

No. 1981-2

AN ACT

SB 164

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one thousand eight hundred and three, and for regulating the rates of pilotage and number of pilots," are hereby repealed.

Section 2. Sections 3.1 and 3.2 of the act, added December 23, 1977 (P.L.354, No.108), are amended to read:

Section 3.1. For services rendered on and after [the effective date of this act] *January 1, 1981, retroactively*, 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 computed as follows:

(a) 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.

(a.1) *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:

1" = .1	4" = .3	7" = .6	10" = .8
2" = .2	5" = .4	8" = .7	11" = .9
3" = .3	6" = .5	9" = .8	

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

(i) **[One dollar and seventy]** *Two dollars and twenty-five* cents from **[the effective date of this act]** *January 1, 1981, retroactively,* through December 31, **[1978]** *1981.*

(ii) **[One dollar and eighty-two]** *Two dollars and fifty-five* cents from January 1, **[1979]** *1982,* through December 31, **[1979]** *1982.*

(iii) **[One dollar and ninety-five]** *Two dollars and eighty-eight* cents thereafter.

(c) There shall be a minimum charge of two hundred *and fifty* units and a maximum charge of one thousand units.

Section 3.2. 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 *3.1* of this act, for the entire service, in addition to the fee for detention: Provided, however, That 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 the effective date of this act, a charge computed as follows:

(a) 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.

(a.1) 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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(b) The charges per unit shall be as follows:

(i) **[One dollar and seventy]** *Two dollars and twenty-five* cents from **[the effective date of this act]** *January 1, 1981, retroactively,* through December 31, **[1978]** *1981.*

(ii) **[One dollar and eighty-two]** *Two dollars and fifty-five* cents from January 1, **[1979]** *1982,* through December 31, **[1979]** *1982.*

(iii) **[One dollar and ninety-five]** *Two dollars and eighty-eight* cents thereafter.

(c) There shall be a minimum charge of two hundred *and fifty* units and a maximum charge of one thousand units.

Section 3. This act shall take effect immediately.

APPROVED—The 3rd day of April, A. D. 1981.

DICK THORNBURGH