

for the payment of medical expenses for police recruits of Class 12 of the Western Massachusetts Law Enforcement Academy in the city known as the town of Agawam incurred as a result of injuries sustained while training at said academy. Said commissioner shall not make any such payment until documentation, in a form as he may prescribe, has been submitted regarding any claim for such payment.

SECTION 4. The commissioner of the division of public employee retirement administration shall make payments to an individual or municipality pursuant to section three only to the extent that the medical expenses (1) exceed self insurance reserves of a municipality; provided, however, that said commissioner shall consult with the commissioner of revenue to determine the availability of funds in a municipality's self insurance reserve or (2) are not covered under a policy of health insurance or workers' compensation insurance. No payment shall be made on behalf of said police recruits until said police recruit or municipality has assigned all applicable subrogation rights to the commonwealth.

SECTION 5. This act shall take effect upon its passage.

Approved November 10, 1989.

Chapter 504. AN ACT VALIDATING THE ACTS AND PROCEEDINGS OF THE ANNUAL AND SPECIAL TOWN MEETINGS IN THE TOWN OF WILLIAMSTOWN FROM NINETEEN HUNDRED AND EIGHTY-TWO TO NINETEEN HUNDRED AND EIGHTY-NINE.

Be it enacted, etc., as follows:

SECTION 1. Notwithstanding the provisions of any general or special law to the contrary, all acts and proceedings of the town of Williamstown at its annual and special town meetings from May, nineteen hundred and eighty-two through May twenty-fourth, nineteen hundred and eighty-nine, and all actions taken pursuant thereto, are hereby ratified, confirmed and validated to the same extent as if the warrant for such meetings had been published as required by law.

SECTION 2. This act shall take effect upon its passage.

Approved November 10, 1989.

Chapter 505. AN ACT FURTHER REGULATING THE RATES OF PILOT-AGE FOR THE PORT OF BOSTON.

Be it enacted, etc., as follows:

SECTION 1. Chapter 103 of the General Laws is hereby amended by striking out section 31, as most recently amended by section 2 of chapter 132 of the acts of 1987, and inserting in place thereof the following section:-

Section 31. Rates of pilotage outward and inward for the port of Boston, calculated per foot of draught, shall be as follows:

For vessels 3500 Gross Tons or under	\$32.00 per ft.
For vessels over 3500 to 7000 Gross Tons	\$34.00 per ft.
For vessels over 7000 to 15000 Gross Tons	\$38.00 per ft.
For vessels over 15000 to 25000 Gross Tons	\$40.00 per ft.
For vessels over 25000 to 35000 Gross Tons	\$41.00 per ft.
For vessels over 35000 to 45000 Gross Tons	\$42.00 per ft.
For vessels over 45000 Gross Tons	\$45.00 per ft.

The following charges shall be made for anchoring vessels:

(1) Any inbound vessel subject to pilotage that anchors in an area outside Deer Island Light and inside the demarcation line for Federal Inland Waters for more than six hours shall pay one hundred and fifty dollars.

(2) Any inbound vessel from sea subject to pilotage that anchors in anchorage number two or number five shall pay full pilotage.

(3) Any outbound vessel subject to pilotage that anchors in anchorage number one or number two and the pilot remains on board shall be subject to detention fees.

The following charges shall be made for shifting vessels:

(1) Between docks in Boston, one hundred dollars.

(2) Between any dock in Boston and anchorage number one, one hundred dollars.

(3) Between any dock in Boston and anchorage number two, one-half pilotage.

(4) Between anchorage number two or number five to Quincy, full pilotage.

(5) Between anchorage number five and Boston, full pilotage.

(6) Between Boston and Quincy, full pilotage.

(7) Between anchorage number two and Boston from one to twelve hours, two hundred dollars.

(8) Between anchorage number two and Boston in excess of twelve hours, one-half pilotage.

(9) Between sea and Quincy, full pilotage; if a vessel proceeds to anchorage number two at the request of the master or agent an additional pilotage.

(10) Shifting a ship in anchorage number two, one hundred and fifty dollars.

Other charges shall be:

(1) For detention of a pilot on board a vessel, there shall be a one hour free period, followed by a fifty dollar charge for the second hour or any portion thereof; for each additional hour or portion thereof there shall be a charge of twenty-five dollars. Detention time shall begin at the ordered sailing time:

(2) Cancellation rate - fifty dollars.

(3) Compass adjusting - fifty dollars.

(4) Calibration rate - fifty dollars.

(5) When a pilot is ordered and dispatched for an arriving vessel and his services are not employed, the vessel shall pay a charge of one hundred dollars.

(6) A pilot shall be considered ordered unless notified: one hour before sailing time in Boston; two hours before sailing time in Quincy, anchorage number two or number five.

(7) No charge shall be made for any vessel detained because of fog or stress of weather.

(8) Pilot carried away, the vessel shall pay his return expenses plus one hundred dollars per day.

(9) Notifying a vessel of his diversion orders, a charge of one hundred dollars may be levied plus any regular charges.

(10) Assisting the Master in docking or undocking, a charge of one hundred dollars.

(11) All inbound vessels shall notify the pilot office eight hours before arrival time if that time varies more than two hours from their latest estimated time of arrival report.

(12) A fifty dollar surcharge shall be made on each full pilotage charge for the cost of a suitable replacement vessel for the Boston pilot when it is deemed advisable by a condition survey of said vessel. This escrow fund will be overseen by the Massachusetts state pilot commissioners office and shall be used in addition to proceeds realized from the sale of a present pilot vessel. An audited statement of the fund will be made available to industry representatives on a quarterly basis.

SECTION 2. Said section 31 of said chapter 103, as most recently amended by section 1 of this act, is hereby further amended by striking out the first paragraph and inserting in place thereof the following paragraph:-

Rates of pilotage outward and inward for the port of Boston, calculated per foot of draught, shall be as follows:

For vessels 3500 Gross Tons or under	\$33.00 per ft.
For vessels over 3500 to 7000 Gross Tons	\$36.00 per ft.
For vessels over 7000 to 15000 Gross Tons	\$40.00 per ft.
For vessels over 15000 to 25000 Gross Tons	\$42.00 per ft.
For vessels over 25000 to 35000 Gross Tons	\$43.00 per ft.
For vessels over 35000 to 45000 Gross Tons	\$44.00 per ft.
For vessels over 45000 Gross Tons	\$47.00 per ft.

SECTION 3. Section one of this act shall take effect upon its passage. Section two shall take effect on June first, nineteen hundred and ninety.

Approved November 13, 1989.