

SEC. 2433. If any pilot, in endeavoring to assist or relieve any vessel in distress, suffers loss or damage in his boats, sails, tackle, rigging, or appurtenances, the master, owner, or consignee of such vessel must pay the value of such loss or damage, to be ascertained by the commissioners.

SEC. 2434. Every pilot, on boarding a vessel, when required by the master thereof, must exhibit his commission as pilot. A refusal to do so subjects him to a forfeiture of his commission or license. • • •

SEC. 2435. Every pilot carried to sea against his will, or unnecessarily detained on board of a vessel, when a pilot-boat is in attendance to receive him, is entitled to receive the sum of eight dollars per day, while necessarily absent or detained, not to exceed in the aggregate the sum of one thousand dollars in any one case, which sum may be recovered by action against the master or owner of the vessel so taking him away.

SEC. 2437. When cruising off or standing out to sea, pilots must go to a vessel nearest to shore, or in the most distress, under a penalty of one hundred dollars. For refusing to go on board a vessel when required, a like penalty may be imposed. • • •

ARTICLE VI. SEC. 2459. Every pilot in charge of a vessel arriving in the port or harbor of San Francisco must safely moor the vessel in such position as the master of the vessel or harbor master may direct. He must prevent all persons (except officers of the State or Federal governments, owners or consignees of the vessel or cargo, and persons admitted on the express orders of the master), from boarding such vessel until she has been safely moored. To enforce the provisions of this section, and other police regulations for the harbor, every pilot in charge of a vessel entering the harbor of San Francisco is authorized and empowered to arrest every one who, in opposition to the master's orders, persists in boarding such vessel, or who, having boarded her, refuses to leave on command of such master or pilot. When so arrested, he must be immediately brought before the police judge's court, or admitted to bail, as provided in the Penal Code.

SEC. 2465. The pilotage inside the heads to the anchorage opposite San Francisco, and about the harbor, or between the harbor of San Francisco and the ports of Mare Island, Vallejo, or Benicia, must be at such rates as agreed on between the parties, not to exceed five dollars per foot draught.

SEC. 2466. The following shall be the rates of pilotage into or out of the harbor of San Francisco: Vessels under five hundred tons, five dollars per foot draught; all vessels over five hundred tons, five dollars per foot draught and four cents per ton for each and every ton of registered measurement. Vessels engaged in the whaling or fishing trade shall be exempt from all pilotage, except when a pilot is actually employed. When a vessel is spoken, inward or outward bound, and the services of a pilot are declined, one-half of the above rates must be paid. In all cases where inward bound vessels are not spoken until inside of the bar, the rates of pilotage must be reduced fifty per cent. Vessels engaged in the whaling or fishing trades shall be exempt from all pilotage, except where a pilot is actually employed.

SEC. 2467. Any vessel in tow of a steam-tug between the harbor of San Francisco and the ports of Mare Island, Vallejo, or Benicia, shall be exempt from all charges for pilotage, unless a pilot is actually employed.

SEC. 2468. All vessels coasting between San Francisco and any port in Oregon, or in Washington or Alaska Territories, and all vessels coasting between ports of this State, are exempt from all charges for pilotage, unless a pilot is actually employed.

SEC. 2469. When two or more pilots shall offer their services to any vessel inward bound the pilot first offering, or one connected with the same boat, shall have preference; and if the services of another be accepted, the vessel, her appurtenances, and the master and owner thereof, shall be jointly and severally liable to the pilot entitled to such preference for one-half the amount of pilotage he would have been entitled to had his services been accepted.

SEC. 2470. Any pilot bringing a vessel into the harbor (or one connected with his boat) shall be entitled to take such vessel to sea again when she departs; *provided*, such pilot and those connected with his boat have not in the mean time become in any manner disqualified or incapacitated; and if such preference be disregarded by the master of such vessel, the vessel, master, and owner shall be liable to the pilot entitled to such preference for one-half the amount to which he would be entitled if his services were accepted.

The act of March 19, 1889, gives the State Board of harbor commissioners jurisdiction over the water front of the harbor of San Francisco, as elsewhere detailed.