

No. 259

AN ACT

HB 2369

Amending the act of May 11, 1889 (P.L.188, No.210), entitled "A further supplement to an act, entitled 'An act to establish a board of wardens for the Port of Philadelphia, and for the regulation of pilots and pilotage, and for other purposes,' approved March twenty-ninth, one thousand eight hundred and three, and for regulating the rates of pilotage and number of pilots," further regulating the rates of pilotage.

The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

Section 1. Sections 1 and 3, act of May 11, 1889 (P.L.188, No.210), entitled "A further supplement to an act, entitled 'An act to establish a board of wardens for the Port of Philadelphia, and for the regulation of pilots and pilotage, and for other purposes,' approved March twenty-ninth, one thousand eight hundred and three, and for regulating the rates of pilotage and number of pilots," amended July 14, 1971 (P.L.226, No.46), are amended to read:

Section 1. For services rendered on and after **[July 1, 1971, but before January 1, 1973,] July 1, 1974**, the rates of pilotage for conducting a vessel from the Capes of the Delaware to a place on the River Delaware no further upriver than the Delair Railroad Bridge between Philadelphia, Pennsylvania, and Delair, New Jersey, or from a place on the River Delaware no further upriver than the Delair Railroad Bridge between Philadelphia, Pennsylvania, and Delair, New Jersey, to the Capes of the Delaware, in either case, shall be **[for every half foot of water which a vessel shall draw, seven dollars twenty-five cents if such vessel shall have a length overall not in excess of five hundred fifty feet, eight dollars if such vessel shall have a length overall in excess of five hundred fifty feet, but not in excess of eight hundred feet, and eight dollars fifty cents if such vessel shall have a length overall in excess of eight hundred feet: Provided, however, That any vessel with a draft of less than eight feet shall pay pilotage as though the draft of the vessel were eight feet. For services rendered on and after January 1, 1973, the rates of pilotage for conducting a vessel from the Capes of the Delaware to a place on the River Delaware no further upriver than the Delair Railroad Bridge between Philadelphia, Pennsylvania, and Delair, New Jersey, or from a place on the River Delaware no further upriver than the Delair Railroad Bridge between Philadelphia, Pennsylvania, and Delair, New Jersey, to the Capes of the Delaware, in either case, shall be for every half foot of water which a vessel shall draw, seven dollars forty cents if such vessel shall have a length overall not in excess of five hundred fifty feet, eight dollars five cents if such vessel shall have a length overall in excess of five hundred fifty feet, but not in excess of**

eight hundred feet, and eight dollars seventy cents if such vessel shall have a length overall in excess of eight hundred feet: And provided, further, That any vessel with a draft of less than twelve feet shall pay pilotage as though the draft of the vessel were twelve feet.] *the total of the charges resulting from the two following computations:*

(a) Unit.—

(1) A charge, to be known as a unit charge, will be made for each pilotage, determined by length overall (in feet) multiplied by the extreme breadth (in feet) of the vessel, divided by one hundred.

(2) For the purposes of this act, the following definitions shall be applied:

“Extreme breadth” shall be the maximum breadth between the outside of the shell platings of the vessel.

“Length overall” shall be the distance between the forward and after extremities of the vessel.

“Measurements” shall be in feet and inches (United States).

Inches shall be converted as follows:

<i>1" = .1</i>	<i>4" = .3</i>	<i>7" = .6</i>	<i>10" = .8</i>
<i>2" = .2</i>	<i>5" = .4</i>	<i>8" = .7</i>	<i>11" = .9</i>
<i>3" = .3</i>	<i>6" = .5</i>	<i>9" = .8</i>	

(3) The charges per unit shall be as follows:

(i) Vessels not in excess of three hundred units: sixty cents per unit.

(ii) Vessels in excess of three hundred units, but not in excess of six hundred units: one hundred eighty dollars plus fifty cents per unit in excess of three hundred units.

(iii) Vessels in excess of six hundred units: three hundred thirty dollars plus forty cents per unit in excess of six hundred units.

There shall be a minimum unit charge of two hundred units: one hundred twenty dollars.

(b) Draft.—

(1) A charge, related to length and draft, shall be determined as follows:

(i) Vessels with a length overall not in excess of five hundred fifty feet: five dollars per half foot of draft.

(ii) Vessels with a length overall in excess of five hundred fifty feet, but not in excess of eight hundred feet: five dollars fifty cents per half foot of draft.

(iii) Vessels with a length overall in excess of eight hundred feet: six dollars per half foot of draft.

(2) All charges related to draft shall be based upon the charge of the nearest one-half foot of draft; thus there shall be no charge for the first three inches above any foot draft; above three inches, up to and including nine inches, the charge shall be for one-half foot of draft; above nine inches, the charge shall be for the next higher foot: Provided, however, That any vessel with a draft of less than twelve feet shall pay

pilotage under this computation as though the draft of the vessel were twelve feet.

Section 3. That every ship or vessel bound to the Delaware breakwater for orders shall be obliged to receive a pilot, provided she is spoken or a pilot offers his services, outside of a straight line drawn from Cape Henlopen Light to Cape May Light, and every ship or vessel bound to the breakwater for orders shall pay pilotage fees as follows: A sum equal to half the pilotage to the port of Philadelphia, and she shall be obliged to take a pilot and pay the same pilotage fees when outward bound, from the breakwater, and if such ship or vessel, without discharging her pilot, proceed to the port of Philadelphia or any other port or place on the bay or river Delaware, only one full pilotage fee as fixed by the first section of this act, for the entire service, in addition to the fee for detention: Provided, however, If the pilot bringing such ship or vessel to the breakwater be there discharged, and the ship or vessel afterward proceed to Philadelphia or any other port or place on the bay or river Delaware, she shall make the usual signal for a pilot and continue to make such signal till reaching Brandywine Light, and if spoken by, or offered the services of, a duly licensed Pennsylvania pilot before reaching Brandywine Light, shall be obliged to employ such pilot and pay him for services rendered on and after **[July 1, 1971, but before January 1, 1973, for every half foot of water the vessel shall draw at the rate of seven dollars twenty-five cents per half foot if such vessel shall have a length overall not in excess of five hundred fifty feet, at the rate of eight dollars per half foot if such vessel shall have a length overall in excess of five hundred fifty feet, but not in excess of eight hundred feet, and at the rate of eight dollars fifty cents per half foot if such vessel shall have a length overall in excess of eight hundred feet: Provided, however, That any vessel with a draft of less than eight feet shall pay pilotage as though the draft of the vessel were eight feet; for such services rendered on and after January 1, 1973, the rate shall be for every half foot of water which a vessel shall draw, seven dollars forty cents if such vessel shall have a length overall not in excess of five hundred fifty feet, eight dollars five cents if such vessel shall have a length overall in excess of five hundred fifty feet, but not in excess of eight hundred feet, and eight dollars seventy cents if such vessel shall have a length overall in excess of eight hundred feet:] July 1, 1974, the total of the charges resulting from the two following computations:**

(a) Unit.—

(1) A charge, to be known as a unit charge, will be made for each pilotage, determined by length overall (in feet) multiplied by the extreme breadth (in feet) of the vessel, divided by one hundred.

(2) For the purposes of this act, the following definitions shall be applied:

“Extreme breadth” shall be the maximum breadth between the outside of the shell platings of the vessel.

“Length overall” shall be the distance between the forward and after extremities of the vessel.

“Measurements” shall be in feet and inches (United States).

Inches shall be converted as follows:

<i>1" = .1</i>	<i>4" = .3</i>	<i>7" = .6</i>	<i>10" = .8</i>
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(3) The charges per unit shall be as follows:

(i) Vessels not in excess of three hundred units: sixty cents per unit.

(ii) Vessels in excess of three hundred units, but not in excess of six hundred units: one hundred eighty dollars plus fifty cents per unit in excess of three hundred units.

(iii) Vessels in excess of six hundred units: three hundred thirty dollars plus forty cents per unit in excess of six hundred units.

There shall be a minimum unit charge of two hundred units: one hundred twenty dollars.

(b) Draft.—

(1) A charge, related to length and draft, shall be determined as follows:

(i) Vessels with a length overall not in excess of five hundred fifty feet: five dollars per half foot of draft.

(ii) Vessels with a length overall in excess of five hundred fifty feet, but not in excess of eight hundred feet: five dollars fifty cents per half foot of draft.

(iii) Vessels with a length overall in excess of eight hundred feet: six dollars per half foot of draft.

*(2) All such charges related to draft shall be based upon the charge of the nearest one-half foot of draft; thus there shall be no charge for the first three inches above any foot draft; above three inches, up to and including nine inches, the charge shall be for one-half foot of draft; above nine inches, the charge shall be for the next higher foot: And provided, further, That any vessel with a draft of less than twelve feet shall pay pilotage **under this computation** as though the draft of the vessel were twelve feet, which shall be in addition to the fees paid for bringing her into the breakwater and for detention, if any; such fees to be collected as other fees for pilotage are now collected.*

Section 2. This act shall take effect immediately.

APPROVED—The 17th day of October, A. D. 1974.

MILTON J. SHAPP

The foregoing is a true and correct copy of Act of the General Assembly
No. 259.

A handwritten signature in black ink, reading "C. McLaughlin Tucker". The signature is written in a cursive style with a large initial "C" and a prominent "T".

Secretary of the Commonwealth.