

NORTH CAROLINA GENERAL ASSEMBLY
1975 SESSION

CHAPTER 198
HOUSE BILL 531

AN ACT TO AMEND G.S. 76-14 RELATING TO THE FEES OF CAPE FEAR RIVER
PILOTS.

The General Assembly of North Carolina enacts:

Section 1. G.S. 76-14, as the same now appears in the Cumulative Supplement to Volume 2C of the General Statutes, is hereby rewritten to read as follows:

"§ 76-14. **Rates of pilotage.** — (a) Pilotage charges for vessels, inbound or outbound, shall be based upon the gross tonnage and draft of each vessel in the following general classifications:

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|-----|---|------------------------------------|
| (1) | Less than 2,000 gross tons | \$12.00 per draft ft.
(one way) |
| (2) | 2,000 gross tons or more
but less than 11,000 | \$13.50 per draft ft.
(one way) |
| (3) | 11,000 gross tons or more
but less than 20,000 | \$15.00 per draft ft.
(one way) |
| (4) | 20,000 gross tons or more
but less than 29,000 | \$16.50 per draft ft.
(one way) |
| (5) | 29,000 gross tons or more | \$18.00 per draft ft.
(one way) |

(b) The charge for a fraction of a draft foot shall be computed from the next half-foot.

(c) There shall be a minimum of 10 draft feet for each vessel in determining pilotage charges.

(d) The measurement described herein shall be in United States feet and inches and registered gross tons and shall be furnished to the pilot by the master of the vessel or her agent for the purposes of computing pilotage fees.

(e) The charge for towing vessels with a tow shall be the total gross tonnage of all vessels in the tow and the draft will be that of the deepest vessel. The charge for towing vessels with a tow requiring two pilots (one on the towing vessel and one on the vessel in tow) shall be the regular pilotage charge for each vessel.

(f) The Board of Commissioners of Navigation and Pilotage for the Cape Fear River and Bar shall be the sole arbitrators of any question arising concerning any pilotage charges.

(g) Pilotage charges for shifting of vessels shall be as follows:

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|-----|--------------------------------------|----------|
| (1) | Less than 5 miles | \$50.00 |
| (2) | 5 miles or more but
less than 10 | \$75.00 |
| (3) | 10 miles or more
but less than 15 | \$100.00 |
| (4) | 15 miles and over | \$125.00 |

A vessel shifting 'dead' (without power) will be charged double the regular shifting fee.

(h) The charge for detention of a pilot on board because of weather conditions preventing the pilot from being removed shall be fifty dollars (\$50.00) per day, plus quarters equal to a deck officer, plus first-class transportation cost for a return trip to Wilmington.

(i) All vessels calling at any Cape Fear River port which require pilotage will pay full pilotage charges regardless of the reason for the call."

Sec. 2. This act shall become effective July 1, 1975.

In the General Assembly read three times and ratified, this the 2nd day of May, 1975.