

[Senate, March 19, 1975—Substituted by amendment by the Senate (Saltonstall) for a report of the committee on Natural Resources and Agriculture, ought NOT to pass, on the petition (accompanied by bill, Senate, No. 1072)]

The Commonwealth of Massachusetts

In the Year One Thousand Nine Hundred and Seventy-Five.

AN ACT AMENDING THE RATES OF PILOTAGE FOR THE  
PORT OF BOSTON.

Whereas, the deferred operation of this act would tend to defeat its purposes, which in part, are to insure that Pilotage is done by men of experience and proven ability, therefore it is declared to be an emergency law, necessary for the immediate preservation for the public convenience.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 Section 31 of Chapter 103 of the General Laws, as most re-  
2 cently amended by Chapter 229 of the Acts of 1973, is hereby  
3 further amended by striking out said Section 31 in its en-  
4 tirety and inserting in place thereof the following:

5 *Section 31:* Rates of pilotage outward and inward for the  
6 Port of Boston, calculated per foot of draught for one full year,  
7 shall be as follows:

8 For vessels of 7000 Gross Tons  
9 or under \$ 15.00 per Draft Foot.

10 For vessels over 7000 to and including  
11 15000 Gross Tons \$ 15.50 per Draft Foot.

12 For vessels over 15000 Gross Tons  
13 \$ 16.75 per Draft Foot

14 Beginning one year after passage of this act, rates of pilot-  
15 age outward and inward for the Port of Boston, calculated per  
16 foot of draught shall be as follows:

17 For vessels 3500 Gross Tons  
18 or under \$ 16.00 per Draft Foot.

19 For vessels over 3500 to

20	7000 Gross Tons	\$ 16.50 per Draft Foot.
21	For vessels over 7000 to	
22	15000 Gross Tons	\$ 17.00 per Draft Foot.
23	For vessels over 15000 to	
24	25000 Gross Tons	\$ 17.75 per Draft Foot.
25	For vessels over 25000 to	
26	35000 Gross Tons	\$ 18.00 per Draft Foot.
27	For vessels over 35000 to	
28	45000 Gross Tons	\$ 18.50 per Draft Foot.
29	For vessels over 45000 Gross	
30	Tons	\$ 19.00 per Draft Foot.

31 The following charges shall be made for shifting vessels:

- 32 1. Between docks in Boston, fifty dollars;
- 33 2. Between any dock in Boston and Anchorage number  
34 one, fifty dollars;
- 35 3. Between any dock in Boston and Anchorage number  
36 two, one-half pilotage;
- 37 4. Any inbound vessel that anchors in Anchorage number  
38 two in excess of eighteen hours and thereafter shifts to Bos-  
39 ton, one-half pilotage;
- 40 5. Between Boston and Quincy, full pilotage;
- 41 6. Between Anchorage number two and Quincy, full pilot-  
42 age;
- 43 7. Between sea and Quincy, full pilotage; if a vessel pro-  
44 ceeds to Anchorage number two at the request of the master  
45 or agent, before moving to Quincy, an additional full pilotage;
- 46 8. Any inbound vessel that anchors in Anchorage number  
47 one, and a pilot is requested to move the ship to a dock, shall  
48 pay a charge of fifty dollars.

49 Other charges shall be:

- 50 1. Any inbound vessel that anchors outside Deer Island  
51 light or in Anchorage number two for more than six hours,  
52 shall pay seventy-five dollars, plus any additional regular  
53 charges;
- 54 2. For detention of a pilot aboard a vessel, there shall be  
55 a two hour free period, followed by a twenty-five dollar charge  
56 for the third hour, or any portion thereof; for each additional  
57 hour or portion thereof, there shall be a charge of ten dollars,  
58 up to a maximum of seventy-five dollars. Detention on a vessel

59 at the dock shall begin at the ordered sailing time;

60 3. The fee for anchoring any outbound vessel shall be based  
61 on detention except that if a vessel is anchored for more than  
62 eighteen hours, said vessel shall be charged at the regular  
63 shifting rate in lieu of detention, plus any additional regular  
64 charges. Detention time shall be based upon the period that  
65 the ship is at anchor;

66 4. A pilot shall be considered to be ordered to a vessel, if  
67 not notified one hour before the sailing time of said vessel from  
68 Boston and two hours before sailing time from Quincy or  
69 Anchorage number two;

70 5. When a pilot is ordered to a vessel and said vessel does  
71 not sail or his services are not required, the vessel shall pay a  
72 cancellation charge of twenty-five dollars;

73 6. No charge shall be made for any vessel detained because  
74 of fog or stress of weather;

75 7. When a pilot swings a vessel during adjustment of com-  
76 pass or calibration of electronic equipment, the vessel shall pay  
77 a charge of forty dollars for each operation;

78 8. If a pilot is carried away aboard a ship, the vessel shall  
79 pay a charge of fifty dollars per day, plus the expenses of re-  
80 turn transportation to Boston;

81 9. For notifying a vessel of her diversion orders, one hun-  
82 dred dollars may be charged in addition to any regular charges;

83 10. When a pilot is ordered and dispatched for an arriving  
84 vessel and his services are not employed, the vessel shall pay  
85 a charge of one hundred dollars; and

86 11. All inbound vessels shall notify the pilot office eight  
87 hours before arrival time if that time varies more than two  
88 hours from their latest estimated time or arrival report.

89 This act shall take effect upon its passage.

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