

No. 64

AN ACT

SB 784

Amending the act of May 11, 1889 (P. L. 188), 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 and number of pilots.

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), 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 June 16, 1967 (Act No. 24), are amended to read:

Section 1. That from and after the passage of this act, 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 bridge of The Pennsylvania Railroad Company between Philadelphia, Pennsylvania, and Delair, New Jersey, or from a place on the River Delaware no further upriver than the bridge of The Pennsylvania Railroad Company 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, **[the sum of five dollars.] at the rate of six dollars per half foot if such vessel shall have a length overall not in excess of five hundred fifty feet, at the rate of six dollars fifty cents 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 seven dollars per half foot if such vessel shall have a length overall in excess of eight hundred 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 every half foot of water the vessel shall draw* at the rate of [five dollars for every half foot of water she shall draw,] *six dollars per half foot if such vessel shall have a length overall not in excess of five hundred fifty feet, at the rate of six dollars fifty cents 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 seven dollars per half foot if such vessel shall have a length overall in excess of eight hundred 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. Section 4 of the act, is amended to read:

Section 4. Vessels employed in and licensed for the coasting trade shall be exempt from the duty of employing a pilot, and the vessels as well as their masters, owners, agents or consignees, shall be exempt from the duty of paying pilotage, half-pilotage or any penalty whatsoever, in case of their neglect or refusal so to do, except ships or vessels under register, bound to or from the States or territories of the United States on the Pacific Ocean; but a coastwise vessel, voluntarily taking a pilot, shall pay [**the same fees**] *a fee which is no more than the fee* for pilotage as prescribed in the case of a vessel bound to or from a foreign port.

Section 3. Section 6 of the act, amended May 9, 1913 (P. L. 184), is amended to read:

Section 6. That each and every pilot holding a license from the Board of Commissioners of Navigation, at the time of the passage of this act, shall be entitled to demand and receive a license as a pilot, and demand and receive renewals from time to time thereafter; but no person shall receive a license as a [**first-class**] *first or second class* pilot till the number of first and second-class pilots be reduced to less than forty-two, and that the whole number of first and second-class pilots shall not exceed forty-two. That the number of [**third-class**] *third and fourth class* pilots shall not exceed ten, and that the number of apprentices indentured shall be wholly within the discretion of the Board of Commissioners of Navigation.

Section 4. This act shall take effect in ten days.

APPROVED—The 11th day of July, A. D. 1969.

RAYMOND P. SHAFER

The foregoing is a true and correct copy of Act of the General Assembly
No. 64.



Joseph P. Kelley
Secretary of the Commonwealth.