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2161-2161-2162



Diag. Ckt. No. 1207-1

U. S. COAST AND GEODETIC SURVEY.
T. C. Mendenhall, Superintendent.

State: *Massachusetts*

DESCRIPTIVE REPORT.

Hydrographic Sheets Nos. ~~2141, 2161, 2162, 2163 + 2167.~~

LOCALITY:

Boston Harbor

1893.

CHIEF OF PARTY:

Lieutenant W. F. Low U. S. N.

2161-2-3
2163-2167

83
SHA
2161
1893

2161

Diag. Ch. No. 1207-1

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

J C Mendenhall
Superintendent.

State: *Mass.*

DESCRIPTIVE REPORT.

Hyd C Sheet No. *2161*

LOCALITY:

Basson Harbor

See SHA 2141

~~190~~
1893

CHIEF OF PARTY:

Lieut W. F. Low U.S.N.

2161

2162

83
SHA
2162
1893

Diag. Cont. No. 1207-1

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

J C Mendenhall
Superintendent.

State: *Massachusetts*

DESCRIPTIVE REPORT.

Hyd^c Sheet No. *2162*

LOCALITY:

Boston Harbor

See SHA 2141

1893
190

CHIEF OF PARTY:

Lieut. W. F. Low U.S.N.

2162

83
SHA
2163
1893

2163

Diag. Cht. No. 1207-1.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

J C Mendenhall
Superintendent.

State: *Mass.*

DESCRIPTIVE REPORT.

Hyd. Sheet No 2163

LOCALITY:

Boston Harbor

See SHA 2141

1893
~~190~~

CHIEF OF PARTY:

Lieut. U. S. Low U.S.N.

2163

2167

U.S. AND G. SURVEY
LIBRARY AND ARCHIVES

Diag. Cht. No. 1207-1 Log No.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

J C Mendenhall
Superintendent.

State: *Mass*

DESCRIPTIVE REPORT.

Hyd C Sheet No. *2167*

LOCALITY:

Boston Harbor

See SHA 2141

~~1893~~
~~190~~

CHIEF OF PARTY:

W F Low, U.S.N.

2167

Write me at:

Navy Yard, Boston, Mass.

Telegraph me at:

My Express Office is:

U. S. Coast and Geodetic Survey,

Schooner "Eagle",
Navy Yard, Boston, Mass.

December 19, 1893.

2-947

Dr T. C. Mendenhall,
Superintendent U. S. C. & G. S.,
Coast Survey Office,
Washington, D. C.

Sir:-

I beg leave to submit the following Descriptive Report, as required by the Superintendent's Circular of July 3, 1890, and which by his authority, January 28, 1893, has been postponed until the Boston Harbor work was finished.

Very respectfully,

W. F. Low

Lieutenant U. S. Navy, Commanding
Assistant, C. & G. S.

I

Projections I. 2. 3. 5. 8 and 9. Boston Harbor, Mass.

II

Vessels sailing or steam engaged in carrying trade.

Name of Line	To what nation belonging	Terminus of Route	Total Tonnage of each Line
Allan Line	Scotland	Glasgow	5626
Boston Fruit Co	United States	Jamaica	2537
Canada Atlantic & Plant. S.S. Co	United States	Halifax, N.S.	2063
Cunard S.S. Co	England	Liverpool	15903
Thames Line	England	London	11238
Hansa Johnson Line	Germany	Stenburg	9706
Johnston Line	England	London	13536
Leyland Line	England	Liverpool	16263
North Atlantic S.S. Co	United States	Halifax & Charlottetown	1618
St. Pierre Steam Navigation Co	France	St. Pierre Miquelan	339
Scandinavian Line	England	Antwerp	5488
Warren Line	England	Liverpool	30361
Wilson Line	England	Sheff. Eng.	13138
White Cross Line	Belgium	Antwerp	3950
Yarmouth S.S. Co	Nova Scotia	Yarmouth U.S.	1593
George and Emery Line	United States	Niagara	3043

Coasting Lines.

Portland Steam Packet Co
Boston and Gloucester S. S. Co.
International S. S. Line.
Boston and Bangor S. S. Co.
Bath Steam Boat Co.
Metropolitan S. S. Co.
Boston and Phila. S. S. Co.
Merchant and Miners
New England & Savannah S. S. Line.

To Portland
To Gloucester
To St. John, via Portland & Eastport.
To Bangor
To Bath
To New York.
To Philadelphia
To Baltimore and Norfolk.
To Savannah Georgia.

IV

Pilots.

Pilots where needed and where found: are
pilot fees compulsory. (Pilot Laws, Rules and
Regulations for the Port of Boston enclosed.)

Tow boats where found.

Tow boats are found at their wharves, or any
where on their cruising ground, which is between
their wharves and Cape Cod. There are no regular
charges for inward towing unless a vessel has come
to an anchor in the upper harbor. Then Harbor rates.

Harbor Regulations.

(Rules and Regulations of the Harbor Master enclosed.)

V

Harbor, improvements in progress or contemplated.

Blue print of Boston Harbor Mass.,

Showing Main Ship Channel and its proposed improvement enclosed.

Coops of ^{Co}Engineers. U. S. A.

VII.

There are several cases where greater depth of water, due to dredging, has been found than shown on old charts. These however can only be indicated approximately until the work has been plotted up.

IX

The prevailing winds and direction from which the heaviest gales come are East, and North East.

X

The list of Life Saving Stations within the limits of Coast Survey Chart No 337, has been increased by one since the publication of the Coast Pilot, namely: Humane Society Station at Boston Light.

The Hospitals available for seamen are the Naval Hospital and Marine Hospital, both at Chelsea, Mass.

XI

Quarantine Station is at Deer Island.

Limit to which vessels may go before receiving
Pratique: Deer Island. (Quarantine Regulations enclosed.)

XIV

Cautionary signals are shown from the U. S. P. O.
Building, Post Office Square and also from Telegraph
Still, Still, Mass.

The Time Ball which was formerly dropped
from the Post Office Building was discontinued in
March 1872.

XV

The Branch Hydrographic Office is in the
basement of the Custom House.

Vessels are reported by telegraph to the
Chamber of Commerce from Station at Telegraph
Still, Still, Mass.

No ice codes used in this vicinity.

Dry Docks.

Government Dock. Navy Yard, Charlestown.
 Admits vessels of (General dimensions enclosed.)
 Depth of water on sill at M. S. H. 25 ft.

Simpson's Dry Dock No. 1. East Boston.
 Admits vessels of 4000 to 5000 tons.
 Depth of water on sill at M. S. H. 18 ft 8 in.

Simpson's Dry Dock No. 2 East Boston.
 Admits vessels of 700 tons.
 Depth on sill at M. S. H. 13 ft.

Simpson's Dry Dock No. 3. East Boston.
 Admits vessels of 1600 to 2000 tons.
 Depth of water on sill at M. S. H. 16 ft.

Maine Railways.

East Boston Dry Dock Co.

Size of vessel 700 tons.
Depth 13 ft aft 9 ft fwd

Burham's Railway East Boston.

Size of vessel 500 tons.
Depth 9 ft aft 7 ft fwd.

Atlantic Iron Works. East Boston.

Size of vessel 150 tons.
Depth 15 ft aft 10 to 12 ft fwd.

Lockwood Manufacturing Co. East Boston.

Size of vessel 150 tons.
Depth 12 ft aft 8 to 9 ft fwd.

Lawley Maine Railway East Boston.

Size of vessel 100 tons.
Depth 12 ft aft 10 ft fwd.

XVIII

Custom House on corner of State and India Street.
A Revenue Steamer is kept at the foot of Long Wharf.
It is the duty of boarding inspectors to board vessels arriving from foreign ports, and, after ascertaining the name of vessel and master, and port of departure, in each case to examine the documents relating to the vessel and crew, and certify the manifest of cargo, verifying the same by actual examination, and to seal or otherwise secure the hatches and openings till the necessary permits for unloading can be granted and a discharging officer assigned to the vessel. If the vessel be American, the crew must be mustered and compared with the crew list. If destitute American seaman be returned, they must be identified with the certificate of the consul. Proper certificates to the manifests, crews list, and statements of consuls relative to the return of seaman will be made, and all such papers sent to the custom-house.

Treasury Department Circular enclosed.

U. S. C. S. Schooner Eagle, Steam Launches 22 & 23, Whale Boat & Cutter.

Commodore S. F. Low, U. S. Navy, Chief of Party.

Season of - 1873 -

Locality and Sheet Number	Month	Working Days	Boat	Letters	No. of Books	Miles	Angles	Soundings
Projection No. 1	May	1	Launch 23	g	4	2.10	50	234
"	"	6	Cutter	hh ii kk ll mm nn	8	14.50	506	1740
"	"	4	"	a b c d	1	8.46	154	942
"	"	2	Whale Boat	aa bb	1	7.40	128	710
"	June	4	Launch 23	ii ll mm oo dd ee	9	17.95	232	1754
"	"	7	Whale Boat	ff gg hh ii	1-2	26.50	404	2837
"	July	6	Cutter	a b c d e f	1-2	32.65	572	3372
"	"	4	Launch 22	a b c d	1-2	44.25	458	2993
"	"	7	Cutter	a b c d e f g	1-2-3	48.90	901	5909
"	"	8	Launch 22	a b c d e f g h	1-2-3-4	101.05	1254	9005
"	"	1	"	a b c d e f g	1	12.90	106	796
"	August	12	"	h i k l m n	1-2-3	18.65	944	4193
"	"	1	"	j	4	6.80	104	539
						427.85	5613	35024

Colors, Markers, Measurements.

Locality and Sheet Number	Month	Working Days	Goat	Letters	No. of Books	Miles	Angles	Sounding
Projection No 5	August	4	Cutter	k. i. k. l.	3-4	427.85	5613	35024
" 3	"	7	"	g. h. i. k. l. m. n.	2-3-4	37.20	654	4931
" 9	"	6	"	a. b. c. d. e. f.	1-2	38.60	638	3702
M. S. 2146	"	1	Lauch 22	a	1	7.00	106	429
Projection No 9	September	2	Cutter	g. h.	2	7.00	142	992
"	"	2	"	o. p.	4	9.50	162	987
" 9	"	2	Lauch 23	aa. bb.	1	3.70	94	266
" 9	"	6	Lauch 22	o. p. q. r. s. t.	3-4	83.40	712	2779
" 3	"	2	"	e. f.	2	3.20	50	175
M. S. 2146	"	8	"	b. c. d. e. f. g. h. i.	1-2	39.90	654	2513
" 2146	"	1	Lauch 23	aa.	1	5.00	84	254
" 2146	October	1	"	bb.	1	2.50	44	134
Projection No 5	"	2	"	aa. bb.	1	4.00	46	333
						698.95	9453	56241

Locality and Sheet Number	Month	Working Paper	Boat	Letters	Box of Books	Meigs	Conger	Drawings
Projection No 1	October	3	Saunders	u, w, x	4	12.75	188	491
"	"	2	"	g, h	2	8.25	142	606
"	"	3	"	k, l, m	4-5	19.20	328	1758
"	"	1	"	a	1	4.50	118	429
MS. 2146	"	5	"	l, m, n, o, p	2	12.30	224	685
Projection No 9	"	1	Chatter	i	3	2.25	58	168
"	"	2	"	q, r	5	5.75	110	927
"	"	2	"	s, t, u	4-5	8.05	118	991
"	"	1	"	a	1	2.50	-	651
MS. 2146	"	1	"	ON ORIGINAL DOCUMENT	1	2.10	32	182
Projection No 3	November	4	Wald	a, b, c, d	1	14.50	256	1762
"	"	4	"	W, X, Y, Z	1	11.05	252	1027
"	"	10	Chatter	aa, bb, cc	5-6	25.45	405	2713
"	"	6	"	pp, qq, rr, ss	5	14.38	229	1590
"	"	2	Saunders	i, k	2	1.50	43	207
"	"	3	"	a, b, c	1	4.80	146	335
"	"	1	"	n	5	4.25	76	452
"	"	1	"	t	1	2.00	32	161
						854.53	12.210	71.386

Schooner "Eagle",

Statistics of Field Work executed by

Lieutenant W. F. Lou, U. S. Navy.

Date of beginning field work.....

May 9, 1893

Date of closing field work.....

November 29, 1893

RECONNAISSANCE:

Area of, in square statute miles.....

Lines of intervisibility determined as per sketch submitted.....

Number of points selected for scheme.....

BASE LINES:

Primary, length of.....

Secondary, length of.....

Beach measurements, length of.....

Number of days employed in measurements of base.....

Number of days employed in re-measurements.....

TRIANGULATION:

Area of, in square statute miles.....

Signal poles erected, number of.....

Observing tripods and scaffolds built, number of.....

Observing tripods and scaffolds built, heights of.....

Days occupied in opening and verifying lines of sight, number of.....

Stations occupied for horizontal measures, number of.....

Stations occupied for vertical measures, number of.....

Geographical positions determined, number of.....

Elevations determined trigonometrically, number of.....

GEODESIC LEVELING:

Elevations determined by spirit-leveling of precision, number of.....

Lines of geodesic leveling, length of.....

LATITUDE, LONGITUDE, AND AZIMUTH WORK:

Latitude stations occupied, number of.....

Pairs of stars observed for latitude, number of.....

Average number of observations on a pair.....

Longitude stations, telegraphic, number of.....

Longitude stations, telegraphic, number of nights on which signals were exchanged.....

Longitude stations, chronometric, etc., number of.....

Azimuth stations, number of.....

Number of nights of observations for azimuth.....

Number of stars observed for azimuth.....

GRAVITY DETERMINATIONS:

Number of pendulum stations occupied.....

MAGNETIC WORK:

Stations occupied for observations of the magnetic declination, number of.....

Stations occupied for observations of the magnetic dip, number of.....

Stations occupied for observations of the magnetic intensity, number of.....

TOPOGRAPHY:

Area surveyed in square statute miles.....

Length of general coast-line in statute miles.....

Length of shore-line of rivers in statute miles.....

Length of shore-line of creeks in statute miles.....

Length of shore-line of ponds in statute miles.....

Length of roads in statute miles.....

Topographic sheets finished, number of.....

Topographic sheets, scales of.....

Topographic sheets, limits and localities of:

HYDROGRAPHY:

Area sounded in square geographical miles.....

Number of miles (geographical) run while sounding.....

Number of angles measured.....

Number of soundings.....

Number of tidal stations established.....

Number of specimens of bottom preserved.....

Current stations, number of.....

Hydrographic sheets finished, number of *No. 1-2-3-5 and 9*.....

Hydrographic sheets, scales of.....

Hydrographic sheets, limits and localities of:

Boston Harbor, Massachusetts.

854.53

12.210

71.386

8

5

General dimensions of Granite Dry Dock, at the
U. S. Navy Yard, Boston, Mass.

<u>Length</u> , on coping level, head to outer groove.	340'-7½"
" " Floor " " " "	365'-7½"
" " " " " to main invert	290'-6"
<u>Width</u> , on coping at main invert. (least)	60'-0"
" " " in " chamber.	86'-0"
" on floor: " " "	30'-0"
<u>Depth</u> , from coping to floor, at main invert	32'-0"
" " " to sill " " "	30'-0"
" of water on sill at ordinary high water	25'-0"

Total Capacity to top of 1st Wall: 6,052,374 Gallons.

BOSTON HARBOR, MASS.

PLAN SHOWING MAIN SHIP CHANNEL AND ITS PROPOSED IMPROVEMENT

U.S. Engineer Office, Boston, Mass.
December 23, 1891.
Respectfully forwarded to the Chief of Engineers with report of this date.

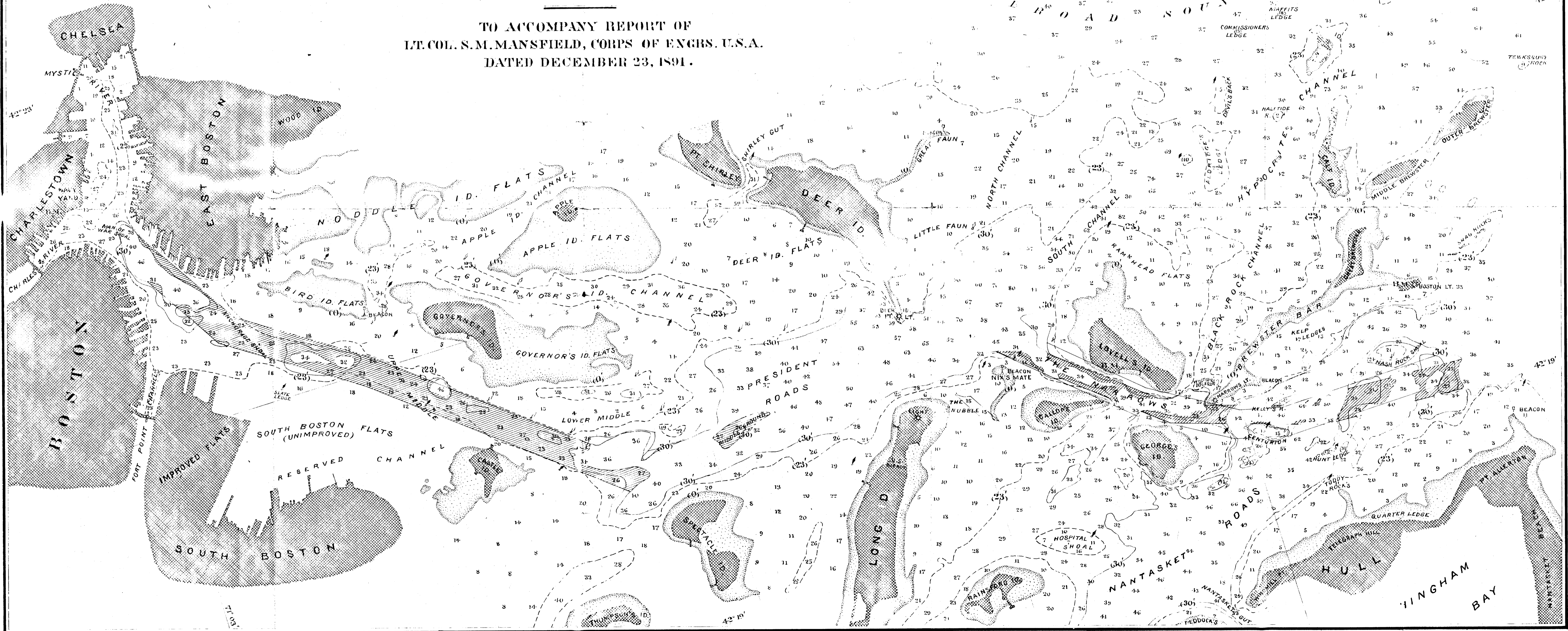
Mansfield
Lieut. Col. of Engineers

1891.

SCALE OF PLAN 1:20,000

TO ACCOMPANY REPORT OF
LT. COL. S. M. MANSFIELD, CORPS OF ENGRS. U.S.A.
DATED DECEMBER 23, 1891.

*Soundings are in feet and refer to mean low water.
Mean rise or 9.4 ft. in Lower Harbor
fall of tide is 19.8 ft. Upper
Areas shaded thus are proposed to
be dredged to a depth of 30 ft. at mean low water.*



[Boarding Officers will serve a copy of this Circular upon the master of every vessel from a foreign port, except those of regular lines of steamships.]

CIRCULAR.

MANIFESTS OF VESSELS.

1881.

Department No. 68.
Secretary's Office.

Treasury Department,

OFFICE OF THE SECRETARY,

Washington, D. C., June 23, 1881.

To Collectors of Customs, Masters of Vessels, &c.:

This Department is informed that masters of vessels arriving in the United States frequently neglect to produce manifests as required by law.

Section 2806 of the Revised Statutes provides that no merchandise shall be brought into the United States from any foreign port, in any vessel, unless the master has on board manifests in writing of the cargo, signed by himself; and Section 2807 requires that such manifests shall contain the following particulars, viz:

“First. The name of the ports where the merchandise in such manifest mentioned were taken on board, and the ports within the United States for which the same are destined; particularly noting the merchandise destined for each port respectively.”

“Second. The name, description, and build of the vessel; the true admeasurement or tonnage thereof; the port to which such vessel belongs; the name of each owner, according to the register of the same; and the name of the master of such vessel.”

“Third. A just and particular account of all the merchandise, so laden on board, whether in packages or stowed loose, of any kind or nature whatever, together with the marks and numbers as marked on each package, and the number or quantity and description of the packages in words at length, whether leaguer, pipe, butt, puncheon, hogshead, barrel, keg, case, bale, pack, truss, chest, box, band-box, bundle, parcel, cask, or package, of any kind or sort, describing the same by its usual name or denomination.”

“Fourth. The names of the persons to whom such packages are respectively consigned, agreeably to the bills of lading signed for the same, unless when the goods are consigned to order, when it shall be so expressed in the manifest.”

“Fifth. The names of the several passengers on board the vessel, distinguishing whether cabin or steerage passengers, or both, with their baggage, specifying the number and description of packages belonging to each respectively.”

“Sixth. An account of the sea-stores remaining, if any.

Section 2808 provides that “If merchandise shall be imported, destined to be delivered in different districts or ports, the quantities and packages so destined to be delivered shall be inserted in successive order in the manifest; and all spirits and wines constituting the whole or any part of the cargo of any vessel shall also be inserted in successive order, distinguishing the ports to which the same may be destined, and the kinds, qualities, and quantities thereof.”

Section 2811 requires that every master of a vessel laden with merchandise, on his arrival within four leagues of the coast of the United States, or within any of the waters of the United States, shall produce, upon demand of such officer of the customs as first comes on board his vessel, the manifests in writing which he is required to have on board, and shall deliver to the officer true copies thereof, subscribed to by the master. Any failure to comply with these requirements will subject the offender to the penalties made and provided by law in such cases; and all merchandise not included in the manifest belonging to the officers or crew will be forfeited. If any articles required by law to be manifested have been omitted from the manifest, the master should present a list thereof at the Custom-house, at the time of his first report to the Collector, or as soon thereafter as may be practicable, and make a statement of the facts, in order that the proper officers may determine what proceedings shall be taken; and should any of the merchandise be intended for another port the fact should be noted.

This circular is issued as a substitute for the circular of April 26, 1881, (No. 45,) which sets forth the law relating to manifests less precisely, and is hereby revoked.

H. F. FRENCH,
Acting Secretary.

NOTE.—The foregoing circular requires, among other things, that all merchandise, passengers' baggage, sea-stores, &c., (including sample-packages and others similar not contained in baggage,) shall be separately specified on the vessel's manifest, either by name or by package, according to the circumstances, and whether the articles are to remain on board or are to be landed. The furniture, tackle, and apparel; the ordinary personal effects of the officers and crew, not constituting merchandise or stores, and articles worn, need not be so specified. Merchandise intended for another port or a foreign country must be referred to as such on the manifest. If any articles required by law to be noted on the manifest have been omitted therefrom, the master must present an additional list at the Custom-house at the time of his first report to the Collector, or as soon thereafter as may be practicable, and make a statement of the facts.

The attention of all persons concerned is especially invited to the provisions of the circular relating to the forfeitures or penalties which may be incurred by violations of the laws cited.

ANMERKUNG.—Das bevorstehende Rundschreiben verlangt, zwischen anderen Sachen, dass alle Waaren, Passagier-Gepäck, Schiffsvorräthe u. s. w. (Muster und andere ähnliche nicht im Gepäck begriffene Waarenstücke einschliessend) ob solche zum am Bord behalten oder zum Landen sind, nach Umständen namen- oder bündelweise im Schiffsmanifest besonders angegeben werden. Die Schiffsgeschäfte, die nicht als Waare oder Vorräthe geltenden gewöhnlichen persönlichen Effecten der Officiere und der Mannschaft, und gebrauchte Sachen, brauchen nicht so angegeben zu sein.

Für einen anderen Hafen oder für das Ausland bestimmte Waaren müssen als solche im Manifest bezeichnet sein. Wenn irgend welche, dem Gesetze nach, im Manifest zu verzeichnenden Sachen, aus demselben ausgelassen worden wären, so wird der Capitän zur Zeit seines ersten Rapport's an den Zolleinnehmer, oder sobald wie möglich nachher, ein ergänzendes Verzeichniss im Zollamte einreichen und einen Bericht über die Thatsachen abliefern müssen.

Die Aufmerksamkeit aller betreffenden Personen wird besonders auf die Bestimmungen des Rundschreibens gelenkt, welche sich auf die mit Uebertretungen der darin angegebenen Gesetze verbundenen Strafen, beziehen.

NOTE.—La circulaire précédente exige entre autres choses, que les marchandises, les bagages des passagers, les provisions de vaisseau, etc. (y compris les paquets d'échantillons et autres de même nature, non inclus dans les bagages), soient séparément spécifiés dans le manifeste du navire, par nom ou par paquet selon les circonstances, tant les effets destinés à rester à bord que ceux destinés à être débarqués. L'appareil du navire, les effets personnels ordinaires des officiers et de l'équipage, ne constituant ni marchandise ni provisions, et les effets usés n'ont pas à être ainsi spécifiés.

La marchandise à destination d'un autre port ou d'un pays étranger, doit être désignée comme telle dans le manifeste. Si quelques-uns des objets dont la loi exige l'enregistrement au manifeste, se trouvaient en avoir été omis, le capitaine devra présenter à la douane une liste supplémentaire, au moment de son premier rapport au percepteur, ou aussitôt après que possible, et aura à déclarer les faits.

L'attention de tous les intéressés est particulièrement appelée sur les dispositions de la circulaire concernant les peines ou amendes qui peuvent être encourues à la suite de contraventions aux lois citées.

NOTA.—La precedente carta circular exige, entre otras cosas, que las mercaderias, el bagaje de los pasajeros, los abastecimientos de navio, etc. (incluyendo muestras y otros paquetes semejantes non contenidos en el bagaje), sean separadamente especificados en el manifiesto del buque, por nombre ó por paquete segun las circunstancias, y tan bien los efectos destinados para remanecer á bordo como los para el desembarco. El apresto del buque, los efectos personales ordinarios de los oficiales y de la tripulacion, que no constituyen mercaderias ó provisiones, y los efectos usados no han de ser así especificados.

Mercaderias destinadas para un otro puerto ó para un pais extranjero se segnalaran como tales en el manifiesto. Se algunos de los efectos que segun la ley han de ser registrados en el manifiesto, hubieren sido omitidos, el capitán tiendra che presentar á la aduana una lista adicional, al hacer de su primera declaracion al colector, ó luego despues che sare posible, y hara una relacion de los hechos.

La atencion de todas las personas interesadas esta particularmente llamada á las estipulaciones de la carta circular tocante á las multas ó penas que se pueden incurrir por quebrantamientos de las leyes alegadas.

NOTA.—La precedente circolare richiede, fra altre cose, che tutte le mercanzie, bagaglie dei passeggeri, provisioni di nave, etc. (includendo campioni ed altri pacchetti similari non contenuti nelle bagaglie), sieno separatamente specificati nel manifesto del naviglio, per nome o per pacchetto, secondo le circostanze, e tanto bene gli effetti destinati per rimanere a bordo come per lo sbarco. L'apparecchio del naviglio, gli effetti personali ordinarii degli ufficiali e del equipaggio, che non costituiscono mercanzie o provisioni, e gli effetti usati, non hanno da specificarsi così.

Mercanzie destinate per un altro porto o per uno paese straniero, si disegnaranno come tale nel manifesto. Se alcuni degli effetti che secondo la legge devono essere registrati nel manifesto, ne sarebbero stati omessi, il capitano dovrà sommettere alla dogana una lista suppletiva, al suo primo riferire al collettore, o subito che sia possibile dopo ciò, anche avrà da esporre li fatti.

L'attenzione di tutte le persone interessate é particolarmente chiamata alle disposizioni della circolare sopra le multe o pene che si possono incorrere per violazioni delle leggi citate.

QUARANTINE REGULATIONS.

BOARD OF HEALTH,

12 BEACON ST., BOSTON, MARCH 4th, 1893.

At a meeting of the Board of Health this day, it was ordered that the several Quarantine regulations, now in force at this port, be revised so as to read as follows:—

ORDERED. That any vessel arriving at this port, which has on board at the time of her arrival, or has had during her passage to this port, any sickness of a contagious, infectious, or doubtful character which may be dangerous to the public health, or which has come from or has been in any port or place which has been epidemically infected with any contagious or infectious disease within the six months next preceding such arrival, or has on board any merchandise which has come by transshipment from any such infected port or place within the six months next preceding, or has on board any immigrants (except from British America) shall be anchored at Quarantine.

Infected persons found on such vessels shall be removed to the hospital on Gallop's Island, and there detained until all power to infect others shall have ceased. Cargoes and personal baggage, which in the opinion of the Port Physician or the Board of Health may be infected, shall be removed to Gallop's Island and there disinfected, when such disinfection cannot be properly done on board the vessel or on lighters.

All immigrants, on arrival at Quarantine, shall be subjected to examination, as regards their freedom from contagious or infectious disease and their protection from small-pox.

All persons under ten years of age who have not been successfully vaccinated, and all persons over ten years of age who have not recently been successfully vaccinated or re-vaccinated, shall be considered as unprotected from the effect of the contagion of small-pox, persons having had an attack of small-pox excepted.

All persons not so protected shall be vaccinated or subjected to a Quarantine of fifteen days' observation.

All old rags, paper stock, hair, feathers, hides, skins, wool and similar materials which are liable to convey disease germs must be accompanied by satisfactory certificates as to their place of collection and packing for shipment.

No article of clothing or bedding in use shall be thrown overboard from any vessel in Boston Harbor without the written consent of the Board of Health or the Quarantine Physician; nor shall any such article be removed from any vessel at her dock without such permission; all such articles which are to be destroyed, shall be burned in the harbor under the supervision of the Quarantine Physician, in the furnaces of the steamers.

No vessel shall leave Quarantine, nor shall her cargo, or any part thereof, be discharged, nor any person be allowed to go on board or to leave her while in Quarantine, without the written permit of the Port Physician, who is hereby authorized and instructed to take such measures with regard to said vessel, cargo, and persons, as, in his judgment, the public health may require.

It is also hereby ordered, that during June, July, August, September, and October of each year, subject to such changes as circumstances may from time to time require, all vessels arriving in this harbor from the following ports shall stop at the Quarantine Station, viz.: all vessels from any port in Europe, from the Western, Madeira, Canary, or Cape de Verde Islands; from the Mediterranean or Straits thereof, from the west coast of Africa, or around the Cape of Good Hope; from the West India, Bahama, or Bermuda Islands; from any American port south of Virginia, including Central and South America; and vessels arriving from any place in the United States or British America, where they may have touched on their way from any foreign port or place above named.

No such vessel shall leave Quarantine or unload her cargo or any part thereof, nor shall any person go on board or leave the vessel while in Quarantine without the written permit of the Port Physician, who is hereby authorized and instructed to take any measures in regard to such vessels as in his judgment the public health may require.

The Port Physician is hereby authorized and instructed to demand and receive the Quarantine fees which are hereby made and established by this Board and which are as follows:—

For examination of vessels of five hundred tons and upwards (registration tonnage), eight dollars.

For examination of vessels under five hundred tons (registration tonnage), five dollars.

For disinfecting vessels, from ten to fifty dollars.

For baths and disinfecting personal clothing and baggage, one dollar for each person.

For vaccination, twenty-five cents for each person.

For board of patients in hospital, ten dollars a week.

Such fees to be by the Port Physician paid to the City Treasurer.

CITY OF BOSTON.

RULES AND REGULATIONS

OF THE

HARBOR MASTER.

1. All vessels anchoring on the south side of the channel must anchor by the following marks, viz. :—

The twin towers of St. Mary's Church on Thacher street in range with granite block on Long Wharf, and south-east of a line drawn between the Elevators in East and South Boston, and all vessels anchoring to the westward of this line will be removed at once.

2. All vessels anchoring on the north side of the channel must anchor by the following marks, viz. :—

The Long Island Light in range with the Half Moon Battery on Governor's Island, and south-easterly of the range of the Elevators in East and South Boston.

3. All vessels anchoring north-west of North Ferry and south-east of Chelsea Ferry will anchor by the following marks, viz. :—

The Steeple on Mutual Life Insurance Building, Milk street, in range of west end of granite block on Union Wharf, and south-west of the Boston Dye Wood Company's Wharf, East Boston.

4. Small vessels will anchor inside the above ranges, in order that sufficient room may be given for larger vessels.

5. No vessel, after having discharged its cargo and dropped down through the Charles River draw, shall anchor above a line drawn from Fiske's South Wharf to Water Battery in Navy Yard.

6. No vessel shall lie at anchor in the track of the Ferry Boats, or in Fort Point Channel.

7. No more than two vessels at a time will be allowed to anchor between the East Boston Ferries.

8. All vessels anchoring below Charles River Bridge, bound up, will anchor as near the Boston side as practicable.

9. A master of a tow-boat having a vessel in tow, or a pilot having a vessel in charge, will allow such vessel to anchor only as provided in the above rules and regulations.

10. Any master of a vessel wishing to discharge part of his cargo before going into dock must notify the Harbor Master, in order that a berth may be assigned therefor, and obtain permit.

BYRON F. BRAGDON,

Harbor Master.

EXTRACTS FROM THE STATUTES.

(CHAP. 234, ACTS OF 1847.)

SECT. 1. No vessel shall anchor within five hundred feet of any wharf unless for the purpose of hauling in as soon as practicable to some wharf, or unless compelled to do so by reason of stress of weather or unavoidable casualty under a penalty not exceeding twenty-five dollars.

(CHAP. 314, ACTS OF 1848.)

SECT. 4. All vessels at anchor in the harbor of Boston shall keep an anchor watch at all times, and shall keep a clear and distinct light suspended, at least six feet above the deck, during the night; and whenever the provisions of this section shall be violated on board any vessel, the master or owners shall be liable to a penalty of not more than twenty dollars, and shall be held liable to pay all damages that may be occasioned by such violation.

(CHAP. 16, ACTS OF 1872.)

SECT. 1. No vessel propelled by steam shall, either in Boston harbor or Charlestown harbor, pass within one hundred yards of any wharf at greater speed than at the rate of five miles an hour.

SECT. 2. The master, pilot and engineer of any vessel violating the provisions of this act shall severally be punished by fine not exceeding one hundred dollars.

SECT. 3. The owner of any vessel violating the provisions of this act shall pay to any person suffering damage thereby the full amount of such damage, to be recovered in an action of tort.

(CHAP. 69, PUBLIC STATUTES.)

SECT. 5. Any person, except a pilot or public officer, who boards, or attempts to board, a vessel arriving in Boston harbor before such vessel has been made fast to the wharf, without obtaining leave from the master or person having charge of such vessel, or leave in writing from its owners or agent, shall forfeit a sum not exceeding fifty dollars for each offence.

SECT. 6. Whoever, without such leave, and without authority of law, boards a vessel in . . . said harbor, after having been ordered not to do so by a person having charge of such vessel at the time, or whoever having boarded such vessel refuses or neglects to leave it when ordered so to do by the person having charge of it, shall forfeit a sum not exceeding fifty dollars.

SECT. 7. Whoever entices or persuades, or attempts to entice or persuade, or aids, assists, or attempts to aid or assist, any member of the crew of the vessel arriving in or about to sail from a port in this Commonwealth, to leave or desert said vessel before the expiration of his term of service therein, shall forfeit a sum not exceeding two hundred dollars for each offence, and be punished by imprisonment for not more than six months, nor less than thirty days, at the discretion of the court.

SECT. 8. Whoever knowingly and wilfully persuades or aids any person who has shipped on a voyage from a port in this Commonwealth, and has received advanced wages therefor, wilfully to neglect to proceed on such voyage, shall forfeit a sum not exceeding one hundred dollars.

SECT. 9. No seaman or mariner who has shipped, or entered into contract for a voyage, from a port in this Commonwealth, shall be liable to arrest on mesne process on account of a debt or obligation to any landlord or boarding-house keeper; nor shall a landlord or boarding-house keeper detain, or have a lien upon, the wearing apparel or other property of such seaman or mariner, or hinder, obstruct, or delay him in the performance of such contract, under a penalty of not more than two hundred dollars.

SECT. 10. When either of the offences mentioned in the five preceding sections is committed in Boston or Boston Harbor, the penalty may be recovered by complaint in the municipal court of the City of Boston. Whoever commits any such offence may be arrested without warrant by any officer qualified to serve criminal process in the city where the offence may be tried; and he shall be forthwith brought before the court.

SECT. 11. For the purposes of the six preceding sections, the outer limits of Boston harbor, for vessels bound thereto, shall be a line drawn from Harding's Rock to the Outer Graves, and from thence to Nahant Head, and said harbor shall include the shores of Chelsea.

SECT. 12. The word "vessel" in the seven preceding sections shall include vessels propelled by steam.

SECT. 23. No person shall throw or deposit in a harbor stones, gravel, ballast, cinders, ashes, dirt, mud, or any other substances which may in any way tend to injure the navigation of such harbor.

SECT. 24. No warp or line shall be passed across any channel or dock so as to obstruct vessels passing along the same.

SECT. 26. Every master of a vessel within a harbor for which a harbor master is appointed shall anchor his vessel according to the rules and regulations of the harbor master, and shall move to such other place as the harbor master may direct; and every master of a tow-boat having a vessel in tow and every pilot having a vessel in charge shall allow such vessel to anchor only in such place as the rules and regulations of the harbor master provide for anchorage.

SECT. 27. Every vessel, before unloading lumber in the stream or channel of a harbor having a harbor master, shall obtain a permit from such harbor master, designating where such lumber may be rafted so as to avoid obstructing the channel or hindering the movements of other vessels.

SECT. 28. Every vessel lying in a harbor, or at a wharf or pier in a harbor, shall, when directed by the harbor master thereof, cockbill the lower yards, brace the topsail yards fore and aft, and rig in the jib-boom.

SECT. 29. A harbor master may cause the removal of any vessel lying in his harbor and not moving when directed by him so to do, and the expense of such removal shall be paid by the master or owners of such vessel. In case of their neglect or refusal to pay such expense after it has been demanded, it may be recovered, in an action of contract by the harbor master, from the master or owner of such vessel, to the use of the city or town in which the harbor is situated.

SECT. 30. If a vessel occupying a berth at a wharf or pier, either with or without the consent of the wharfinger thereof, fails, upon notice from such wharfinger or his agent to the master or to those having such vessel in charge for the time being, to vacate such berth in a reasonable time, to be adjudged by the harbor master, the harbor master shall then cause such vessel to be moved to some other berth or anchored in the stream, and the expense of such removal may be recovered, in an action of contract by the harbor master, from the master or owner of such vessel, to the use of the city or town in which said harbor is situated.

SECT. 31. Harbor masters may, in their respective harbors, regulate and station all vessels in the stream or channels thereof, and may remove such as are not employed in receiving or discharging their cargoes, to make room for such others as require to be more immediately accommodated for the purpose of receiving or discharging their cargoes; and as to the fact of their being fairly and actually employed in receiving or discharging their cargoes, the harbor master shall determine.

SECT. 33. Whoever violates any of the ten preceding sections, or refuses or neglects to obey the instructions of a harbor master, lawfully given, or resists a harbor master in the execution of his duties, shall be liable to a fine of not more than fifty dollars.

SECT. 34. Any person violating the foregoing provisions, in addition to any fines imposed in accordance herewith, shall be liable in an action of tort to any person suffering damage by such violation.

(CHAP. 216, ACTS OF 1882.)

SECT. 2. Assistant harbor masters shall be subject to the direction and control of the harbor master of their respective city or town, and shall have all the powers and be subject to all the duties of said harbor master, whether by general or special acts.

EXTRACTS FROM CITY ORDINANCES.

CHAP. 22, REVISED ORDINANCES.

SECT. 46. Whenever a vessel arrives in the harbor, between the first day of April and the fifteenth day of November, having on board hides, hide cuttings, skins, rags, or fruit, the master and consignee of such vessel shall give immediate notice of its arrival to the harbor police, or to the City Physician, and the harbor police shall immediately give similar notice to the City Physician.

CITY OF BOSTON.

RULES AND REGULATIONS

OF THE

HARBOR MASTER.

Shipmasters will please report any violations of the within rules and regulations at the office, corner of Battery and Commercial Streets.

The Harbor Police Call is three short and one long blast of the steam whistle, viz.:—

TELEPHONE No. 1518.

PILOTAGE.

LAWS, RULES, AND REGULATIONS

FOR THE

PORT OF BOSTON,

TO 1891.

PILOTAGE.

LAWS, RULES, AND REGULATIONS

FOR THE

PORT OF BOSTON,

TO 1891.

BOSTON:

C. W. CALKINS & Co., PRINTERS, 52 PURCHASE STREET.

1891.

REGULATIONS.

[CHAPTER 70 PUBLIC STATUTES.]

AN ACT concerning Pilotage.

Be it enacted, etc., as follows: —

SECTION 1. Every person holding a commission as a pilot in this commonwealth shall continue to hold the same until it is revoked, or until the authority to act under it is suspended as hereinafter provided.

SECT. 2. There shall be two commissioners of pilots for the harbor of Boston, appointed by the governor with the advice and consent of the council, who shall hold office for the term of three years unless sooner removed by the governor and council. The persons so appointed shall have experience in maritime and nautical affairs, and shall first be recommended by the trustees of the Boston Marine Society, but no such commissioner shall at the same time be one of said trustees. If the said trustees refuse, decline, or are unable to make the recommendation above provided for, the governor and council shall appoint the said commissioners, without such recommendation.

SECT. 3. Said commissioners shall grant commissions for pilots for the harbor of Boston to such persons as they deem competent for the purpose, and who have been approved by the trustees of the Boston Marine Society. They may, upon satisfactory evidence of misconduct, carelessness, or neglect of duty, suspend, until the meeting of the trustees then next ensuing, any such pilot; and if the trustees at such meeting decide that the commission of such pilot ought to be revoked, the commissioners may revoke the same, or may at their discretion continue the suspension of such pilot until the next stated meeting of the trustees, and no longer, for the same offence. They shall see that the laws and regulations for pilotage within the harbor of Boston are duly observed and executed, shall receive and hear complaints by and against pilots for the harbor of Boston, and shall examine into and decide the same.

SECT. 4. Said commissioners shall appoint a secretary, who shall keep an office and be in attendance thereat during the day, to

receive all complaints by and against pilots for the harbor of Boston, and all notifications to the same, and who shall keep a fair record of the doings of said office, to be open at all times for examination.

SECT. 5. Once in every three months each pilot for the harbor of Boston shall render to the said commissioners an accurate account of all vessels piloted by him, and of all moneys received for pilotage by him or by any person for him, and he shall pay to said commissioners four per cent on the amount thereof; and if a pilot makes a false return of moneys received, he shall pay a sum not exceeding fifty dollars.

* * * * *

SECT. 7. The harbor of Boston, for the purposes of this chapter, shall be held to include all places or landings accessible to vessels from sea and included within the limits of Nahant Rock on the north and Point Allerton on the south.

* * * * *

SECT. 17. No person shall receive a commission or exercise the office of pilot until he has given to the treasurer of the commonwealth a bond with two sureties in the penal sum of one thousand dollars for the faithful performance of the duties of his office and for the payment of all damages that may accrue from his negligence, unskilfulness, or unfaithfulness. The sureties on the bonds of pilots for the harbor of Boston shall be satisfactory to the commissioners of pilots for said harbor; the sureties upon the bonds of pilots for the other ports and places mentioned in this chapter shall be approved by the persons or society recommending such persons as pilots; and the sureties upon the bonds of all other pilots shall be approved by the governor and council.

SECT. 18. When the surety upon the bond of a pilot desires to be discharged from his liability thereon, notice of such desire shall be given to the commissioners or to the persons or society authorized to approve the sureties upon said bond, as the case may be; or, if such bond was approved by the governor and council, notice shall be given to the governor and council, and notice shall also be given in writing by such surety to such pilot, which notice may be served by a constable of any town in which said pilot may be; and such notice, with the return of such constable thereon, shall be filed with the treasurer of the commonwealth, and, at the end of thirty days from the date of such filing with the treasurer, the liability of such surety for the subsequent acts of said pilot shall cease. If a pilot, being so notified, fails to furnish a new bond before the expiration of said thirty days, his commission shall become void.

SECT. 19. In case of the decease or insolvency of a surety upon the bond of a pilot, such pilot shall give notice of the fact to

the commissioners of pilots for the harbor of Boston, if such pilot is a pilot for said harbor, or to the persons or society who recommended his appointment; or, if such pilot was appointed for any port or place not specially mentioned in this chapter, to the governor and council, and thereupon a new bond shall be required from such pilot.

SECT. 20. If at any time the bond of a pilot appears to be insufficient, the party authorized to approve the sureties on such bond shall require a new bond satisfactory to them to be given.

SECT. 21. Every pilot shall have for sixty days a lien for his pilotage fees, if approved by the pilot commissioners, upon the hull and appurtenances of every vessel liable to him for such fees under the provisions of this chapter.

SECT. 22. Every pilot shall be liable for all damages that may accrue from his negligence, unskilfulness, or unfaithfulness.

SECT. 23. Every pilot shall, when required to do so, exhibit his commission to the master of any vessel of which he may take charge.

SECT. 24. No pilot shall, under penalty of suspension or dismissal, take charge of a vessel drawing more water than his commission authorizes. [See Sec. 13, Special Regulations.]

SECT. 25. Pilots shall first board such vessels (irrespective of size) as may have signals set for a pilot. When there are no such signals to be seen, pilots shall offer their services to the first vessel which they can board; and in case a vessel liable to pilotage refuses to take a pilot, the pilot offering his services shall inform the officers of such vessel that she will be held to pay the regular fees for pilotage, whether such services are accepted or not.

SECT. 26. Every inward-bound vessel shall, except as provided in sections twenty-nine and thirty-two, receive the first pilot, holding a commission for her port of destination, that may offer his services, and such vessel shall, except as provided in sections thirty and thirty-one, be holden to pay to such pilot the regular fees for pilotage, whether his services are accepted or not.

SECT. 27. Every outward-bound vessel, which is liable to pilotage, if inward bound, shall, whether the services of a pilot are accepted or not, be held to pay the regular fees to the pilot who brought her into port, or to some other pilot of the same boat, if he offers his services before she gets under way; or if such pilot does not so offer, or if such vessel was not piloted into port, then to the pilot who first offers his services.

SECT. 28. No vessel shall be liable to pay pilotage fees in or out of any port other than her ports of departure and destination, unless the aid of a pilot is requested, in which case the pilot shall be bound to act as such, and shall be entitled to the regular compensation therefor.

SECT. 29. Every pilot is authorized and directed to take charge, within the limits of his commission, of any vessels, except those exempted from compulsory pilotage by section thirty-two, and except also vessels bound from a port within the commonwealth to another port within the same, unless they are in the completion of a voyage from a port or place out of the commonwealth. [See Sec. 4, New Act of '84, page 13.]

SECT. 30. When vessels of not more than two hundred tons burden decline the services of a pilot, they shall, if otherwise liable under the provisions of this chapter to the payment of pilotage fees, be liable only to one-half of the regular fees; but if they request and receive such services, they shall pay the regular rates. [See Sec. 3, New Act of '84, page 13.]

SECT. 31. A vessel taking steam by the desire of the master thereof shall pay full pilotage fees; but when steam is taken by direction of the pilot in charge, such vessel shall be held to pay but seventy-five per cent of the regular fees.

* * * * *

SECT. 33. National vessels, both when inward and when outward bound, shall, if they employ a pilot, pay the same rates as vessels in the merchant service.

SECT. 34. Except in the harbor of Boston, winter rates of pilotage shall be allowed from the first day of November to the last day of April, inclusive, and summer rates from the first day of May to the last day of October. In the harbor of Boston the rates of pilotage shall be as now established during the whole year.

SECT. 35. When a vessel is anchored for twelve hours or more under any regulation relative to quarantine or to alien passengers, the pilot in charge, upon piloting such vessel to her port of destination, shall be entitled to an addition of twenty-five per cent to the regular fees.

SECT. 36. When a pilot, without any fault or negligence of his own or of his associates, is unable to leave the vessel under his charge, and is carried to sea, he shall be entitled to two dollars for each day on which he is necessarily detained from home.

* * * * *

SECT. 37. Pilots shall, under penalty of suspension or dismissal, anchor vessels carrying alien passengers and vessels subject to quarantine at the places assigned for such purposes by the proper authorities.

SECT. 38. All disputes between pilots in relation to their rights, privileges, and duties with regard to each other, shall be referred to and settled by three master pilots, to be chosen by the parties for the purpose.

SECT. 39. No person who does not hold a commission as a pilot shall, if a commissioned pilot offers his services or can be obtained within a reasonable time, *exercise* the duties of a pilot on board any vessel within the waters of this commonwealth, unless he is a person actually employed on such vessel for the voyage. Whoever commits a breach of the provisions of this section shall be liable to a penalty of not less than twenty nor more than fifty dollars for each offence. [See Sec. 6, Act of '84, page 13.]

SECT. 40. All statutes and regulations relative to pilots and pilotage in particular harbors and places shall remain in force until repealed or altered.

SPECIAL REGULATIONS.

Regulations for the Pilotage of the Harbor of Boston and all places or landings accessible to vessels from sea included within the limits of Nahant Rock on the North and Point Allerton on the South.

1. There shall be not less than five pilot boats constantly employed by the Boston pilots; each boat shall have a number, which shall be painted in black figures of not less than forty-eight inches in length, in the mainsail and jib; the numbers of boats and crews of said boats to be regulated by the commissioners.

2. Each boat shall have a master, who is required to see that all the pilot regulations are strictly conformed to; any non-performance of duty, or insubordination on the part of any pilot, upon the complaint of any master, will receive prompt investigation by the commissioners.

3. Each one of the pilot boats employed for the harbor of Boston, in alternate weeks, and in the order of their numbers, shall cruise on a station at the entrance of Boston Harbor outside of Boston Light, and within the limits of a line drawn from Minot's Ledge to Nahant Head; and the boat on said station shall at all times show the established pilot-boat signal, and shall by day and by night, at all times, remain on said station whenever the weather does not render it impracticable, and be on the lookout for vessels approaching Boston Harbor; and shall at all times be furnished with pilots without leaving her station, and shall offer the services of a pilot to all vessels entering said harbor, in accordance with the fifth general regulation; and she shall receive on board pilots from outward-bound vessels, and render to them all the facilities for their return to the city of Boston which is consistent with their duty. The station boat shall not leave said station until relieved

by another boat ; and if the boat next in turn for said station shall at any time be unnecessarily absent from said station, the pilots on board of said boat at the time shall collectively be liable to a penalty not exceeding two hundred dollars, the amount and apportionment of which shall be decided by the commissioners, and the pilot or pilots so offending shall be liable to immediate suspension or dismissal from the pilot service at the discretion of the commissioners ; but in case of accident or casualty rendering it impossible for said boat to be on her station, the fact shall be immediately reported to the commissioners, who may order any other boat to take said station, and remain until relieved, said boat being subject to the same liabilities, after receiving said order, as though it was her regular turn. In case of a want of pilots at any time on board of the station boat to supply the demand of inward-bound vessels, pilots taken on board from outward-bound vessels may, with the consent of the master of the station boat, go on board of inward-bound vessels ; but no pilot shall board an inward-bound vessel, except from the boat to which he belongs, without such permission.

4. It shall be the duty of every pilot, after having brought a vessel to the inner harbor of Boston, to have such vessel properly moored in the stream, or secured to a wharf (below the bridges), at the option of the master, within twenty-four hours after arrival, weather and tide permitting, without extra charge.

5. If any vessel outward bound, having a pilot on board, should anchor in Nantasket Roads, it shall be the duty of the pilot to remain on board said vessel, if requested by the master, until the next high water, and if detained after that time, he shall be entitled to receive three dollars per day for each and every day so detained.

6. No pilot shall leave a vessel outward bound, until to the eastward of George's Island, without permission of the master of said vessel.

7. Every pilot is required to perform his full share of the duties of an inward as well as an outward pilot, unless prevented by sickness, or causes satisfactory to the commissioners.

8. Any commissioned pilot that shall offer his services to any vessel bound into the harbor of Boston without or eastward of a line drawn from Manomet Land, Plymouth, to Thatcher's Island. Cape Ann, from the first day of November to the thirtieth day of April, inclusive, shall be entitled to receive twenty per cent in addition to the foregoing rates.

9. The fees for hauling a vessel from the stream to a wharf (below the bridges), after the expiration of twenty-four hours from arrival, shall be four dollars ; and for hauling a vessel from the wharf to the stream, provided the vessel does not proceed to sea within twenty-four hours from the time of anchoring, four dollars.

* * * * *

11. Not less than three pilot boats shall at all times cruise in Boston Bay outside of the limits prescribed for the station boat.

12. Every commissioned pilot for Boston Bay shall be attached to a pilot boat, and no pilot shall remain unattached for more than thirty days, without permission from the commissioners. Any pilot neglecting or refusing to join a pilot boat for ten days after being duly notified to join one, unless satisfactory reasons are given for non-compliance, shall be liable to suspension, or to have his commission revoked at the option of the commissioners.

13. No pilot shall take charge of any vessel of a larger draught of water than his commission authorizes, nor shall any other person, not having a commission, be put on board of any vessel from either of the pilot boats, in the capacity of pilot. But in the event of the master of any vessel taking on board an unauthorized person to assist him in going into port, the person so taken shall state the circumstances to the master of said vessel, and keep the usual signal flying for a pilot until within a line from the Harding's Rocks to the Graves and Bass Point, and shall give the vessel up to any authorized pilot who may offer himself.

* * * * *

Any commissioned pilot for the harbor of Boston that may be found mating or combining, or in any way interested with any other pilot in the business of pilotage, except with those pilots belonging to the same boat with himself, shall be liable to forfeit his commission.

The established pilot signal by day is a white and blue flag, white next to the mast, and in the night a red light.

In the division of earnings of any pilot boat among the crew, the following allowance shall be made to those pilots holding a commission for a limited draught of water:—

For a commission of 10 feet draught of water,	one-third of a share.
“ “ 12 “ “	one-half “
“ “ 14 “ “	two-thirds “
“ “ 16 “ “	three-fourths “

The pilots of the port of Boston shall have an office, or keep a desk in some counting room, in some central situation, where all communications may be left for them, and it shall be the duty of the pilots, when in Boston, to call at said office or desk twice a day at least.

* * * * *

Dorchester and Neponset. — The pilotage for the several landing places in the towns of Dorchester and Neponset, shall not be compulsory. When the services of a pilot are required, and are offered outside of a line drawn from the wharf on Thompson's Island in a direct line to Dorchester Point, the rates of pilotage

authorized by the commissioners shall be, viz. : to Commercial Point, thirty cents per foot; to Neponset, forty cents per foot. The inward and outward rates to be the same.

Hingham, Weymouth, and Quincy. — The pilotage for the several landing places in the towns of Hingham, Weymouth, and Quincy, below the bridges, shall not be compulsory. When the services of a pilot are required and are offered outside of a line drawn from Nantasket Point to the east point of Pettick's Island, from thence a line drawn to the northwest point of said Pettick's Island, from thence in a line to Sunk Island, from Sunk Island in a direct line to Hangman's Island, the rates of pilotage authorized by the commissioners shall be, viz. : To Hingham, fifty cents per foot, for vessels drawing ten feet and under; eleven and twelve feet, sixty cents per foot. To Weymouth, Braintree, or Quincy Point, ten feet and under, fifty cents per foot; eleven and twelve feet, sixty cents per foot; thirteen feet, seventy-five cents per foot; fourteen feet, one dollar per foot; fifteen feet, one dollar and ten cents per foot; sixteen feet, one dollar and twenty-five cents per foot. To East Weymouth, ten feet and under, sixty cents per foot; eleven feet, sixty-five cents per foot; twelve feet, seventy cents per foot; thirteen feet, eighty-five cents per foot; fourteen feet, one dollar per foot; over fourteen feet, one dollar and twenty-five cents per foot. The inward and outward rates to be the same.

Lynn. — The pilotage for the harbor of Lynn shall not be compulsory. When the services of a pilot are required, the rates of pilotage shall be, viz. : To Lynn, on vessels drawing twelve feet or less of water, three dollars per vessel; to West Lynn, three dollars per vessel. Up the river through bridges, four dollars per vessel. The outward rates shall be one-half of said inward rates.

Mystic River. — The pilotage for Mystic River shall not be compulsory. When the services of a pilot are required, the rates of pilotage shall be, viz. : From outside of Chelsea Bridge in Boston Harbor to Charlestown Neck or Malden Bridge, thirty-five cents per foot; to South Malden, fifty cents per foot; from Malden Bridge or either of the railroad bridges to Medford, Malden or Edgeworth, five dollars per vessel. The upward and downward rates to be the same.

Charles River. — The pilotage on the Charles River, from outside of Charlestown Bridge, in Boston harbor, shall not be compulsory. When the services of a pilot are required, the rates of pilotage shall be :

*From outside of Charlestown Bridge, in Boston Harbor, to Fitchburg
Railroad Wharf, viz.:*

10 feet and under	25 cents per foot.
11 to 13 feet	30 " "
14 feet and upwards	35 " "

To Landings within State Prison Bridge.

11 feet and under	40 cents per foot.
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To Cragie's Bridge, including Lowell Railroad Wharves.

10 feet and under	35 cents per foot.
11 to 13 feet	40 " "
14 feet and upwards	45 " "

*To Landings between Cragie's and Cambridge Bridges, including all
Landings in Cambridgeport.*

11 feet and under	40 cents per foot.
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*From Cambridge Bridge to Willard's Bridge, in addition to the
above rates.*

11 feet and under	60 cents per foot.
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From Cambridge Bridge to Brighton Corner.

9 feet and under	\$6 per vessel.
10 and 11 feet	75 cents per foot.
12 feet	80 " "
13 feet	85 " "

The upward and downward rates to be the same.

REGULATIONS FOR STATION BOATS IN BOSTON HARBOR.

Pilot Boat No. 1 will take her station as prescribed by the regulations for the Port of Boston, and remain on said station one week, when Pilot Boat No. 2 will take said station. And each successive Monday said station will be taken by the pilot boats in the order of their numbers. [Approved April 30, 1862.]

[Senate, No. 168.]

COMMONWEALTH OF MASSACHUSETTS.

—

In the Year One Thousand Eight Hundred and Seventy-three.

—

AN ACT to establish a Cape Cod Station for Boston Pilots.

Be it enacted, etc., as follows:—

There shall be two stations for Boston pilots for inward-bound vessels. The outer station shall include a distance in sight of land in fair weather from the boat's deck, from where Race Point bears south to where the Highland Light bears west northwest. The station boat shall at all times show pilot signals, and shall remain on the station until relieved, or compelled by unavoidable circumstances to leave, in which case the fact shall be reported to the commissioners of pilots in the most expeditious way; who may then order any available boat to take her place, and remain, subject to the like duties, and the boat so ordered shall, until relieved, be the station boat. The last pilot in the station boat on leaving shall direct the boat to supply herself with pilots in the most expeditious way.

The pilot boats on duty at this outer station shall be provided with proper signals to communicate with the telegraphic station on shore their need of pilots or other matters concerning their duties, which information shall be transmitted to their agent at Boston, who shall give immediate attention thereto.

The existing regulations of law for the inner station shall also apply to the Cape Cod station created by this act.

[Senate, No. 189.]

COMMONWEALTH OF MASSACHUSETTS.

—

In the Year One Thousand Eight Hundred and Seventy-three.

—

AN ACT to exempt Vessels employed in the Coasting Trade from Compulsory Pilotage.

Be it enacted, etc., as follows:—

SECTION 1. No vessel regularly employed in the coasting trade, declining the services of a pilot, shall be obliged to pay compulsory pilotage into or out of any port in this commonwealth.

SECT. 2. Hereafter there shall be but one yearly rate of pilotage for outward-bound vessels, and one yearly rate for inward-bound vessels, and those rates shall be the rates now established by law for outward and inward bound vessels respectively, for the six months commencing November first and ending April thirtieth.

SECT. 3. This act shall take effect upon its passage.

In May, 1871, the rates of pilotage were established as here given, and in 1873 winter rates were established all the year round.

[CHAPTER 252.]

AN ACT concerning Pilotage.

Be it enacted by the Senate and House of Representatives in General Court Assembled, and by the authority of the same, as follows: —

SECTION 1. Every vessel bound into the harbor of Boston, liable to pilotage, which shall arrive within a line drawn from Harding's Ledge to the Graves and thence to Nahant Head, without having been offered the services of a pilot, shall be exempt from the payment of pilotage fees; but if thereafter she requests and receives such services, she shall pay the regular rates.

SECT. 2. Any vessel of not more than three hundred and fifty tons register bound into the port of Boston, declining the services of a pilot, shall, if otherwise liable under the provisions of law to the payment of pilotage fees, be liable only for one-half of the regular fees; but if such vessel request and receive such services, she shall be held to pay the regular fees therefor.

SECT. 3. No vessel of under three hundred and fifty tons register bound out from the port of Boston shall be held to pay pilotage fees for services tendered and declined; but if such vessel request and receive such services the regular fees shall be paid therefor.

SECT. 4. Section Thirty-two of Chapter Seventy of the Public Statutes is amended to read as follows: All passenger steam vessels regulated by the laws of the United States and carrying a pilot commissioned by United States commissioners, all vessels regularly employed in the coasting trade, all fishing vessels other than whalers, and all vessels of less than seven feet draught of water, shall be exempt from the compulsory payment of pilotage.

SECT. 5. Whenever any vessel exempt from the compulsory payment of pilotage requests the aid of a pilot, any pilot so requested shall serve such vessel in like manner as vessels not so exempt, and shall be entitled to the regular compensation therefor.

SECT. 6. Section Thirty-nine of Chapter Seventy of the Public Statutes is amended to read as follows: No person who does not hold a commission as a pilot shall, if a commissioned pilot offers

his services, or can be obtained within a reasonable time, assume or continue to act as pilot in the charge or conduct of any vessel within the waters of this commonwealth unless he is a person actually employed on such vessel for the voyage. Whoever commits a breach of the provisions of this section shall be liable to a penalty of not less than twenty nor more than fifty dollars for each offence.

SECT. 7. This act shall take effect on the first day of September next.

Approved May 21, 1884.

RATES OF PILOTAGE FOR BOSTON HARBOR.

ACT OF May 13, 1873.

OUTWARD RATES.

Draft Water.	Rate per Ft.	Amount.	Draft Water.	Rate per Ft.	Amount.
7 ft.	\$1.65	\$11.55	17 ft.	\$2.50	\$42.50
8 "	1.66	13.28	18 "	2.75	49.50
9 "	1.67	15.03	19 "	3.00	57.00
10 "	1.70	17.00	20 "	3.25	65.00
11 "	1.74	19.14	21 "	3.50	73.50
12 "	1.78	21.36	22 "	3.75	82.50
13 "	2.00	26.00	23 "	4.00	92.00
14 "	2.00	28.00	24 "	4.25	102.00
15 "	2.10	31.50	25 "	5.00	125.00
16 "	2.25	36.00			

INWARD RATES.

Draft Water.	Rate per Ft.	Amount.	Distance Money.	Amount.
7 ft.	\$2.64	\$18.48	\$3.70	\$22.18
8 "	2.69	21.52	4.30	25.82
9 "	2.73	24.57	4.92	29.48
10 "	2.77	27.70	5.54	33.24
11 "	2.80	30.80	6.16	36.96
12 "	2.85	34.20	6.84	41.04
13 "	2.95	38.35	7.67	46.02
14 "	3.45	48.30	9.66	57.96
15 "	3.50	52.50	10.50	63.00
16 "	3.55	56.80	11.36	68.16
17 "	3.75	63.75	12.75	76.50
18 "	3.80	68.40	13.68	82.08
19 "	4.00	76.00	15.20	91.20
20 "	4.25	85.00	17.00	102.00
21 "	4.50	94.50	18.90	113.40
22 "	4.50	99.00	19.80	118.80
23 "	5.00	115.00	23.00	138.00
24 "	5.00	120.00	24.00	144.00
25 "	5.00	125.00	25.00	150.00

RATES OF PILOTAGE FOR HINGHAM, WEYMOUTH, AND
QUINCY, AS AUTHORIZED BY THE COMMISSIONERS,

1869.

INWARD RATES FOR

EAST WEYMOUTH.			EAST WEYMOUTH.		
Draft Water.	Rate per foot.	Amount.	Draft Water.	Rate per foot.	Amount.
7 ft.	\$.88	\$ 6.16	13 ft.	\$ 1.54	\$20.00
8 "	.90	7.20	14 "	1.65	23.00
9 "	.92	8.28	15 "	2.00	30.00
10 "	.93	9.00	16 "	2.50	40.00
11 "	.99	10.89	17 "	3.00	51.00
12 "	1.34	16.00	18 "	3.25	56.00

QUINCY POINT.			QUINCY POINT.		
Draft Water.	Rate per foot.	Amount.	Draft Water.	Rate per foot.	Amount.
7 ft.	\$.72	\$5.04	13 ft.	\$ 1.25	\$16.25
8 "	.72	5.76	14 "		
9 "	.72	6.48	15 "		
10 "	.80	8.00	16 "		
11 "	.92	10.08	17 "		
12 "	1.00	12.00	18 "		

HINGHAM.			HINGHAM.		
Draft Water.	Rate per foot.	Amount.	Draft Water.	Rate per foot.	Amount.
7 ft.	\$.92	\$ 6.44	13 ft.	\$ 1.25	\$16.25
8 "	.95	7.60			
9 "	.97	8.73			
10 "	1.00	10.00			
11 "	1.00	10.00			
12 "	1.10	13.20			