

vessel into another, a canvas chute or other contrivance, to the satisfaction of the wharfinger, must be used to prevent any part of such substance from falling into the dock.

11. Fire must not be used on board of any vessel at the wharves or in the slips for heating pitch, tar, or other inflammable substances, but may be used on floating stages or boats for the purpose of heating such substances for repairing vessels; *provided*, such fire is constantly in the charge of a person capable of taking proper care of the same.

12. Every steam engine, when used upon any wharf for loading or unloading cargo, must have upon its smoke-stack a bonnet or spark-catcher that will effectually prevent sparks from falling upon such wharf or upon the deck of any vessel.

13. Not more than one hundred piles or pieces of timber shall be discharged or allowed to remain in any slip or dock at any time; nor shall any piles or timber be left in any dock or slip overnight without the permission of the wharfinger.

14. No substance that will sink or form an obstruction to navigation shall be deposited in the waters or on the shore of the harbor without first obtaining permission in writing from the harbor commissioners.

15. Rubbish or other substance on which no wharfage is charged shall be removed from the wharf by the person placing it there; and, on default, it must be removed by the wharfinger at such person's expense. Coal screens, donkey engines, and all stevedore's tools and appliances must be removed from the wharf when directed by the wharfinger.

16. Neither the slips, docks, basins, wharves, nor the spaces in front of them, nor the streets along the water front, shall be obstructed by any material or structure. If any such obstruction be not removed within twenty-four hours after notice, the material or structure constituting the obstruction shall be removed and stored, or sold by the commissioners, and twenty-five dollars will be charged for each day that the obstruction is permitted to remain, together with the expense of removal, storage, or sale.

17. No person shall have authority to collect dockage, wharfage, tolls, or rents, unless authorized by the board of State harbor commissioners, except on wharves held under lease, pursuant to acts of the Legislature. Lessees of wharves authorized to collect dockage, wharfage, or tolls must charge and collect the same rates as those fixed by the board for the wharves not under lease.

18. If any vessel leave a wharf, slip, dock, or basin, unless forced to do so by stress of weather, without first paying the dockage due, such vessel will be placed upon the delinquent list and must not be permitted to use any wharf, slip, dock, or basin without first paying double the bill incurred and ten dollars in addition thereto, except by permission of the commissioners.

19. The master, agent, or owner of a vessel refusing or neglecting to obey the orders of the chief or assistant chief wharfinger in any matter pertaining to the regulation of the harbor or removal or stationing of such vessel, is guilty of a misdemeanor, and liable to a fine not exceeding three hundred dollars or imprisonment not exceeding one hundred days.

20. In case any damage is done to a wharf, shed, or other structure on the water front by a vessel or otherwise, the said damage, together with the name of the vessel or person causing it, must be reported forthwith by the wharfinger to the chief engineer, and the expense of the repairs of said damage shall be a charge against such vessel or individual.

21. Dockage commences upon a vessel when she makes fast to a wharf, or comes within a dock, slip, basin, or canal; and each twenty-four hours thereafter, or part thereof, constitutes a day's dockage.

22. No deductions will be made for Sundays, holidays, or rainy days.

23. A vessel arriving from leased premises will be charged at the same rate and in the same manner as if arriving from the stream.

24. If a vessel occupies two different berths on the same day she will be charged dockage for but one day, which must be paid at the wharf first occupied.

25. Vessels may be assigned berths to repair at quarter dockage rates; but to entitle any vessel to the benefit of this rule, her owner, consignee, or captain must apply to the chief wharfinger, who may assign her, in writing, a berth, pursuant to such application. And in no case must the quarter rate commence before the date of the order assigning the berth, but must, in every instance, commence contemporaneously therewith, or at such a subsequent date as may be specified in the order.

26. The term wharf embraces every structure to which vessels make fast, or on which merchandise is discharged, or from which it is loaded.