pilot Boarding and shifting time.  
Cody, from Bryant Marine called me at 7:29 and at 9:47 yesterday morning 11 March 2020,

## MBP Issues with Bryant Marine

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(according to our answering service call log records ), and both times was advised that we had tentatively set 0900 shifting (initially), then pushed back to 1000, (awaiting sufficient visibility to sail the ship occupying their next berth).

However, when I boarded the ship, (ultimately for the 1030 shift), the mate informed me that the crew had not been advised that the pilot was boarding, or of the shifting, and therefore we're not ready with engine or stations.

As we had another vessel waiting in queue to sail, I advised them that I would have to release the tugs to tend the other vessel and after that, they would return for the sailing, thereby incurring a cancellation/standby charge for the pilot, until the tugs returned.

The crew diligently worked as fast as possible to get the ship ready to sail despite the fact that they were not advised of shifting time.

This is yet another case of Bryant agents failing to do the work they are paid for.

I remained on board and did not charge them the detention fee or the standby rate at the request of the captain, even though I was on the board for more than 30 minutes prior to shifting.

Capt. Steven C. Gibson's iPhone

### **13 March 2020:**

Bryant Marine failed to leave payment aboard the *Crimson Ray*. Because vessels had been waiting on fog and there was a very short window to transit vessel before fog rolled in again, Captain Adrian offered to Agents (Cody and Brandon) with Bryant Marine to allow them to wire money. Typically, for Agents are required to have all invoices to the pilots paid in full before the ship sails. In an effort to keep the vessel from being delayed again (as the forecast was calling for more fog that evening and to linger for several days) and subsequently delaying the use of the berth for another vessel, Captain Adrian extended an olive branch and allowed them to wire the money after The *Crimson Ray* sailed.

### **24 March 2020:**

Bryant Marine failed to notify MBP of an arranged split in pilotage fees and a shift for the *Ebony Ray*. Email below explaining the issue is in Blue:

To whom it may concern.

On March 23, 2020 an agent from Transmarine Shipping Agency ordered a pilot to bring in the M/V *Ebony Ray* to the general cargo dock in point comfort for discharging a load of fertilizer on March 24th. I boarded the *Ebony Ray* on March 24 at 12:52 and started in. During the transit, the Master of the vessel disclosed to me that they would be discharging fertilizer then shifting the vessel to load Caustic soda under orders from Bryant Marine shipping agency. I called the port operation control tower to verify this plan. The tower operator confirmed that plan is correct and that it was made known to him just earlier this same day; March 24. I then called a Bryant Marine agent to notify him that the pilots had not known about this nor had anything been discussed about the timing, planning, billing, etc.

The pilots will do everything we can to accommodate this plan; fitting it into the port's barge and shipping schedules. One invoice was made for Bryant and Transmarine to handle the payments accordingly. (attached)

Kindly,

Capt. Michael L. Harris  
Deputy Pilot  
Matagorda Bay Pilots



**26 March 2020:**

Bryant Marine Failed to notify Tugs, Control Towers and Line Handlers to shift the Ebony Ray. The pilot had to wait for the tugs and linehandlers to arrive. Email below in blue:

To whom it may concern.

On 3.26.20, pilot was ordered by Bryant marine agents for a 0930 shift on motor tanker Ebony Ray from general cargo Dock West to general cargo Dock east.

I boarded the ship at 0925 for the shift and after gangway was up and engines tested and ready to get underway, Tug's and Linehandlers were still not on site.

The captain then contacted the agent who had apparently forgotten to notify Tug and Linehandlers of shift time. Linehandlers were on site fairly soon, but Tug took some time to warm up and arrive. Last line off dock was 1008, so one hour standby was charged to the ship by the pilot. Thank you

Capt. Steven C. Gibson's iPhone

2020 Pilot Cancellation Rate Comparison:

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Below are the cancellation charges from Brownsville, Texas to Lake Charles Louisiana:  
The information below was taken for each ports tariff on their website.

**Brownsville:**

5. Detention Charges:

5.1	<i>Arrivals:</i>			
	2016	2017	2018	2019
5.1.1	Detention charges of \$244.57 per pilot per hour will be assessed if stated arrival time is changed less than two hours before stated time.	253.13	261.99	271.16
5.1.2	Detention charges of \$244.57 per pilot per hour or part thereof will be assessed starting one hour after stated arrival time, except during extreme weather conditions.	253.13	261.99	271.16
5.1.3	If a pilot arrives at the pilot boat and the arrival is canceled a 3 hour charge of \$244.57 per hour will be assessed plus any stand by time	253.13	261.99	271.16
5.1.4	If a pilot boards a vessel and the order to transit is cancelled a 4 hour charge of \$244.57 per hour will be assessed plus any stand by time	253.13	261.99	271.16

Issued: November 11, 2015

Effective: January 1, 2016

(C) Change in wording and (I) Increase - Amendment No. 56

5.2	<i>Sailing or Shifting:</i>			
	2016	2017	2018	2019
5.2.1	A cancellation charge of \$244.57 per pilot if notice is not given one hour prior to stated sailing time.	253.13	261.99	271.16
5.2.2	If a pilot has arrived dockside and there is a delay in sailing due to vessel's business there will be a charge of \$244.57 per hour, per pilot or part thereof, commencing one half (½) hour after stated departure time.	253.13	261.99	271.16
5.2.3	If a pilot has arrived dockside and the sailing is cancelled a 2 hour charge of \$244.57 per hour will be assessed plus anytime standing by. (Stand by time \$244.57 per hour)	253.13	261.99	271.16
5.2.4	If a pilot arrives dockside for a drilling rig sailing and the sailing is cancelled a 3 hour charge of \$224.95 per hour per pilot will be assessed plus anytime standing by.	253.13	261.99	271.16
5.2.5	For vessels docking detention charges will be charged starting 30 minutes after "1 <sup>st</sup> line", until pilot is disembarked. Minimum charge of one hour			
5.2.6	Detention charges shall be in addition to all normal charges.			



2020 Pilot Cancellation Rate Comparison:

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**Corpus Christi:**

**DETENTION:**

Sailing and Shifting \$360.63 per hour after 30 minutes free time. If vessel does not sail within free time detention starts from the time pilot is ordered. For docking vessels detention will be charged starting 30 minutes after first line until pilot is disembarked.

Arrivals, \$360.63 per hour after first hour. If arrival is more than one hour late, detention starts from the time pilot is ordered. Detention will not be charged if pilot is unable to move vessel due to adverse weather conditions.

**PORT SAFETY RADIO:**

\$105.06 per movement.

**CANCELLATION FEE:**

Sailing and shifting: \$540.93. Pilot office must be notified at least one hour prior to order time.

Arrivals \$901.57 or 1/2 pilotage whichever is greater. Pilot office must be notified 2 1/2 hours ahead of time.

**BERTH NOT AVAILABLE:**

Whenever a vessel is underway and must slow down because berth is not available a charge of \$360.63 per hour or fraction there shall be made.

**Freeport:**

**PILOTAGE RATES OF PORT FREEPORT  
EFFECTIVE DATE - JANUARY 01, 2009 (PROPOSED)**

SHIFTING VESSELS WITHOUT POWER .....	Draft, Units and 2 Pilots Maximum Charge	3471.33
DETENTION .....	Sailing or shift per hour, or fraction thereof after the first half hour, excluding weather. Detention starts at the time pilot ordered	249.84
.....	Arrival per hour, or fraction thereof after first hour, excluding weather. Detention starts at the time pilot ordered.	249.84
CANCELLATION .....	Sailing or shift; without one (1) hour notice through pilot office	347.00
.....	Arrival; without two (2) hours notice through pilot office.	347.00

**Galveston:**

**PILOTAGE RATES  
PORTS OF GALVESTON COUNTY  
EFFECTIVE for the period September 1, 2016 at 12:00 a.m. through September 1, 2017**

**CANCELLATION**

Sailings, shifts, or other movements originating on inside waters.....	\$500.00
Arrivals.....	\$750.00

**NOTICE**

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

Sailings, shifts, or other movements originating on inside waters.....	1.5hrs.
Arrivals.....	2 hrs.

**DETENTION OR HOLDING**

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

Detention shall be charged to vessels over 80,000 DWT only if the pilot is unable to disembark within 45 minutes of first line.

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

Detention/Holding.....	\$450.00/hr
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**Houston:**

**VI DETENTION**

When a pilot is ordered but the vessel is not ready to be moved when ordered, the following charge will apply unless the delay is caused by weather.

The shifting zones are:

**ON DOCK** After 30 minutes \$450.00

**ON BAR** After one hour \$450.00

There is no detention or cancellation charge if the vessel is on an automatic order and the delay is attributable to a vessel occupying the intended berth.

**VII CHARGE FOR FAILURE TO TIMELY DISCHARGE PILOT AND HOLDING CHARGES**

The standard rate for holding a pilot other than failure to timely discharge a pilot is \$450.00 per hour

Transit time will be billed to all vessels requesting or requiring a pilot to slow down or hold a vessel for any reason other than weather such as the availability of dock or mechanical difficulties. Holding in transit will not be charged when delays are attributable to weather including foggy conditions, or waiting on tug boats.

Holding a pilot on the vessel during arrivals at the dock, any time over 35 minutes after first line will be billed at \$200 for the first ten minutes, and then \$200 per five minutes with a maximum of \$1,200 until pilot away.

When tows require over seven hours of transit time (boarding to first line; last line to pilot off), the holding rate applies in addition to normal pilotage fees.

When vessels movements require over seven hours of transit time (boarding to first line; last line to pilot off), the holding rate applies in addition to normal pilotage fees.

**VIII CANCELLATIONS**

For those vessels electing automatic ordering at the beginning of a calendar quarter a charge of \$250 per movement will apply. Vessels may opt in or out at the end of each quarter. Automatic ordering procedures are in a test phase, so the requirements for, and procedures of, automatic ordering may be changed to improve the efficiency and the utilization of pilot time.

Nonparticipating vessels are under no obligation to participate but will be subject to cancellation charges when a pilot is ordered and then the order is cancelled.

	<b>2 HRS</b>	<b>1 HR</b>
<b>AT DOCK</b>	<b>\$500</b>	<b>\$1,000</b>
<hr/>		
	<b>4 HRS</b>	<b>2 HR</b>
<b>ON BAR</b>	<b>\$750</b>	<b>\$1,500</b>



**Sabine:**

**CANCELLATION**

Cancellation of request for pilot services may be made up to two (2) hours before the requested sailing time, or up to four (4) hours before the requested boarding (arrival) time without charge. Otherwise, a cancellation charge of \$321.25 shall be made.

**Lake Charles:**

**Detention and Cancellation Fees**

In the event a pilot is detained on the outer bar waiting for a vessel for more than one hour from the time of the ordered ETA, a detention fee of \$481.85 per hour will be charged for each hour (a fraction of an hour will be charged as a full hour) including the first hour, until the vessel arrives. If the vessel does not show up the pilot will remain on detention until, either the vessel arrives or the boarding is canceled. If canceled, detention will be paid from the pilot call out, (four hours before the ordered ETA), until cancellation is received by the pilot office.

In the event a pilot is detained for more than 1 hour in port, for any cause, except weather, a detention charge of \$481.85 per hour will be charged for each hour detention (a fraction of an hour will be charged as a full hour) including the first hour. If canceled, detention will be paid from the pilot call out, (Two hours before the ordered sailing time.) until cancellation is received by the pilot office.

If a pilot must standby or anchor to await berth, or if a pilot is ordered to standby on a vessel anchored or aground, the hourly rate of \$481.85 will apply.

Board of Pilot Commissioners  
Port of Port Lavaca, Point Comfort  
P.O. Box 837  
Point Comfort, TX 77978

Re: Bryant Marine Agency

May 12, 2020

Gentlemen,

This letter is in response to the concerns brought forth by Mr. David Bryant with regards to the cancellation charges he incurred on the MV Indigo Ray on February 8th of 2020.

In these days of lightning fast computers and cell phones, pilot detention and cancellations are rarely occurring issues. Modern navigation electronics practically insure that vessels arrive and depart in a timely manner. When these issues do occur, it is almost always a result of human error.

Ships agents are paid to handle all of a vessels business when it calls on the various ports throughout the Gulf Coast, and around the world. Their responsibilities include documentation, deliveries of stores and parts, discharge of slops and trash, and the ordering of pilots, tugs and line handlers for a particular port-of-call. The ships agent is tasked with making the appropriate arrangements to take care of these issues. It is a critical role, and the agent must be experienced, professional and conscientious to schedule the myriad of work that is required, during the short time the ship is in port.

In this particular case, the M/V Indigo Ray, was scheduled by the Bryant Marine agent on February 7th, for pilot boarding at 1200 on the 8th of February. Due to tank cleaning operations at sea, the captain changed their ETA for the pilot a full 24 hours from 1200 on the 8th of February to 1200 on the 9th of February. No change order was given by the Bryant agent, so a pilot was dispatched according to the standing order. After not being able to contact the ship or see the ship on our AIS, we contacted the agent and only then were we informed of the change. The consequence for this failure to update the ETA is a cancellation charge which **historically** consists of a four hour minimum of the hourly detention rate. **This encompasses the time from which the pilot leaves home, rendezvous with the pilot boat captain to pre-position vehicles, proceeds to Port O'Connor to the pilot station to ready the pilot boat and release lines and shore connections in order to get underway**, or in this case \$1600.00. The agent was informed that this charge would be applied, and the pilot returned home.

On the following day the ship was boarded at 1200, and the cancellation charge was added to the invoice for the agent. That evening Mr. Bryant called me and launched into an angry tirade, essentially telling me that he was not going to pay the cancellation charge. The call ended with me hanging up the phone. Shortly thereafter Mr. Bryant called back to continue the insults (see answering service call records). By the second call, I had Captain Adrian on the phone with us, and Mr. Bryant was informed that the cancellation charge had to be included with the pilotage payment to avoid delaying the sailing of the Indigo Ray. The charge was included with the pilotage payment, but subsequent calls and threats of legal action were made as shown in the various emails provided to the pilot board.

When ships agents fail to do their job properly, causing the pilots to unnecessarily expend time (pilot rest time is mandated by the U.S. Coast Guard), as well as the equipment and employee expenses, in accordance with our published tariff rates they are charged for detention and/or cancellation. The agents usually realize their error and pay the charges, knowing the effort and manpower it takes to pre-position for these jobs.

That being said, the Pilots have always worked with our agents to reduce a detention/cancellation charge, when a friendly request is made, and the explanation thereof is credible. Mr. Bryant, on the other hand, seems to feel he is somehow excluded from the consequences associated with the failure of his agents to do their job properly. He has exhibited the same attitude with other pilot groups we have talked to.

Mr. Bryant's agency is not handled any differently than any other agency the Matagorda Bay Pilots have worked with for over sixty years serving our port, but his is literally the only one with which we have ever had a billing issue of this sort. In fact, in the history of Matagorda Bay Pilots Association, there has never been a pilot tariff issue or complaint brought before the Pilot Board.

Matagorda Bay Pilots remain dedicated to keeping the commerce of our port moving safely, and protecting the ports facilities and infrastructure, while keeping the delicate environment of our bays and estuaries and the citizens of our community safe, as we have done for over six decades.

Thank you,

Captain Steven C. Gibson  
Matagorda Bay Pilots Association

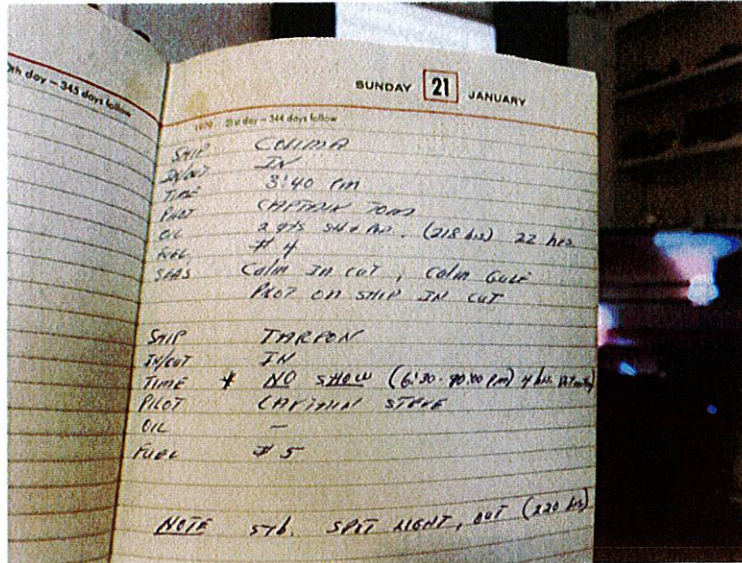


## MBP Historical Cancellation Charges

Enclosed in this document are four different accounts of cancellations charged for vessels failing to arrive without notification over the last 40 years.

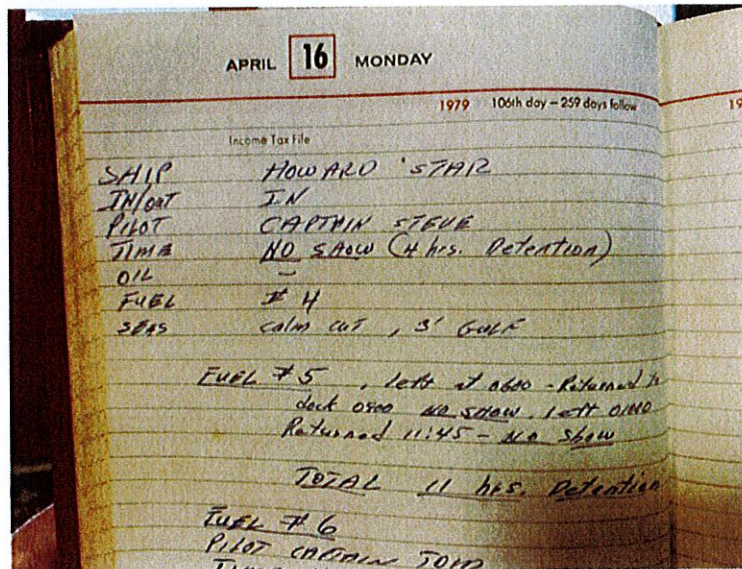
Sunday, January 21<sup>st</sup> 1979

Vessel *Tarpon*: No Show. 4 hour cancellation as indicated in the photo below.



Monday, April 16<sup>th</sup> 1979

Vessel *Howard Star*: 4 hour cancellation for no show as indicated in photo below.

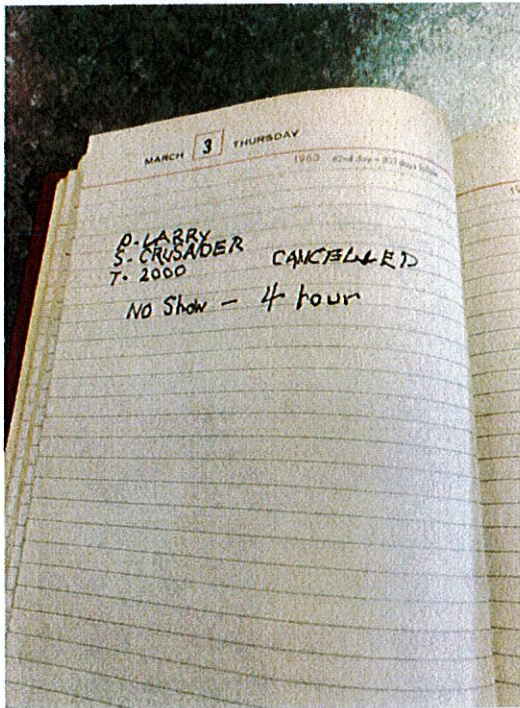


## MBP Historical Cancellation Charges

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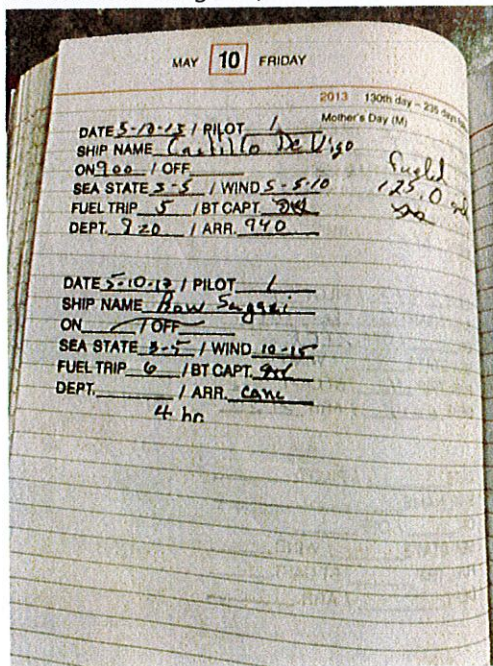
Thursday March 3<sup>rd</sup> 1983

Vessel *Crusader*: No show, 4 hour cancellation charge as indicated in photo below



Friday, May 10<sup>th</sup> 2013

Vessel *Bow Sangari?*, 4 hour cancellation upon arrival as indicated in photo below.





## MBP Historical Cancellation Charges

MBP Cancellation Charges:  
2017, 2018 and 2019

2 hours for departures and Shifts  
4 hours for arrivals

1:24 PM  
03/18/20  
Accrual Basis

Matagorda Bay Pilots  
Item QuickReport  
January 2017 through March 2020

Type	Date	Num	Name	Memo	Qty	Amount
Service						
8						
Invoice	02/28/17	4-5110	MAX SHIPPING INC.	CANCELLATION	-4	-1,009.28
Invoice	06/30/17	22905	MORAN SHIPPING AGENCY OF ...	CANCELLATION	-2	-504.64
Invoice	07/31/17	22920	VALLS SHIPPING COMPANY	CANCELLATION	-2	-504.64
Invoice	07/31/17	22930	ISS	CANCELLATION	-2	-504.64
Invoice	09/30/17	22980	MAX SHIPPING INC.	CANCELLATION	-4	-1,009.28
Invoice	09/30/17	22985	NORTH AMERICAN SHIPPING A...	CANCELLATION	-4	-1,009.28
Invoice	12/31/17	23061	BIEHL & COMPANY, INC.	CANCELLATION	-4	-1,009.28
Invoice	01/31/18	23088	BIEHL & COMPANY, INC.	CANCELLATION	-4	-1,009.28
Invoice	03/31/18	23157	MAX SHIPPING INC.	CANCELLATION	-2	-504.64
Invoice	04/30/18	23178	MORAN SHIPPING AGENCY OF ...	CANCELLATION	-4	-1,009.28
Invoice	05/31/18	23205	BIEHL & COMPANY, INC.	CANCELLATION	-2	-504.64
Invoice	05/31/18	23228	ISS	CANCELLATION	-4	-1,009.28
Invoice	06/30/18	23248	VALLS SHIPPING COMPANY	CANCELLATION	-4	-1,009.28
Invoice	10/11/18	23332	Kirby Offshore Marine	CANCELLATION	-2	-504.64
Invoice	11/30/18	23389	ISS	CANCELLATION	-4	-1,009.28
Invoice	02/28/19	23467	ISS	CANCELLATION	-4	-1,009.28
Invoice	09/30/19	23619	TEXAS MARINE AGENCY, INC.	CANCELLATION	-4	-1,009.28
Invoice	10/31/19	23673	ISS	CANCELLATION	-4	-1,009.28
Invoice	11/30/19	23699	BIEHL & COMPANY, INC.	CANCELLATION	-4	-1,009.28
Invoice	12/31/19	23711	TEXAS MARINE AGENCY, INC.	CANCELLATION	-4	-1,009.28
Invoice	12/31/19	23714	GENERAL STEAMSHIP CORPOR...	CANCELLATION	-2	-504.64
Total 8						-17,662.40
Total Service						-17,662.40
TOTAL						-17,662.40