

PILOT REGULATIONS FOR HUMBOLDT BAY.

Article VII of the Political Code gives the pilot regulations for Humboldt Bay and Bar, and Article X defines the duties of the harbor commissioners for the port of Eureka.

PILOT REGULATIONS FOR THE PORT OF WILMINGTON AND SAN PEDRO BAY.

The act of March 19, 1889, provides for the appointment of pilots for the port of Wilmington and San Pedro.

RULES AND REGULATIONS OF THE PORT OF SAN FRANCISCO.

[Adopted by the board of State harbor commissioners on December 21, 1886.]

1. Vessels must not be anchored, nor moored, between a line drawn from the outer end of Jackson Street wharf to the most southerly point of Yerba Buena, or Goat Island, and a line drawn from the outer end of Mission Street wharf to the Ferry slip of the South Pacific Coast Railroad Company, on the Alameda side of the bay; nor must they be anchored so as to permit them to swing between said lines.

2. Vessels must not be anchored, nor moored, between a line drawn from the intersection of the north line of Townsend street with the easterly line of the Pacific Mail Steamship Company's wharf to the extreme westerly end of the north training wall of Oakland Harbor, and a line drawn from the outer end of Berry Street pier to the extreme westerly end of the south training wall of Oakland Harbor; nor must they be anchored so as to swing between the said lines, nor within eight hundred feet of the Hay wharf.

3. Vessels must not be anchored, nor moored, between a line drawn from the southeasterly end of the grain sheds on the sea wall to the highest point of Angel Island, visible from the said southeasterly end of the said grain sheds, and a line drawn from the northwesterly end of the said grain sheds to the light on Alcatraz Island; nor must they be anchored so as to permit them to swing between the said lines.

4. Vessels must not be anchored, nor moored, within five hundred yards of a line drawn from the extreme northerly end of the sea wall, southerly through the extreme outer ends of the piers, to the intersection of the easterly line of Third street with the northerly line of Chandel street.

5. Vessels propelled by steam, except when going to or leaving the sea wall, must not run inside of a line six hundred feet distant from and parallel with the said sea wall.

6. A vessel will not be entitled to a berth until an application shall have been made to the chief or assistant chief wharfinger; and such application must state the draught of the vessel, kind of cargo, and locality desired. No application shall be entertained unless the vessel be in the harbor and ready to be docked. Berths shall be assigned in the order of the application, provided that vessels ready to discharge cargo shall have preference over those ready to receive cargo.

No one except the chief or assistant chief wharfinger has authority to assign berths to vessels.

When a vacant berth is assigned to a vessel, said assignment will hold good for twenty-four hours, but for a berth not vacant said assignment will hold good twenty-four hours after it becomes vacant.

7. Vessels must haul or go into the stream at their own expense when ordered to do so by the chief or assistant chief wharfinger. Upon failure to obey such order the chief or assistant chief wharfinger shall have power to cause such removal at the expense of such vessel or vessels.

8. Vessels when being moved into a slip or alongside the wharf must approach "head on," and when at a wharf must lie head toward the shore. The studding sail booms and sprit-sail yards must be rigged in; their off-shore anchors suspended ready for dropping; their lower and top-sail yards braced "sharp up" on their inshore braces, except when in actual use discharging or loading cargo; and, when required by the wharfingers, their movable fore-and-aft spars and martingale must be rigged in.

9. A vessel anchored or moored in the harbor, or lying in a slip or dock, must at all times have on board at least one seaman capable of taking proper care of such vessel. If it become necessary a vessel may be removed by order of the chief wharfinger at the expense of the owner, and the owner and the vessel shall be liable for all damage that shall arise thereby.

10. When ballast, stone, coal, bricks, ashes, cinders, dust, rubbish, or other loose matter or thing that will sink, is being landed from a vessel upon a wharf, or is being transferred from one