

DUTIES OF THE CHIEF WHARFINGER.

1. The chief wharfinger must station, berth, and regulate the position of vessels in the docks and harbor, and cause them to remove, from time to time and from place to place, as the general convenience, safety, and good order may require.

2. He shall require all ship-masters, consignees, pilots, and masters of tow-boats to conform to the regulations of the board.

3. He shall require the docks, slips, wharfs, piers and other premises under the jurisdiction of the board, to be kept free of all obstructions; and when parties fail to obey his order to remove the same, he must forthwith report the fact to the board, and execute its order in relation thereto.

EXTRACTS FROM THE CODES AND STATUTES.

If any master, agent, or owner of any water craft shall refuse or neglect to obey the lawful orders or directions of the chief wharfinger in any matter pertaining to the regulations of said harbor, or the removal or stationing of any water craft, such master, agent, or owner so refusing or neglecting is guilty of a misdemeanor, and, upon conviction thereof before any court of competent jurisdiction, shall be punished by a fine not to exceed three hundred dollars, or by imprisonment not to exceed one hundred days in the jail of the city and county of San Francisco.—(Political Code, section 2541).

All persons are forbidden to deposit, or cause to be deposited, in the waters of the harbor of San Francisco, as described in the preceding sections, any substance that will sink and form an obstruction to navigation, without first obtaining the permission, in writing, of the board of State harbor commissioners, which permission shall describe, with an ordinary degree of certainty, the place where such deposit may be made; and the secretary of the board shall record such permission. Any person violating the prohibition contained in this section is guilty of a misdemeanor, and, upon conviction thereof before a court of competent jurisdiction, shall be fined not less than one hundred nor more than five hundred dollars, or imprisoned in the jail of the city and county of San Francisco not less than thirty nor more than ninety days: *Provided*, That nothing herein shall be construed to prevent or interfere with the construction of works now in progress in connection with Oakland Harbor.—(Political Code, section 2542.)

HARBOR FIRE BOATS.

There are two powerful steam fire-boats on constant duty in the harbor of San Francisco, and the steam fire-engines of the city have access to all the wharves.

RATES OF DOCKAGE FOR THE PORT OF SAN FRANCISCO.

[Each rate is for a day of twenty-four (24) hours, or any part thereof.]

1. For all ocean vessels, steam or sail, and all sail vessels, navigating the Bay of San Francisco, and the rivers and other waters flowing into it, of two hundred net registered tons or under, two cents per ton; for all such vessels of over two hundred net registered tons, four dollars for the first two hundred tons, and three-fourths of a cent for each additional ton.

2. For steam-boats navigating the Bay of San Francisco and the waters flowing into it, and used for carrying freight or passengers, of two hundred tons or under, gross hull measurement, two cents per ton on such measurement, for such boats of over two hundred tons, gross hull measurement, four dollars for the first two hundred tons of such measurement, and three-fourths of a cent for each additional ton.

3. For barges of two hundred tons or under, two cents per ton; for barges over two hundred tons, four dollars for first two hundred tons, and three-fourths of a cent for each additional ton.

4. Vessels while taking in cargo, or receiving or discharging ballast, or lying idle, or occupying outside berths, or moored in docks, slips, basins, or canals, are subject only to half rates of dockage: *Provided*, That vessels not used for carrying freight or passengers shall not be entitled to such half rates.

5. When the per diem dockage of a vessel, as above prescribed, is not a multiple of five, it must be reduced or increased, as the case may be, to the nearest such multiple: *Provided*, That if it be equally near to two such multiples, it must be increased to the first such multiple above.