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Diag. Cht. No 1242-2

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey *Hydrographic*
Field No. Office No. *2178*

LOCALITY

State *Georgia*
General locality *St. Simons*
Locality *Bay*

1894

~~*194*~~

CHIEF OF PARTY

S. M. Garrett

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U. S. COAST AND GEODETIC SURVEY
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U. S. COAST AND GEODETIC SURVEY.

T. C. Mendenhall, Superintendent.

State: *Georgia.*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 2178.

LOCALITY:

St. Simons Bar.

1894.

CHIEF OF PARTY:

Lieut. L. M. Garrett, U.S.N.

2178

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To accompany Hydrographic
Sheets I and II, and dry print
Chart 447. St. Simons Sound & Bar, Ga.

1. Table of Statistics
2. Descriptive Report
3. Description of Signals
4. Rules & Regulations Com. ~~Atlanta~~

Write me at:

Telegraph me at:

My Express Office is:

U. S. Coast and Geodetic Survey, *The Endeavor*,

Brunswick, Georgia,

March 23, 1894.

2-581

Dr. J. C. Mendenhall, Superintendent
U. S. Coast & Geodetic Survey,
Washington, D. C.

Sir:-

I have the honor to submit the following descriptive report of the survey of St. Simons Bar, Georgia, made by the party under my command during the months of January, February and March 1894 in obedience to your instructions of December 7 1893 and January 2, 1894.

The *Endeavor* and party arrived at Brunswick on the 13th of January having left Baltimore, Md., on the 5th of the same month. The search for triangulation points was immediately begun and on the 22nd a tide gauge was set up at the wharf near St. Simons Light House and observations

kept up until closing work on March 22, making two full months. High and low waters were recorded day and night and staff readings every ten minutes on working days. The results agree very closely with the six months series of the self registering gauge of Capt. C.M. Carter, U.S. Engineers.

Considerable difficulty was experienced in recovering any of the old triangulation points of 1857-60, but on Jan 19 a mound was found which with St. Ignace and St. Andrews Lights gave the necessary base and the work of building and setting in signals was begun and sufficiently advanced to begin the sounding line on the 5th of February.

Much foggy and smoky weather prevailed at this time making it necessary to occupy stations several times to secure visibility. Only two entire working days were possible in February with portions of eight others.

Three of these calm smoky days were utilized in tide observations at a temporary gauge purchased down on the bar (see sheet I)

Simultaneous readings being taken at the permanent gauge near the light house. The results of these are plotted on profile paper and form part of the records. They do not seem to indicate any difference in range, but from ten to thirty minutes in time depending upon the amount of rise and fall. As might be expected the tide rises and falls faster on the bar than at the light house.

The detailed instructions to run lines of soundings at intervals of 100 metres were carried out as nearly as the conditions permitted in the immediate vicinity of the bar and channel. Outside and around this for a space of about nine square miles the lines are not so closely spaced but are believed to be sufficient to develop the current and to show the non-existence of other clear channels.

These lines are generally continuous from beginning in the morning to anchoring at noon, and from noon to close of day, but the bearings are not plotted where too much confusion of lines would ensue. Change in direction of lines

without apparent reason is due either to inability to carry signals farther or to approaching dangerous shoals at low water. While the vessel touched several times in crossing these shoals as noted in the sounding books in no instance was her headway lost.

The character of the bottom is generally hard to the lead but is believed to be soft underneath the upper stratum, both from my own observation and the reports of pilots and others. The sounding used as a tide gauge pumped down easily to a depth of two or three feet and stopped, evidently having gone through the same and met the blue clay underneath.

Three men on seats nailed across the deck swinging back and forward on it jumped it down suddenly three or four feet more. This could only have been possible in soft clay or mud.

I was moreover informed by the pilots that on one occasion a heavy vessel stuck in crossing the bar. As the tide left her she broke down this hard crust and floated out

5

of her cradle with the rising tide. The dynamite used here they say shook up the entire bar, and considerable quantities of blue clay was washed ashore on the beach.

The tidal currents set fair with the channels (the beached channel and that leading out to the southwest of the South breakers). The greatest velocity is about 2 knots at springs and the current runs at times an hour after the stand; that is the flood current continues to run after high water and the ebb after low water.

The wreck of the "Sunbeam" now marked on the charts is believed to have entirely disappeared. A year or two ago a single iron frame or angle iron showed above water, 100 meters SSE of No 3 buoy, which is known as the wreck buoy. To this frame one of the pilots tied his boat and took numerous soundings without discovering anything more of the wreck. There are now no signs of even this frame at low water.

The channel buoys were located on the

ebb current by angles and checked in azimuth by theodolite cuts from O Hotel. I am informed that they are swayed with 15 fms. of chain.

No. 4 buoy went adrift during the night or early morning of March 9 and at present lies on the beach at the light house wharf.

The P.S buoy about midway from the bar to the light house should from its situation be a black buoy. The middle ground has built up so that deep vessels cannot pass to the Sd of it. It is recommended that the color rather than the location be changed because being on the line from the channel in it is easily picked up on the way in.

X The pilots have a gauge on the light house wharf marked in feet and set to show the depth of water on the bar. When this gauge reads 6.0 our gauge reads 4.5. Supposing it to be at the ebb of the tide there is then they say 16 feet on the bar. I believe that my records will show this to be very nearly correct. There may be by our soundings two or three tenths more. The plane of reference

on our gauge is 1.9 and the least water in the channel at mean low water is 13.9. This would give 16.5 on the bar when the gauge records 4.5 or 0.5 more than the pilots claim. Soundings on an ocean bar cannot be relied upon within this limit on account of the swell always present.

Pilot boats and tugs are always on station off the bar during the day time. Pilots are compulsory. A copy of the regulations accompanies this report.

The signals and all lines except the diagonals were plotted on sheet I with protractor No 27 which had been tested as thoroughly as possible. No error greater than v' was found. On account of having a finer center punch and of the great number of positions in a limited space, protractors go over used to plot the diagonal lines crossing the channel. In some cases I detect a difference of ten or fifteen metres in the same position as plotted by the different protractors. I trust this may not interfere

with the accurate crossing of lines. Lines transferred from the working sheet (when all were plotted with the same protractor) to 1/10000 scale by myself for an examination of the channel crossed very satisfactorily.

As showing the amount of water which can be carried over the bar I will mention one instance which comes beneath my notice and for which I can vouch.

On the morning tide of January 24 1894 the tramp S.S. Topage went out drawing 22 feet. Our gauge showed a rise that morning of 8.2 above the plane of reference. It is impossible in most cases to find out whether or not a steamer touches on the bar. Pilots will not admit it unless forced to do so as they are subjected to fines and penalties.

According to old residents here the filling up of the outlet of the Altamaha River has caused that stream when high to send a considerable portion of its discharge out through St. Simons Sound, something unheard of until recent years. Cattle now drink at

low water where shepherds were then caught. The tides have been killed by the fresh water at St. Simons Mills, &c. Is it not possible that this outflow of river water may account for the fact that the ocean range of tides is less than it was years ago.

That there is now more water in the channel across St. Simons Bar than there was two or three years ago seems evident, but whether this increase can be properly credited to the use of dynamite is not so easily determined.

From all that I can learn this explosive was used in a manner not very systematic, being simply planted on the bottom under direction of one of the pilots. No other means such as angles, cross bearings &c., were used to secure proper consecutive locations.

There is good anchorage anywhere in St. Simons Sound where there is sufficient depth of water. The holding ground is excellent.

The Quarantine Station is but a short distance below the city (See any prof Chart 447)

Vessels are stopped at that point. A medical officer of the Marine Hospital Service is in attendance to remain during the season.

Fresh water, artesian or well, can be obtained at Bremerick and coal in limited quantities.

The signals of the weather bureau are displayed from a staff at the steamer wharves.

The sounding lines were finished on the 10th of March, but on the 16th it was found desirable to fill in a small vacant space which had escaped notice until the plotting was done. St. Andrews Lt. Ho. was also re-sited to secure some angles necessarily omitted on the former occupation - non visibility.

On the 20th Pilot Charles E. Arnold at my request assisted us in some additional channel lines at low water to determine the least depths in the channel. These lines are recorded as R day, but are omitted on the sheet owing to lack of space.

Line 1 shows the channel now in use for deep draught vessels. Lines 2 and 3

were attempted at any suggestion to show that a straighter channel to the Nid of No 2 buoy might be used for long steamers which find difficulty in making the sharp turn of line 1. Line 4 shows the old South Channel now abandoned.

On the same date the sound buoys and ranges were located. They are plotted on sheet II. The U.S. buoy off Brandy Pt. was located on the ebb current, the others on the flood. I could not ascertain how much chain these buoys have.

The beacon range, as marked on the sheet, leads through the narrow cut channel between the wharves and jetty. This range must be steered very closely as the cut is not over twenty feet wide and vessels stick there not infrequently on this account. It also leads clear of the shoal making off from a point known as Dennis Folly which may be recognized on the sheet by a Δ of the same name. The true range is convenient but not important.

4/24/24

No data sufficient to refer them to the bench could be obtained of extraordinary tides.

There is a depth of 9 feet at M.L.W. off the wharf near St. Simons Light. - see sheet I.

On leaving the working ground the legs of all tripod signals A Mud, O Peter & O Dan were sawn partly through to form a five feet above the ground so that if wrecked the stubs will be left as reference marks. The work was closed up and the tide gauge and observer withdrawn on March 22.

Respectfully Submitted
L. M. Garrett,
Lieutenant U.S.N. Comdg

Descriptions of Signals used in Hydrography of
St. Simons Bar. Georgia 1894. L. M. Garret, Lieut. USN
Chief of Party

○ Wind.

Large windmill at Jekyll Id. Club House.
Visible from ○ Hotel, ○ Pier, ○ Mill, ○ Light. Cut off by
trees from ○ Store. Is visible over trees from
Seaboard but difficult to pick up

○ Mill

South end of St. Simons Saw Mill, St Simons Id.
This was located only far see in cutting in ○ Dan
which is visible only the intervening woods.

○ Tree

Tall tree with bare trunk and flat spread-
ing top. Trunk boarded up. On northern side of
Jekyll Id. Had been used by former parties as
Hydrographic Signal as some boards were still
remaining on trunk.

○ Store

St. Simons Lt. House.

○ Light

St. Andrews Light House.

○ Hotel

Cupola of Hotel on St. Simons Id. about mile NE
of St. Ho.

✓ ○ Tank

In the water tank of the Brunswick City water works.
A large circular iron tank surmounting a brick tower.

✓ ○ Court House

In spire of Brunswick City Hall & Court House.

✓ ○ Bap, sometimes called Brown

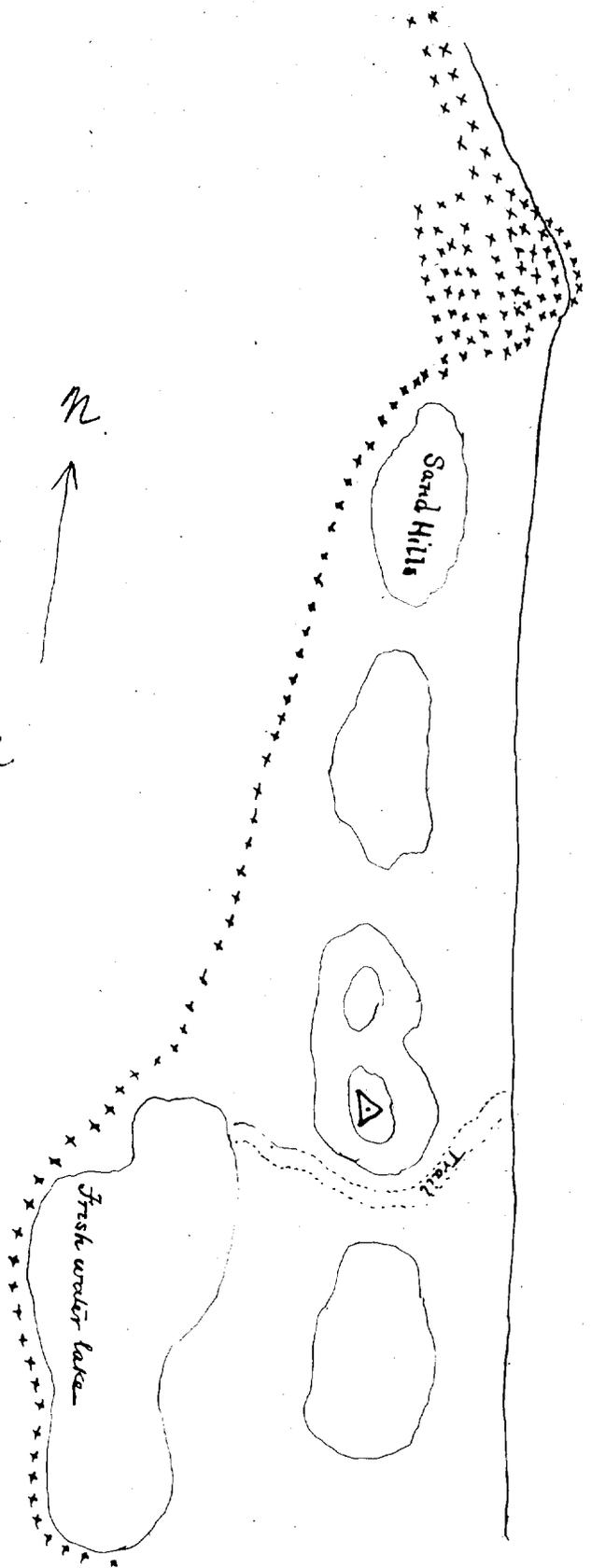
Spire in angle book is spire of Baptist Church, Brun-
swick.

✓ ○ Quar. Flag

In flag staff at quarantine station below Brunswick.

✓ ○ Jekyll Beacon is one of the
range beacons for entering Jekyll Creek. This
is the only beacon at that point, the other one
having disappeared.

Marsh



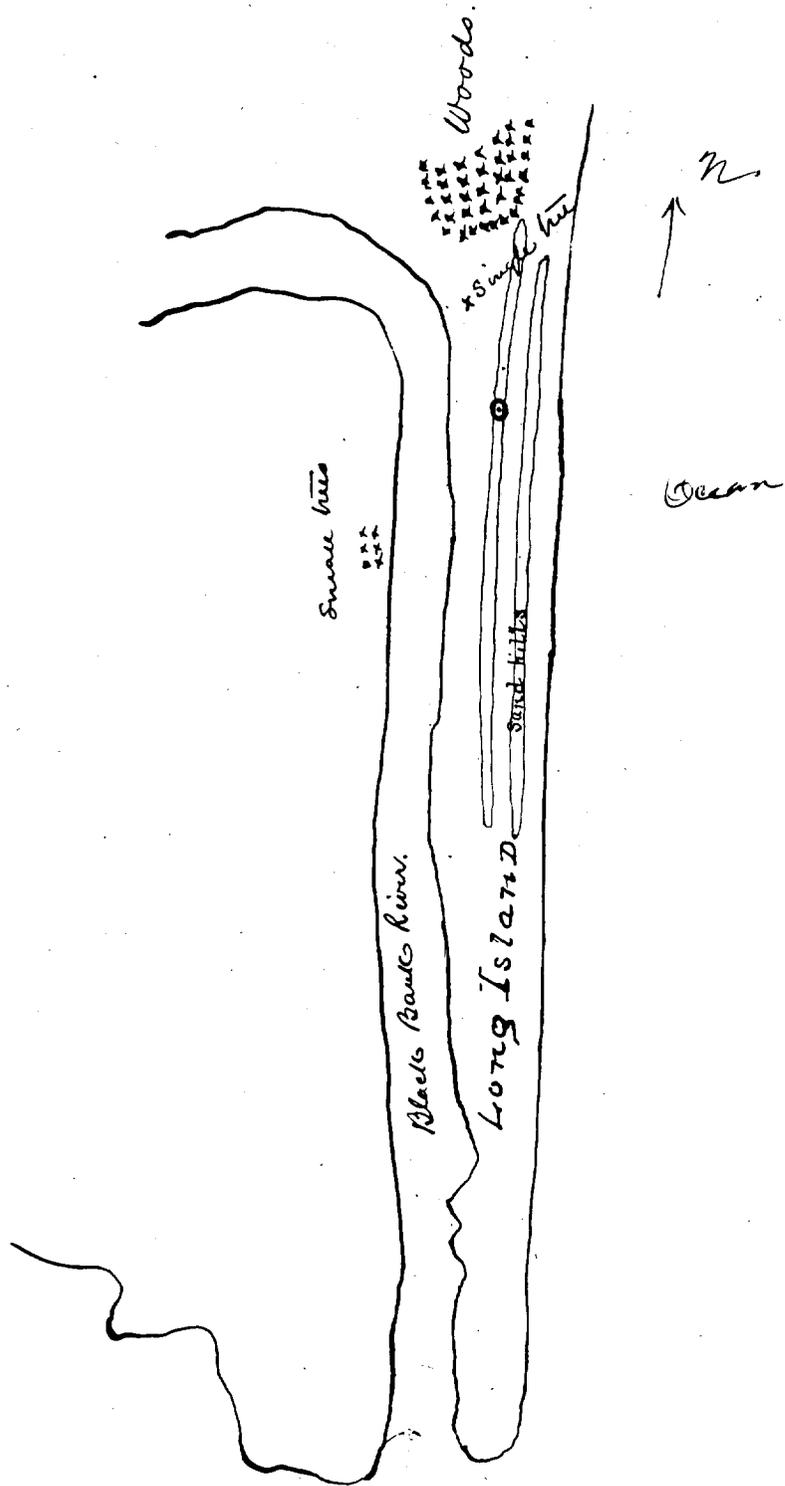
Cover

Signal "Pete" (Hydrographic) 1894

Tripod signal 45 feet high built of 3" x 5" pine scantling boarded to the top with 1" pine planks in the usual manner. The center pole is a 3" x 5" pine scantling and sawed off about 4 feet above ground.

This signal is located in the center and on the highest part of a sand hill about 350 metres South of the most eastern point of Jekyll Island and about 80 metres from high water mark. The main land inside these sand hills is much lower and at this place is a small fresh water lake the northern end of which is West (nearly) of Signal Pete. An old tripod signal was found when Signal Pete was erected and part of it used. It was built of three round 6" pine posts and boarded as usual to the top. These sand hills are covered with a dense growth of under brush. The most eastern point of Jekyll Island is very low and thickly wooded with pine trees at least 70 feet high and extending past high water mark, the roots of the outside trees being exposed. This point obscures St. Ann's St. Anne at Signal Pete. Signal Wind is visible from the top of this

signal. Signal, Hotel, Dan and Light are visible
from the base. The legs of the tripod were sawed
nearly through, ^{4 or 5 ft above ground} so that a S.E. gale will probably
blow the rest of the tripod over and inside the
sand hill on which it is built.



Signal "Dau" (Hydrographic) 1894.

Tripod signal about 40 feet high built of 3"x5" pine scantling. The center post is a 4"x4" pine scantling sawed off about 4 feet above ground. In the top of this post are driven 5 copper tacks three

°	U	°
°	C	°
°	S	°

 and the letters U. S. C. S. cut in the top with a knife. The legs of the tripod are sawed nearly through about 4 feet above ground so that a S. E. gale will probably blow the tripod over and inland. This signal is built on the second ridge of sand hills and on the highest land between the sea and Black Bank River. It is 80 meters from high water mark and nearly a mile from the southern end of Long Island on which it is located. The woods to the N. E. are 400 meters distant. A clump of small trees on the West bank of Black Bank River bears S 85° W (nearly). A single dead tree about 200 meters South of the woods to the N. E. bears N 5° W distant 200 meters. Signal Hotel S 27° W, this being the general direction of the track. St. James Cottage is S 38° W.

RULES AND REGULATIONS

— OF THE —

Commissioners of Pilotage

— FOR THE —

BAR OF ST. SIMONS AND TURTLE RIVER

— AND THE —

BAR OF ST. ANDREWS AND ST. ILLA RIVERS.

—♦♦♦—
Adopted October 1st, 1889, and of full Force and Effect
on and after that Date.

—♦♦♦—
COMMISSIONERS:

S. C. LITTLEFIELD, CHAIRMAN,

C. E. FLANDERS,

J. R. COOK,

MORRIS MICHELSON,

C. DOWNING, JR.,

J. H. McCULLOUGH,

J. A. FOSTER.

W. B. COOK, SECRETARY.

L. J. LEAVY, MESSENGER.

THE SPECIAL ATTENTION OF MASTERS
OF VESSELS IS CALLED TO RULE 40 OF THE
COMMISSIONERS OF PILOTAGE, AND 12 AND 13
OF THE HARBOR MASTER.

"Endeavor" 1894.

RULES AND REGULATIONS

— OF THE —

Commissioners of Pilotage

— FOR THE —

BAR OF ST. SIMONS AND TURTLE RIVER

— AND THE —

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J. A. FOSTER.

W. B. COOK, SECRETARY.

L. J. LEAVY, MESSENGER.

AN ACT,

To prescribe and define the powers of Commissioners of Pilotage for the Ports of this State; to license pilots for said Ports; to provide for the suspending or revoking of the licenses of Pilots; to prescribe and define the powers and duty of the Commissioners; to make rules to govern the Pilots; to regulate the fees for their services; to inflict penalties and to issue annual licenses to coastwise vessels applying for same; to make liable for both inward and outward pilotage, when service is tendered outside the bar (whether accepted or not) all vessels not exempt by United States laws, or not licensed as provided for in this Act, or coastwise vessels which are not of less than one hundred (100) tons burthen; to give to the Pilot who brings in a vessel the right to take her out, unless the Commissioners decide that he shall not, and in that case to give the right to some other Pilot; to compel Pilots to moor or dock the vessels they bring in without compensation therefor; to compel payment of pilotage fees before departure of vessel, and to punish Pilots demanding illegal fees; to give half bar pilotage to Pilots delivering orders or letters to vessels touching off the bar for instructions; and for other purposes.

SECTION 1. Be it enacted by the General Assembly of the State of Georgia, That the Commissioners of Pilotage at each of the Ports of this State are empowered to license such persons, being citizens of the United States,

of good character, as they shall think most fit to act as pilots, for the purpose of conducting vessels inward to and outward from the several ports and rivers for which they shall be licensed, during their good behavior. Pilots already licensed for any of said ports or rivers shall continue to act until removed for cause. No additions shall be made to the present number of licensed pilots until the number shall not exceed twenty (20) for the port of Savannah, ten (10) for the ports of Doboy and Darien, fifteen (15) for the port of Brunswick, four (4) for the Great Satilla river, and eight (8) for the port of St. Marys; and thereafter, when vacancies occur in the number of pilots in any one of the beforenamed ports or rivers, the Commissioners of that port may in their discretion grant licenses as pilots as hereinbefore provided until the number of pilots reaches the number allowed by this act for that port or river. This act shall not prevent the Commissioners of any one of the before named ports from, in their discretion, granting licenses to such apprentices as were apprentices at the date of the passage of this act, when anyone of such apprentices has fulfilled the requirements of the laws of the State of Georgia and the rules and regulations established by the Commissioners of the said port. No person other than a duly licensed pilot shall be entitled to receive any fee, gratuity or reward for conducting or piloting any vessel inward to or outward from any of the ports, rivers or harbors for which a pilot shall be licensed. If any person having no authority or license to act as pilot, or who, having had any authority, has had it suspended or revoked by the Commissioners, shall, while his license is suspended, pilot or conduct any vessel inward to or outward from any of the ports, rivers or harbors of this State; or if any person interferes with or disturbs a licensed pilot in the way of his duty, such person may, on conviction, be fined and imprisoned at the discretion of any court having jurisdiction; but any person may assist a vessel in distress without any pilot on board, if such person shall deliver up the vessel to the first pilot who comes on board and

offers to conduct it, but the vessel must fly the signal for a pilot until one has been received or his services tendered.

SEC. 2. Be it further enacted, That the Commissioners shall suspend any pilot or deprive him of his license for want of skillfulness, or for negligently or carelessly losing or injuring any vessel in his charge, or when he is laboring under mental derangement, or is so addicted to habits of intoxication as to unfit him, in their judgment, to be entrusted with the charge of a vessel; but in every such case an appeal may be made as is provided for by law.

SEC. 3. Be it further enacted, That the Commissioners shall have power, and it is their duty, to prescribe rules and regulations for the government of pilots, and to prescribe fees for their services, and they may also impose such penalties, not inconsistent with this law, for neglect of duty or for a violation of the orders of the regulations and rules of the Commissioners, as they may think proper. They shall, immediately after the passage of this act (and from time to time thereafter, whenever necessary) revise and grade the existing pilotage fees, both inward and outward, on vessels drawing seventeen (17) feet or less when loaded, so that said fees shall not exceed the average of the fees charged at the ports of Norfolk, Wilmington, Charleston, Port Royal or Beaufort, Fernandina, Pensacola, Apalachicola, Mobile and New Orleans. They shall exempt vessels from the payment of pilotage fees, either inward or outward, unless services are tendered outside the bar, and exempt from the payment of outward pilotage fees coastwise vessels changing ports by inside routes, either in changing ports or going to sea after having changed ports by inside route, unless a pilot is actually employed. They shall allow vessels running coastwise under United States license to pay (after paying inward pilotage for that trip) an annual license fee of twenty-five (25) cents per registered ton, which shall belong to the pilot entitled to the inward pilotage fee, and the payment of said license fee shall exempt at that port said vessel for

twelve (12) months thereafter from compulsory employment of a pilot either inward or outward, or payment therefor unless services of a pilot are accepted. Licences shall be renewed to vessels after having arrived in port, and if they approach the port after the expiration of a former license, the license shall be granted only after they have paid the inward pilotage for that trip, if service has been tendered outside the bar; and any vessel, while in a port for which she has had a license, may within ninety (90) days after the expiration of said license, make application for, and on payment of the license fee, shall receive a new license for twelve (12) months from the date of the expiration of the old license. They shall allow half the regular pilotage fees to be collected from all vessels (except those exempt by the laws of the United States or licensed as provided for in this act) calling at the bar of any of the beforenamed ports or rivers, in ballast, seeking or for orders, if they do not load but leave in ballast; and allow half the regular pilotage fees, both inward and outward, on all vessels returning to the port at which they loaded, before completing the voyage, from stress of weather or from being damaged or disabled; but vessels subject to go into quarantine shall pay full pilotage fees inward and outward.

SEC. 4. Be it further enacted, That any person, master or commander of a ship or vessel (except vessels exempt by United States laws, and vessels while licensed under the provisions of this act, and vessels of less than one hundred (100) tons burthen) bearing toward any of the ports, rivers or harbors of this State, and who refuses to receive a pilot on board, shall be liable, on his arrival in such port, river or harbor in this State, to pay the first pilot who may have offered his services outside the bar, and exhibited his license as a pilot if demanded by the master, the full rates of pilotage inward and outward established by law for such purposes.

SEC. 5. Be it further enacted, That the pilot who brings a vessel into port, or one attached to his pilot boat, shall have the exclusive right to take her out, un-

7

less the master of such vessel shall prove to the satisfaction of the Commissioners that such pilot misbehaved himself while in charge of the vessel, or was in the meantime deprived of his license, or that such pilot had obtained the inward pilotage against the right of some other pilot first offering his services; and in any one of these cases another pilot shall be employed, and in that event the outward pilotage fees shall belong to the pilot who takes her out.

SEC. 6. Be it further enacted, That every pilot in any of the ports, rivers or harbors aforesaid, bringing in any vessel to anchor in any of said ports, rivers or harbors, shall moor such vessel, or give proper directions for the mooring of the same and the safe riding thereof; or shall dock such vessel if required by the master on arrival; and said pilot shall not be entitled to compensation in addition to his pilotage fees for so doing.

SEC. 7. Be it further enacted, That a pilot bringing a vessel into port, or who has tendered his services to her outside the bar (unless his services have been refused because of her being licensed as hereinbefore provided), shall be entitled to his fees both inward and outward before her departure from port, to be paid in advance, or security given for the payment; and on failure thereof he may refuse to carry the vessel out, and all fees for pilotage may be demanded and recovered in any court having jurisdiction from the owner, master or consignee of the vessel; and if any licensed pilot shall ask or demand more fees for his services than are specified in the rates of pilotage, on due proof thereof before the Commissioners he shall forfeit double the amount of such vessel's pilotage.

SEC. 8. Be it further enacted, That whenever a vessel shall touch off the bar of any of the ports, rivers or harbors of this State for instructions, any pilot delivering on board such vessel any letters or orders shall be allowed one-half of the bar pilotage in and out.

SEC. 9. Be it further enacted, That all laws and parts

of laws in conflict herewith be, and the same are hereby repealed.

WM. A. LITTLE,
Speaker House of Representatives.

M. A. HARDIN,
Clerk House of Representatives.

C. R. PRINGLE,
President of the Senate, pro tem.

WM. A. HARRIS,
Secretary of the Senate.

Approved December 1st, 1886.
J. B. GORDON, Governor.

AN ORDINANCE,

To Regulate the Speed of Steamboats while running by
the Wharves of the City of Brunswick.

SECTION 1. Be it ordained by the Mayor and Council of the City of Brunswick in Council assembled, and it is hereby ordained by authority of the same, That, from and after the passage of this ordinance, no steamboat shall, while passing from Brandy Point to the upper limit of the city, exceed in speed five miles per hour. Every steamboat so violating, the owner or owners thereof shall be subject to a fine not exceeding Fifty Dollars for each and every offence.

Passed in Council December 10th, 1868.

Attest: JAMES T. BLAIN, Mayor.
WM. BARKULOO, Clerk of Council.

RULES AND REGULATIONS

OF THE COMMISSIONERS OF PILOTAGE.

RULE 1. The master, owner or consignee of any ship or vessel requiring a pilot shall give twenty-four hours notice thereof in writing, in the book kept for that purpose, at the place designated by the Commissioners of Pilotage. It shall, however, be competent for any Commissioner of Pilotage to direct forthwith any pilot, not having any vessel in charge, to go on board of any ship or vessel that may arrive in the river without a pilot, or any ship or vessel which, by any accident or contingency, may be destitute of a pilot, to take her to sea.

2. The office of the Commissioners of Pilotage is designated by this Board as the place where books shall hereafter be kept (as ordered by the first rule of the Board), wherein masters of vessels, owners or consignees of any ship or vessel requiring a pilot shall give twenty-four hours notice thereof in writing. Any of said persons requiring a pilot may give notice at the above place, and it shall be the duty of pilots to examine the books at said place daily.

3. For every day's detention of pilot in town or in the river, by the master of any ship or vessel, after the above twenty-four hours notice has been given, the pilot shall be entitled to receive Four Dollars per day for such detention.

4. Every person applying for a certificate as pilot must make such application in his own handwriting; be a citizen of the United States; of good moral character; and undergo an examination before the Board of Commissioners as to his qualifications; and shall give satisfactory evidence of his possessing such character and skill as shall fit him for the position of pilot, for the purpose of conducting vessels inward to and outward

from the several ports for which he shall be licensed, during his good behavior, and, before receiving his certificate, shall make and deliver to the Board a bond, payable to the Chairman of the Board, in the penal sum of Two Thousand Dollars, with security, to be approved by the Board, and with the condition to faithfully perform his duties as pilot, which bond shall be renewable at the discretion of the Board, with such other or additional security as may be required, and take the oath prescribed by law.

5. Every pilot, acting under a certificate, shall serve eighteen months before he shall be entitled to receive a certificate of greater depth than sixteen feet, and eighteen months thereafter before receiving that of branch pilot; and he shall give one month's notice to the Board of his intention to make application for promotion, naming his securities.

6. All matters in relation to apprentices, or pilots acting under a certificate, and branch pilots, as to time of service, number, etc., etc., shall be left to the Board of Commissioners.

7. There shall be a register of apprentices kept in the office of the Secretary of the Board. Apprentices serving the longest time in one boat shall, when an appointment is to be made, have the preference, said time to be not less than two years. Any apprentice leaving one boat and going to another, without good and sufficient cause, shall lose all the privileges he may have of becoming a pilot.

8. All pilots shall be appointed by the Board of Commissioners, and whenever a vacancy is declared in a branch, the person who has served the longest time as apprentice shall, if deemed competent, be appointed to the vacancy; but no person shall hold a branch who is not engaged in pilotage.

9. No person, other than a duly appointed pilot, shall be entitled to receive any fee, gratuity or reward for conducting or piloting a vessel, and any person so acting without authority, or interfering with or disturbing a pilot in the discharge of his duty, shall be subject, on

conviction before the Board, to a fine not exceeding One Hundred Dollars.

10. Any pilot boat putting a boat-keeper, or any other person not authorized to pilot, on board a vessel for the purpose of piloting said vessel, shall be subject to a fine not exceeding One Hundred Dollars, and the amount of pilotage of said vessel, said fine to be paid by the owners of the boat; but this rule shall not apply to the following cases, namely: The apprentice or boat-keeper of any pilot boat, whom the master of any vessel is willing to employ before boarding said vessel, and said vessel is in actual distress, being disabled, may go on board and conduct said vessel to a safe anchorage in either sound; but under no circumstances, other than vessel being in actual distress, shall an apprentice or boat-keeper go on board a vessel to conduct her inwards. An apprentice or boat-keeper may conduct a vessel to safe anchorage when she is unable to procure a pilot, and the master of said vessel requests the services of said apprentice or boat-keeper, by shortening sail, or, in any other way than boarding a vessel, being a guide to said vessel. In either of the two foregoing cases, the apprentice or boat-keeper rendering either of the above services shall be entitled to one-half the inward bar pilotage. But said vessel, falling within the two foregoing instances, shall be compelled to take a pilot out, and the pilot first speaking said vessel after said apprentice or boat-keeper is in charge, shall have the preference, and in both of the foregoing instances the jack shall be kept flying until safe anchorage is reached.

11. Every pilot shall be attached to a pilot boat, and no pilot shall remain unattached for more than ten days, without permission from the Board. Any pilot neglecting or refusing to join a pilot-boat within ten days after due notice shall have been given him to join a boat, shall, unless satisfactory reasons are given therefor, be fined in a sum not exceeding Fifty Dollars, be suspended, or have his license revoked, at the discretion of the Board.

12. No vessel shall be used as a pilot boat except by

the authority and under the inspection of the Board of Commissioners, and all pilot-boats must be able to go to sea at all reasonable times, and shall have conspicuous numbers placed on their sails, the said numbers to be designated by the Board. Every violation of the provisions of this rule shall be punished by a fine not exceeding One Hundred Dollars, suspension, or revokal of license, at the discretion of the Board.

13. The pilot-boats belonging to the Bar of St. Simons shall keep alternate station, cruising within the limits embraced between the north end of Little St. Simons Island and Bar of St. Andrews, and the Outer Buoy, with the privilege of remaining near St. Simons Light House in very rough weather, for one week each, in accordance with a list to be prepared and kept by the Secretary of the Board. When on station, the boat shall keep a conspicuous signal at the masthead. It shall be the duty of the boat on station to render every necessary assistance in taking out and receiving pilots from outward bound vessels, and giving every facility for placing the same on their respective pilot-boats, inward bound vessels, or sending them to the city of Brunswick. The boat on station shall remain until relieved, and shall not leave the station for any purpose whatever (unless for providential cause), under a penalty not exceeding One Hundred Dollars for every such leaving. The owner of any pilot-boat neglecting or refusing to place her on station in her turn, in accordance with the list prepared by the Secretary, shall be subject to a fine not exceeding Twenty Dollars for each and every day that the boat may not be on her station, suspension, or revokal of license, at the discretion of the Board.

14. No pilot boat shall carry to her station, or, while on station, in any manner aid or assist in putting on board any vessel, for the purpose of conducting or piloting such vessel, any person not licensed as a pilot, or whose license shall have been suspended or revoked by the Board. If any such person shall be received on board of any pilot boat, the owners of the boat so receiving him shall be subject to a fine not exceeding One Hun-

dred Dollars, suspension, or revokal of license, at the discretion of the Board.

15. (Sec. 1.) Each of the pilots on the Bar of St. Andrews and St. Illa rivers shall be attached to and be members of the crew of each of the pilot boats on the Bar of St. Simons and Turtle river; and each of the pilots on the Bar of St. Simons and Turtle river shall be attached to and be members of the crews of each of the pilot boats of the Bar of St. Andrews and St. Illa river for all purposes of piloting and navigation of vessels, saving and excepting that said pilots shall have no authority to do pilotage service upon either of the said bars for which he is not a regularly licensed pilot.

(Sec. 2a.) Whenever any vessel shall be bound to St. Andrews Sound, and thence to any point of either the Great St. Illa, the Little St. Illa, or the White Oak rivers, or shall be bound to Brunswick, and shall thence go to any point up either of said rivers, and shall desire to cross the Bar of St. Simons and pass through Jekyl Creek to reach her point of final destination, it shall be the duty of the first pilot belonging to the Bar of St. Simons and Turtle river, who shall speak such vessel outside the Bar, to pilot such vessel over said Bar and through Jekyl Creek to St. Andrews Sound. It shall then be his duty to place such vessel in charge of one of the pilots on the Bar of St. Andrews and St. Illa river, attached to his boat, who shall take such vessel to her point of destination, and thence to sea.

(Sec. 2b.) It shall be the duty of the pilot to whom said vessel is so committed to collect before her departure the full pilotage and or license for which the said vessel shall become liable, under the rates and or license established by this Board, and pay over to the pilot from whom he received the said vessel the full amount of inward bar pilotage.

(Sec. 3a.) Whenever any vessel shall be bound to the port of Brunswick, and shall desire to cross the Bar of St. Andrews and St. Illa river, and pass through Jekyl Creek to reach her point of final destination, it shall be the duty of the first pilot belonging to the Bar of St.

Andrews and St. Illa river, who shall speak such vessel outside the bar, to pilot such vessel over said bar and through Jekyl Creek to St. Simons Sound. It shall then be his duty to place such vessel in charge of one of the pilots on the Bar of St. Simons and Turtle river, attached to his boat, who shall take such vessel to her point of destination, and thence to sea.

(Sec. 36.) It shall be the duty of the pilot to whom said vessel is committed to collect before her departure the full pilotage and or license for which said vessel shall have become liable under the rates and or license established by this Board and pay over to the pilot from whom he received the said vessel the full amount of inward bar pilotage.

16. The captain or owners of any pilot boat taking or receiving from an outward bound vessel a pilot under suspension, or whose license has been revoked, or any other person not authorized to act as pilot by this Board, shall be subject to a fine not exceeding One Hundred Dollars, suspension, or revokal of license, at the discretion of the Board.

17. Each captain of a pilot boat shall keep two log-books (one for alternate months), in which shall be correctly recorded the name, nativity, age and occupation of every person attached to said boat, the regular occurrences of the day, weather, winds, courses, distances, vessels spoken, the pilots on board, the location so far as known of each pilot attached, and all other information that may be necessary to give the Board a knowledge of the movements of pilots attached to each boat. The log books shall be subject at all times to the inspection of the Board, or any member thereof, and those of each alternate month shall be deposited with the Secretary of the Board within ten days from the expiration of the month, and there remain until exchanged for the log-book of the succeeding month, and, when completed, shall remain permanently with the Secretary of the Board. The owners of any pilot boat failing to keep a correct and legible record, or deposit the same with the Secretary within the prescribed time, shall be

subject to a fine not exceeding Fifty Dollars, suspension, or revokal of license, at the discretion of the Board, for each failure to so record or make the deposit.

18. Each pilot shall make soundings of the bar on which he is employed as often as once while on station, and shall make a record of such soundings, and report the same to the Secretary of the Board, and such report shall be made within ten days from the first of the next month, under a penalty not exceeding One Hundred Dollars for each failure to report such soundings. And should any vessel take the ground, or meet with any accident while under the charge of a pilot, the pilot shall report the same to the Secretary of the Board within twenty-four hours after arrival in port, under a penalty not exceeding Five Hundred Dollars, suspension, or revokal of license, at the discretion of the Board, for each failure to so report.

19. The Chairman of the Board may grant written leave of absence to any pilot for any length of time not exceeding three days, upon written application therefor, and the Board for a longer time than three days, upon such application being made to them, but no request for leave of absence shall be considered unless accompanied by the branch or certificate of the pilot applying therefor, and if the leave of absence be granted said branch or certificate shall remain with the Secretary of the Board during the time for which leave of absence is granted, and shall be returned by the Secretary of the Board to the pilot at the expiration of his leave of absence.

20. The pilot boats, when in sight of a vessel wanting a pilot, shall, if there is no pilot on board, signalize the fact by running their flags or signals up and down twice in the day time, and by making, at night, a like signal with the mast-head lights.

21. It shall be the duty of each pilot, on boarding a vessel, to take charge of the same, furnish the Master thereof with a copy of these Rules and Regulations, and when he has brought the vessel to anchor, he shall moor the same, or give proper directions therefor, and for her

safe riding at such mooring, and he shall dock such vessel if required by master on arrival, and said pilot shall not be entitled to compensation in addition to his pilotage fees for so doing; and he shall inform the master of the vessel of the laws requiring lights on board, and of his duty to report his arrival at the office of the Harbor Master within four hours thereafter, if made before sunset, or within four hours after the next sunrise, if the arrival be after sunset, under a penalty not exceeding Twenty-five Dollars for each failure to so take charge, furnish, or inform. When a vessel is loaded, or partly loaded, and ready to drop below Brandy Point, or to St. Simons Sound, it shall be the duty of the pilot to go on board and conduct her to an anchorage at the point desired.

22. No pilot shall be considered in charge of a vessel, or entitled to pay, except for the time he is on board, or absent with the consent of the master, and it shall be his duty, on going on board, to take charge as pilot, notifying the master of such intention, and producing his certificate or branch if required by the master, and on neglect or refusal to do so he shall be subject to a fine not exceeding Twenty-five Dollars, and also to a forfeiture of any claim he may have on such vessel for pilotage.

23. Any pilot who shall willfully neglect to make all dispatch in his power to get on board any vessel coming from sea, or shall leave or neglect any vessel to get on board another, unless one more distant be in distress, shall be subject to a fine not exceeding One Hundred Dollars, suspension, or revokal of license, at the discretion of the Board.

24. The pilot bringing in a vessel shall, by himself or one of his boat's company, be entitled to pilot her to sea when she next leaves the port, unless a complaint for misconduct or incapacity shall, in the meantime, have been made and proven before the Board against such pilot or one of his boat's company. And any pilot who shall take such vessel to sea without the consent of the pilot who brought her into port, such last mentioned pi-

lot, or one of his boat's company, being ready and offering to take her to sea, shall be subject to a fine not exceeding One Hundred Dollars, and also to a forfeiture of a sum equal to the outward pilotage, to be paid to the pilot entitled to perform such service.

25. Any pilot who shall neglect or refuse to attend any vessel which he is entitled to pilot, when he is required to do so by the master, owner or consignee thereof, if not engaged with another vessel, or shall leave a vessel, under any pretense whatever, after taking charge thereof, without the permission of the master of such vessel, shall be subject to a fine not exceeding One Hundred Dollars, suspension, or revokal of license, at the discretion of the Board.

26. Any master, owner or consignee of any vessel, who shall employ any other pilot to carry such vessel down, or to sea, other than the pilot who brought the vessel in, without good and sufficient cause therefor, to be judged by the Board, shall forfeit and pay double the amount of such vessel's pilotage—one half for the use of the pilot who brought the vessel in, and the other half for the use of the Board.

27. Any pilot who shall, by any unfair means, or by any reduced rate, take a vessel from another pilot, shall be subject to a fine not exceeding One Hundred Dollars, and a forfeiture of the full amount of the pilotage to the pilot displaced.

28. Any pilot who shall bring in or carry to sea any vessel for a greater or less sum than the prescribed rates, shall be subject to a fine not exceeding One Hundred Dollars, suspension, or revokal of license, at the discretion of the Board.

29. The master of any vessel who shall follow a pilot boat in over the bar, or follow another vessel with a pilot on board, if spoken outside the bar, the said pilot shortening sail or in any manner conducting his vessel so as to be a guide to the one following, shall pay one half pilotage to the pilot thus aiding his vessel; *provided*, there shall be no other pilot boat in sight, which could render said assistance in bringing said vessel in over the bar.

30. Any pilot may demand the inward pilotage of any

vessel after three days from the arrival in port. He may at his discretion demand payment in advance for the outward pilotage, and also the inward, if not previously paid, or security therefor, and on failure thereof he may refuse to carry the vessel to sea; and the master of any vessel refusing to make such payment, or give such security, shall be subject to a fine not exceeding One Hundred Dollars.

31. Whenever any vessel (except those exempt by laws of the United States or licensed as provided for), shall call at either bar in ballast, seeking or for orders, if they do not load but leave in ballast, the pilot delivering any orders or letters on board such vessel shall be entitled to half the regular pilotage fees; half the regular pilotage fees, both inward and outward, shall also be collected from all vessels returning to the port at which they loaded, before completing the voyage, from stress of weather or from being damaged or disabled; but vessels subject to go into quarantine shall pay full pilotage fees inward and outward.

32. The owners of any pilot boat who shall divert the use of their boat to any other purpose than pilotage, or their own personal attention to any object of business, gain or pleasure, other than the discharge of their professional duties, without permission from the Board, shall be subject to a fine not exceeding One Hundred Dollars, suspension or revokal of license, at the discretion of the Board.

33. Any pilot who shall at any time become intoxicated or addicted to the immoderate use of ardent spirits, or who shall, while on duty as pilot, use any abusive or insulting language to anyone, or be guilty of any threatening conduct, shall be subject to a fine not exceeding One Hundred Dollars, suspension, or revokal of license, at the discretion of the Board.

34. Any pilot who shall go, by vessel or otherwise, to any neighboring or foreign port for the purpose of boarding or piloting any vessel bound to the port of Brunswick or St. Andrews Sound, shall be subject to a fine not exceeding Fifty Dollars, suspension, or revokal of license at the discretion of the Board, and the pilotage shall be forfeited to the pilot who shall first speak the vessel so piloted.

35. No pilot shall use a steam-tug for the purpose of boarding vessels unless in case of urgent necessity.

36. A pilot in a pilot boat or tender making for a vessel must always have the precedence over a pilot in a steamer, even though the latter should reach the vessel first.

37. Pilots who have discharged their duty in conducting sailing vessels outside the bar shall have an equal right with other pilots to board vessels coming in, provided they are first on board.

38. The pilot who first offers his services to a vessel outside either bar shall be entitled to the full pilotage thereof, and any master refusing to pay such pilot shall be subject to a penalty not exceeding One Hundred Dollars for every such refusal.

39. The pilots of St. Simons and St. Andrews Bars shall obey all instructions given them by the Mayor and Council or Board of Health of the City of Brunswick touching matters of Quarantine, under a penalty not exceeding One Hundred Dollars, suspension, or revokal of license, at the discretion of the Board, for every failure to obey.

40. If any master of a vessel, or water-craft of any description, shall throw or permit to be thrown, whether such throwing be done by design, neglect or otherwise, any stone, gravel or other ballast, or any other substance whatever, into any of the waters composing or adjacent to the Sounds of St. Simons or St. Andrews, and which tend, in any degree, to lessen the depth of the said waters, or to obstruct the navigation of the same, he shall be subject, on conviction before the Board of Commissioners, to a fine of not less than Five Hundred nor exceeding Two Thousand Dollars, one-half of which shall be paid to the person first giving information of the offense to the Commissioners, and which shall be collected by Execution or Warrant of Distress issued under the hands and seals of the Commissioners, or a majority of them, or by Process of Attachment, which shall be issued as other attachments, on the affidavit of any one of the Commissioners, and be levied on the vessel from which the offense was committed, which vessel may be replevied by the master, owner or consignee, upon giv-

ing bond and security, payable to the Commissioners, in double the amount of the penalty, with the condition to have the vessel forthcoming to satisfy the judgment or penalty, in the event that an appeal be taken from the judgment of the Commissioners.

41. It shall be the duty of every pilot who shall have any knowledge of the commission of the offense specified in the preceding Rule, to give, as soon as practicable thereafter, information thereof to the Board of Commissioners, and, failing to do so, such pilot shall be deprived of his license, and be forever disqualified for the office of pilot.

42. Any Commissioner, pilot, master of vessel, or other person, desiring to bring any charge or complaint before the Board of Commissioners, shall do so in writing, and leave the same, and the names of witnesses, with the Secretary of the Board, who shall make a copy thereof, and cause the same to be served upon the party complained of, and the witnesses to be summoned, at least twenty-four hours before the trial thereof, except in cases of emergency (both parties consenting), when a trial may be immediately had; and the Secretary may require the party complaining to deposit with him the sum of Ten Dollars, to defray the cost of such proceedings, if he should abandon the case before trial; and the party against whom judgment is given shall be liable for all cost.

43. The Secretary of the Board shall be entitled to demand and receive the following fees:

For issuing branch, taking bond, etc., from a pilot.....	\$20 00
For issuing certificate, taking bond, etc., from a pilot.....	10 00
For original and copy of charge.....	1 00
For issuing attachment.....	50
For issuing subpoena or other paper.....	25
For recording minutes per page.....	1 00
For extracts of minutes per page.....	2 00
Two and one-half per cent upon all monies received and expended by order of the Board.	

44. The Messenger of the Board shall be entitled to demand and receive the following fees:

For serving subpoena or other paper.....	\$ 50
For attendance at each meeting and summoning of members.....	1 00

45. Any vessel applying for license shall exhibit her receipt for inward pilotage before license shall be granted, and said vessel shall pay for said license and seal of

Commissioners a fee of \$3, and no license will be valid unless bearing seal of Commissioners.

46. There shall be kept a record by the Commissioners of all licenses granted vessels, showing tonnage, hailing port and name.

47. Any pilots knowing of any pilot boat, cruising or on station, that fails to comply with the law pertaining to the carrying of lights while on station or cruising, and fails to report same to the Board of Commissioners of Pilotage for the bars of St. Simons and St. Andrews, and upon failure to so report that the license of pilots on said pilot boats be revoked.

48. All pilots performing their duty as such on board any vessel coming into the ports of Brunswick or St. Andrews Sound and St. Illa rivers, shall be entitled to demand, claim, receive, and sue for, if necessary, before any court having jurisdiction, the amount claimed for his services, in proportion to the draft of water of said vessels, according to the following:

RATES OF PILOTAGE FOR THE BAR OF ST. SIMONS AND TURTLE RIVER, AND THE BAR OF ST. ANDREWS AND GREAT ST. ILLA RIVER.

Feet.	Pilotage	Feet	Pilotage
6	\$16 75	15	\$71 00
6½	18 75	15½	74 00
7	20 25	16	79 00
7½	21 75	16½	82 25
8	23 00	17	87 00
8½	24 50	17½	89 50
9	26 00	18	93 00
9½	27 75	18½	99 00
10	31 75	19	105 00
10½	37 00	19½	111 00
11	39 00	20	117 00
11½	41 25	20½	123 00
12	43 75	21	129 00
12½	46 75	21½	135 00
13	49 25	22	142 00
13½	52 25	22½	165 00
14	58 00	23	195 00
14½	67 00		

HARBOR MASTER'S RULES

OF THE PORT OF BRUNSWICK.

RULE 1. Every pilot in charge of any ship or vessel shall, on her arrival, moor the same in her proper berth, or give instructions for the proper mooring of the same. But if from any cause he cannot berth the said vessel, he shall bring her to anchor in the river, and report the same to the Harbor Master, whose duty it shall be to procure a suitable berth for such ship or vessel and see that she is properly moored. It shall also be the duty of the pilots to make known to masters of vessels under their charge the law requiring lights on board, and also the duty of said masters to report their arrival at the Harbor Master's office within four hours after arrival if the arrival be before sunset; if not, then within four hours after daylight.

2. The master of any vessel lying at anchor in any part of the harbor or river, in the night time, shall cause a good and sufficient light to be shown in the fore-rigging of such vessel, at least twenty feet above her deck, which light shall be kept burning during all hours of the night; and for every neglect such master or commander shall be fined in a sum not exceeding Thirty Dollars.

3. Every vessel shall always have on board a ship-keeper or other person capable to take charge of her.

4. Every vessel hauling past or lying alongside and made fast to another vessel, shall put out, in a proper manner, good and sufficient fenders, and keep the same so placed as to prevent injury to the vessel she shall be alongside of, and shall likewise so place her moorings as to prevent injury to said vessel; and if discharging or taking in a cargo athwart said vessel's deck, she must also keep her plank or staging so fixed as not to cause injury, under penalty of Fifty Dollars.

5. Masters of vessels shall not permit ballast, rubbish

or dirt of any kind to be thrown into the river or harbor. All ballast or coal shall be thrown not less than ten feet back, clear of the heads of the wharves. A heavy sail or tarpaulin must be securely placed between the vessel and the wharf, extending under and five feet on each side of the stage, to prevent any from falling into the river, and the tarpaulin or sail shall be kept clear of ballast all the time. The sweepings of the deck, ashes from the caboose, and rubbish of all kinds, must be put upon the wharf and carted away. Any master of a vessel failing to comply with any of these rules shall be fined in a sum not exceeding One Hundred Dollars, or proceeded against as provided by the laws of the State of Georgia, at the option of the Commissioners of Pilotage.

6. No tar, pitch or turpentine shall be boiled on any vessel's deck lying at any wharf or within fifty feet of any vessel or building, under a penalty not exceeding Thirty Dollars.

7. No ballast or rubbish of any description shall be landed without the permission of the Harbor Master or his assistant, under a penalty not exceeding Thirty Dollars.

8. Any master or other person having charge of any ship or vessel, who shall refuse or neglect to obey the directions of the Harbor Master or his assistant in any matter or matters within his or their authority, or shall molest, resist or oppose the Harbor Master or his assistant in the execution of any of the duties of his or their office, such master, commander or other person having charge of any vessel, or other person whatsoever, shall, for every such offense, forfeit and pay a sum not exceeding One Hundred Dollars.

9. No raft of timber shall be broken up in the river or sound below high water mark, before notifying the Harbor Master, and stating the place of deposit of the binders. All timber must be put above high-water mark, or secured by a good bulk head, under a penalty not exceeding Thirty Dollars.

10. All vessels arriving in the harbor seeking or waiting for cargo, shall moor alongside a dock or anchor in the river, according to the instructions of the Harbor Master.

11. The Harbor Master shall take charge of all foreign vessels, after being brought to anchor in the harbor, and dock the same at Quarantine wharves, or wharves in this harbor, and also drop and or dock the vessel to or at any point that may be desired.

12. No person shall fire a gun, pistol, or other firearm on any vessel lying at any wharf or at anchor in the river within the city limits, under the penalty of a fine not exceeding One Hundred Dollars.

13. No vessel shall anchor in the channel of the river known as the Shoal, from Cook's wharf to the lower end of the jetties, at any time, nor shall any vessel anchor in the channel in front of the city for more than twenty-four hours without permission of the Harbor Master, under a fine not exceeding Fifty Dollars.

14. The Harbor Master shall be entitled to receive and collect, in addition to the fees allowed by sections 196, 197 and 195 of the Code of Ordinances, the following fees:

Port Fees.....	\$4.00
Furnishing Dock.....	3.00
Settlement of disputes among masters.....	3.00
Docking a vessel under 400 tons.....	2.50
Docking a vessel of 400 tons and upwards.....	5.00
Dropping vessels above and below Brandy Point.....	6.00
Dropping vessels in front of city.....	3.00

15. The masters of vessels shall brace round the yards, cat-head the anchors, and rig in the jibbooms, whenever required by the Harbor Master, under a penalty not exceeding Fifty Dollars.

16. All penalties, fines or forfeitures under the foregoing rules, except Rule No. 5, shall, on conviction before the Mayor, or Mayor and Aldermen, be collected in the usual manner. All fines, forfeitures, and penalties for violation of rule No. 5 shall be collected by the Commissioners of Pilotage, the Harbor Master to be considered in all cases full and competent witness against offenders. All fines, forfeitures and penalties collected under the foregoing rules, except No. 5, shall be equally divided between the Commissioners and the Harbor Master.

S. C. LITTLEFIELD,

Chairman Board of Commissioners of Pilotage,

B. H. HOUSTON, Secretary.