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Diag. Cht. No. 1265-1

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey

Hydrographic

Field No.

Office No.

2186

LOCALITY

State

Florida

General locality

Pensacola

Locality

Bay

1894

194

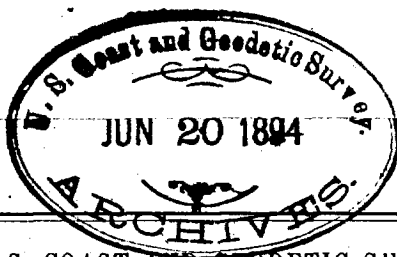
CHIEF OF PARTY

St. G. W. Menty

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1894



U. S. COAST AND GEODETIC SURVEY.

*T. C. Mendenhall*, Superintendent.

State: *Florida.*

DESCRIPTIVE REPORT.

*Hydrographic* Sheet No. *2186.*

LOCALITY:

*Pensacola Bay.*

*1894.*

CHIEF OF PARTY:

*Lieut. G. W. Mearns, U.S.N.*

2186

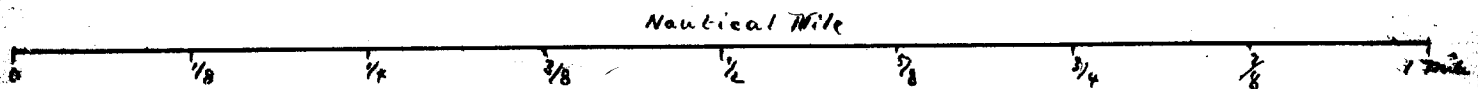
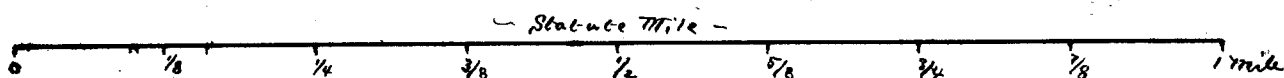
Descriptive Report.

U. S. Coast and Geodetic Survey.  
T. C. Mendenhall, Superintendent.

Hydrography  
of  
Pensacola Bay, Florida  
as far East as  
Bayou Texar,  
by the  
Party in charge of Lieut. G. W. Mientz U. S. N., Asst.  
Steamer G. S. Blake.

Begun February 7<sup>th</sup>, 1894.  
Ended May 11<sup>th</sup>, 1894.

Scale, ~~10000~~.



Statistics of Field Work executed by G. W. Mentz Lieut. U. S. N.Date and place of beginning field work February 7<sup>th</sup> 1894 Pensacola BayDate and place of closing field work May 14<sup>th</sup> 1894 Pensacola Bay

## 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 remeasurements .....

## TRIANGULATION:

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

Signal poles erected, number of ..... 11

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 ..... 12

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

Geographical positions determined, number of .....

Elevations determined trigonometrically, number of .....

## GEODETIC LEVELING:

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

Lines of geodetic 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 .....

Hydrographic sheets, scales of .....

Hydrographic sheets, limits and localities of:

*one*  
*No. 3 Pensacola Bay Fla. as far East*  
*as Bayou Texar.*

496.7
58.70
4777.2
1
36
1
10.000

### PHYSICAL HYDROGRAPHY:

### Number of soundings on cross-sections

**Current stations, number of**

### Deep-sea current stations, number of

### Deep-sea surface current observations, number of

**Deep-sea sub-surface current observations, number of.**

Number of observations of density of water

Number of observations of temperature of water.

Tidal stations established, number of

Miles (geographical) run in deep-sea sounding

Number of deep-sea soundings.

Number of specimens of bottom preserved

**Locality of work ; results, how shown, etc.:**

Respectfully submitted,  
L. W. Mearns  
Lieutenant U.S.A. Com'd'g.

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The locality of the survey is Pensacola Bay Fla. from the village of Woolsey as far East as Bayou Texar. It is about 25 ~~Square~~ miles in extent, is accessible from the sea, is land-locked and affords good anchorage ground for the largest sized vessels. It includes the town of Pensacola containing about 16000 inhabitants whose chief industry is the exportation of lumber, and during my stay many vessels both steam and sailing visited the port for the purpose of loading with lumber. For the year ending June 30<sup>th</sup> 1893. the number of American and foreign vessels engaged in the foreign trade that entered this port was 452 with an aggregate tonnage of 371147. The Custom House authorities state that there is an annual average of about 100 entrances of coastwise tonnage. There were 372 sailing vessels entered.

There is a range at the East end of the sheet consisting of two beacons, one in the water east of Muscogee wharf, and the back range on shore. The range leads to the Muscogee wharf and the channel was specially developed. The positions of those beacons have been plotted on the projection

There is a channel running in a generally N.E. and S.W. direction which is about one quarter of a mile wide in its narrowest part off Muscogee Wharf, and about one half mile wide in its other parts, through which 30 feet may be carried. 24 feet draft may be carried through a channel double this width. There are shoals on each side of this wide channel but no dangers in the ~~channel~~ channel. With the use of the lead, pilots are not needed in this part of the Bay but they are necessary to cross the bar at the entrance to the Bay.



and are found by incoming vessels all the way from 8 to 20 miles from the light, at sea. Pilot fees are compulsory. Tow-boats are on hand generally at the entrance to the Bay. Harbor regulations appended, also a copy of pilot laws.

The channel is permanent and does not cross shifting bars. The usual anchorage is off the city of Pensacola where good holding ground is found. There are no improvements in progress but I am informed that it is intended to fill in from the North shore line between Perdido wharf and the wharf next eastward of A. Stevedore's Flagstaff, out as far as the 18 foot curve. No regular observations of the tidal current were taken. The currents however set fair with channel in this part of the bay and the flood does not run after high water nor the ebb after low water.

to any appreciable extent

The prevailing direction of the wind at Pensacola as deduced from the Weather Bureau records for the past fourteen years is as follows:

Jan. N., Feb. S. E., Mar. S., Apr. S., May S. W.,  
June S. W., July S. W., Aug. S., Sept. N. E.,  
Oct. N. E., Nov. N., Dec. N. E. The same record shows that the gales blowing with a force of 40 miles an hour and more come most frequently from the S. W., being 46 per. ct. of all the gales of that force during that period; next in order come those from the S. E. 17 per. ct., South 17 per. ct. N. W. 12 per. ct. The gales of summer and fall, or those from S. E. to S. W. are usually of a tropical origin but it sometimes happens that winds of 40 miles an hour or more accompany severe thunder storms which are quite frequent, but last only for a few minutes.

The N.W. gales (Northerners) are confined chiefly to the winter months. The harbor is land-locked the holding ground good and spacious and none of these gales effect the anchorages.

There is only one life saving Station and its locality is shown on the projection. It is open throughout the year but no crew is available from May 1<sup>st</sup> to September 1<sup>st</sup>. There is but one hospital available for seamen located on the bay about one half mile west of the city of Pensacola. Its capacity is small, about twenty patients.

Quarantine regulations are appended. The boarding station is off Deer Point and is marked by a yellow buoy with a yellow flag. Between May 1<sup>st</sup> and November 15<sup>th</sup> no vessels ~~permitted~~ to pass beyond the Quarantine grounds until all the requirements of the

Board of Health have been fulfilled and the Quarantine Physician has given her a permit. Every vessel entering the Bay during the months of Quarantine is inspected and must pay a fee, which, for steamships and ships is fifteen dollars, barks and three and four masted schooners \$10., and for brigs and two masted schooners \$5.

Fresh water is abundant and of good quality, delivered on board by water boats. There are a number of ship chandler's stores from which all kinds of ships supplies may be obtained. There is but a small quantity of anthracite coal on hand and it is very expensive. The supply of bituminous coal however is unlimited, it comes from the mines in Alabama not far distant,

is good steaming coal and not expensive. It is put on board at the docks, through chutes, for about \$2.90 per ton and by lighters alongside in the stream for \$3.15 per ton, about. There are two repair shops for vessels and machinery but their capacity is small.

There is a depth of about 18 feet alongside the wharves at mean low water.

The Weather service bureau is located at the Causton House at Pensacola city from which cautionary signals are shown. There is no time ball but chronometers may be compared at the Western Union Telegraph Office on payment of a small fee.

There is one Marine Railway situated on the south side of the Bay near Town Point which, as is claimed by the proprietor, will

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take out vessels of 2200 tons register. Probably 700 tons is ~~near~~ the capacity. Depth over sill for mean high water, is, forward 12 feet and aft 17 feet.

There are no passenger steamers running from this port. It is contemplated to start in the near future a line of steamers to Havana. The Louisville and Nashville Railroad connects Pensacola city with all points in the United States. The Pensacola and Perdido Railroad connects the city with the lumber district and is used entirely for hauling lumber. Postal and Telegraph facilities are fair. The only Post Office in the vicinity of the survey is that at Pensacola city.

The Custom House is located on Palafox Street in the city of Pensacola.

From information received from the best local authorities the

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nomenclature of the various points  
of the survey is correct as given on  
Coast Survey chart No. 490. The points  
△ Deer Point and △ Santa Rosa I could  
not be found, and tripods were erected  
near those points and located as per  
Angle Book. These signals are named  
on <sup>the</sup> projection O Deer 94 and O San 94, re-  
spectively.

Respectfully submitted

J. W. Meitz

Lieutenant U.S.N.

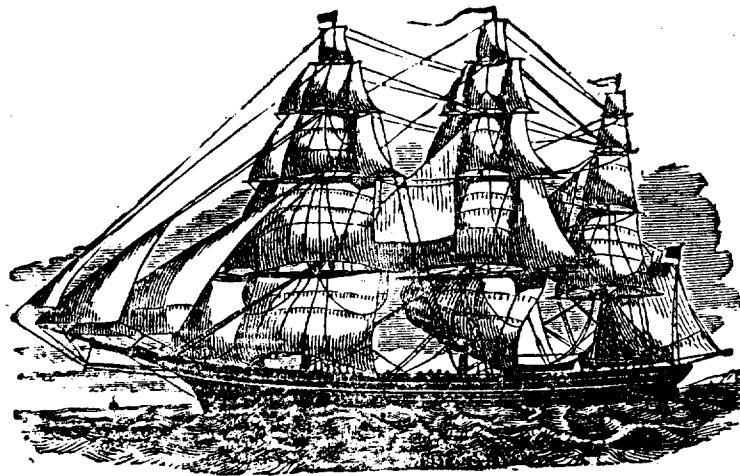
Chief of Party.

✧ THE · LAW · ✧  
Governing the Harbor Master,

*PRESCRIBED BY THE LEGISLATURE,*

— AND THE —

Rules and Regulations



*PRESCRIBED BY THE*

Board of Pilot Commissioners

✧ OF THE PORT OF PENSACOLA. ✧

L. M. MERRITT, President;

J. E. O'BRIEN, Sec'y;

WILLIAM BAZZELL,

JOHN MOONEY,

JOHN BURNS.

The Daily News, Printing, Binding and Binding, Pensacola.



# The Law Governing the Harbor Master,

PREScribed BY THE LEGISLATURE, AND THE

## Rules and Regulations Prescribed by the Board of Pilot Commissioners for the Port of Pensacola.

SECTION 1. The Harbor Master appointed for the Port of Pensacola shall perform, either in person or by competent deputy, all the duties prescribed by the laws in force, and execute and enforce all rules and regulations as now are, or hereafter be prescribed, by the Board of Pilot Commissioners for this Port, under the supervision of such Board.

SEC. 2. The Harbor Master shall promptly, in person or by deputy, visit all vessels after their release by the health authorities of the Port that may come into the Port of Pensacola, and deliver to the master, or in his absence, to the next officer, a copy of the Rules and Regulations prescribed for the Port of Pensacola. He shall demand and receive from the master the certificate of the vessel's release by the health authorities of the port, which he shall, within twenty-four hours, deliver to the Secretary of the Board of Health. He shall promptly report to the Board of Pilot Commissioners and the President of the Board of Health any infraction of the quarantine laws. No vessel shall come alongside of any of the wharves, discharge ballast or take in cargo, until such visit has been made and the said vessel has received a permit from the Harbor Master to do so.

SEC. 3. It shall be the duty of every master of vessels arriving at this port to report to the Harbor Master for a station in the stream or for a berth at the wharves, and the Harbor Master shall regulate and station or assign berths at the wharves to said vessels; and it shall be their duty to remove or cause to be removed, from time to time, all vessels 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 to facilitate their dispatch. It shall be the duty of the Harbor Master to be present at all times, either in person or by deputy, to facilitate by stationing or assigning berths at the wharves to vessels arriving at the port, and to facilitate them in the discharging and receiving of their cargoes and to prevent confusion and delay, and the said Harbor Master shall have full and absolute power to determine how far and in what instance it is the duty of the masters and others having charge of vessels to accommodate each other in their respective situations, and if any master or wharf owner, or lessee of wharf or wharves, or other person, shall oppose or resist the Harbor Master or his deputy or deputies in the execution of his or their duties he shall, upon conviction thereof, be fined in a sum not exceeding five hundred (\$500) dollars for each offense, or imprisonment not exceeding one year, or both, at the discretion of the court trying the same.

PENALTY FOR OPPOSING OR RESISTING HARBOR MASTER.—Chapter 3572, Sec. 8, Laws of Florida.—That if any person shall oppose or resist the Harbor Master or his deputy in the execution of his duties, or shall disobey any order given by either of them, as to the manner of moving or adjusting the rigging of any vessel under the control of such person, he shall be punished by fine not exceeding five hundred dollars, or by imprisonment not exceeding one year.

SEC. 4. The Harbor Master shall see that all vessels of any kind will leave a space of about four hundred (400) yards from the end of the wharves, for the purpose of having a road open for steamers and the towing of rafts. The ships taking cargo will then be moored in regular tiers as near as possible, with their lower yards braced fore and aft, as the Harbor Master may direct. If any vessel is an obstruction it will be moved at the expense of the captain of the said vessel. When taking out ballast at the wharves or elsewhere, tarpaulins must be used under the chute. At the wharves jib-booms and spanker-booms will be rigged in so as to take up as little room as possible. Fishing smacks, schooners and small crafts will lay inside the head of the wharves, so as to leave the inner roadstead, as well as the entrance to the wharves open.

SEC. 5. All vessels loading at anchorage in stream must so secure their timber as to allow passage for vessels and rafts to and from wharves.

SEC. 6. No vessel at anchor in stream or at wharf shall be allowed to use warps, hawser or chain to each other, or across slips, except in moving vessels.

SEC. 7. It shall not be lawful for any steamer or vessel of any description, or for any barge or lighter used in unloading such steamer or vessel, or for any person, to discharge any rock, sand, gravel, ballast, or any other material, or place or caused to be placed any obstruction to navigation or commerce, in the waters of any harbor, port, bay or river of this State, except in accordance with these Regulations.

SEC. 8. It shall not be lawful for any person or persons to discharge or cause to be discharged, deposit or cause to be deposited, in the tide, or salt waters of any bay, port, harbor or river of this State any ballast or material of any kind other than clear stone or rock free from gravel or pebbles, which said clear stone or rock shall be discharged or deposited only in the construction of wharves, piers, quays or jetties, or in the construction of permanent bulkheads connecting the solid and permanent portions of wharves. After such clear stone or rock enclosures or bulkheads have been built upon all sides to a height of not less than one foot above high water mark, and after the same having been made so solid, tight and permanent as to prevent any mud, gravel, or other material that may be discharged or deposited in them from drifting or escaping through such inclosures, any kind of ballast may be discharged or deposited in them. The aforesaid enclosures may be constructed of wood, stone and rock combined, the stone and rock to be placed on the outside of the wood to a height not less at any point than one foot above the high water mark. No such enclosure, pier, quay or jetty shall be begun until the point whereat it is to be built, shall have been connected by a substantial wharf with the shore or with a permanent wharf; Provided, that the owners of wharves may at any time, with the consent of the Board of Pilot Commissioners of the port or harbor in which such wharves are situated build rip-rap walls of clear stone or rock on each side of their wharves from the shore to a point at which the water is twelve feet deep, and when such rip-rap walls have attained the height of one foot above high water mark, and have been securely closed at the deep water and by a rip-rap wall of the same height, any kind of ballast may be deposited within them. No enclosure, pier, quay, or structure of any kind shall be built in water of a greater depth than eighteen feet in this bay or port.

SEC. 9. The master or other person in charge of any steamer, vessel, barge or lighter, or any other person violating sections 5 and 6 of these Rules will be prosecuted under the Statutes of Florida for such violation, the penalty on conviction being one thousand (\$1000) dollars fine or imprisonment in the State penitentiary not exceeding two years, one or both at the discretion of the court.

SEC. 10. Any steamer or vessel of any description of the tonnage of twenty tons and upwards, while lying at anchor in this port shall, during the night, show an anchor light.

SEC. 11. It shall be the duty of the Harbor Master to report any violation of the foregoing Rules and Regulations to the Board of Pilot Commissioners, and to make affidavit before competent judicial authority against the offending party or parties, that they may be arrested for such violation of them, and upon conviction punished according to law, and to report any master of a vessel or other person or persons who in any way offers or resists the Harbor Master or his deputy in the execution of his duties, that he or they may be promptly brought to punishment.

SEC. 12. Any person who represents himself as a Deputy Harbor Master must exhibit his commission, and failing to do so, is liable to the fines and penalties prescribed by law, recoverable in any court having competent jurisdiction.

SEC. 13. All vessels after being loaded forty-eight hours must move to the outside of the fleet.

**L. M. MERRITT,**

*President Board of Pilot Commissioners.*

**DENNIS BURNS,**

*Harbor Master and ex-officio Member of  
the Board of Commissioners of Pilotage.*

# NOTICE TO SHIPMASTERS.

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*The following is an extract from the laws of the State of Florida, to which Shipmasters' attention is called, and with which they will be required to comply:*

*"Section 2. It shall be the duty of the said Public Custodian of Timber and Lumber to keep in his office a register book, wherein he shall immediately upon the arrival of any vessel record the name, date of arrival, master, nationality and the tonnage thereof, and the cargo stamp to be furnished as hereinafter provided. It shall be the duty of said Public Custodian of Timber and Lumber to furnish to the master of each and every vessel loading cargo from the water a suitable stamp, with which the master of the said vessel shall cause to be stamped all timber and lumber immediately upon its receipt alongside, to be loaded as above set forth.*

*"Section 5. The stamp furnished and used under the provisions of this Act when appearing upon lost timber or lumber adrift shall be in the Courts of this State prima facie evidence of ownership."*

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*Shipmasters upon their arrival in the Port of Pensacola will please call at the office of the Custodian, No. 603 South Palafox Street, report their vessels and secure cargo stamp in accordance with the above law.*

**GEORGE J. SLOCUMB,**

*Public Custodian of Timber and Lumber Port of Pensacola.*

RULES AND REGULATIONS

—OF—

# BOARD OF HEALTH

—OF—

ESCAMBIA COUNTY, FLORIDA.

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## MEMBERS OF THE BOARD:

ROBT. W. HARGIS, M. D., PRESIDENT:

D. G. BRENT, SECRETARY AND TREASURER;

B. R. PITT.

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R. C. WHITE, M. D. PORT INSPECTOR;

GEO. S. HALLMARK, CITY AND COUNTY INSPECTOR.

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PENSACOLA:

DAILY NEWS JOB PRINT.

1892.

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**QUARANTINE AND MARITIME SANITATION REGULATIONS OF  
THE STATE OF FLORIDA, UNITED STATES OF AMERICA.**

SECTION 1. The quarantine and sanitary inspection system over travel and commercial intercourse between any of the ports of the State of Florida and any foreign or domestic port, where any yellow fever, small pox or cholera or other infectious disease may prevail, shall be established and maintained from the first day of May to the fifteenth day of November, inclusive, of each year, except as hereinafter provided or as may be otherwise ordered.

SEC. 2. No steamship, or other vessel, plying between any foreign or domestic port where epidemic disease exists, and any of the ports, harbors or inlets of the State of Florida, shall be permitted to enter any such ports, harbors or inlets of the State of Florida, except under such restrictions and regulations as to medical and sanitary inspection as the State Board may hereinafter, and from time to time, prescribe; and every master, or person in charge of any such steamship or other vessel, coming from any such foreign or domestic port where epidemic disease exists into any Florida port, harbor or inlet, in violation of the regulations of this Board shall be subject to the penalties of Section 15 of the Act creating and establishing this Board.

SEC. 3. All vessels, of whatsoever class and description, arriving at any of the ports of the State of Florida, between the first day of May and the fifteenth day of November, inclusive, of each year, must lie to, or anchor, at a point to be designated in each harbor as the inspecting point, and marked by a buoy with a yellow flag thereon, and there remain until inspected by the Sanitary Inspector of the port appointed by this Board, or appointed by the County Board of Health with the approval of this Board; and if said vessel is free from sickness of every kind whatsoever, and has had no infectious or contagious disease on board during any part of the voyage subsequent to leaving the last port, or for three months prior thereto; and, furthermore, if the vessel is in a cleanly and sanitary condition, then the said Sanitary Inspector at the port of arrival shall give permission for said vessel to enter said harbor, and proceed to an anchorage or a dock. PROVIDED, however, That County Boards of Health may adopt rules and regulations, subject to the approval of the State Board of Health, for the control and government of pilot boats, fishing boats, wrecking boats, wood boats, and vessels engaged in the sponge business. Pilots must, and are hereby required, in each case, before boarding a vessel desiring to enter any of the ports, harbors or inlets of the State of Florida, to make inquiry as to the sanitary condition of the vessel, and in no case must they "board" if the vessel has contagious or infectious sickness on board or has had the same during the voyage. In all such cases the pilot must direct said vessels to the nearest United States Quarantine or Refuge Station, and pilots are forbidden from leaving any vessel which they have boarded until permission is granted by the Port Sanitary Inspector, acting under authority of this Board or of County Boards of Health.

SEC. 4. All vessels directly or indirectly from foreign or domestic ports, where yellow fever may prevail, and seeking to enter any of the ports of the State of Florida, between May 1st and November 15th, inclusive, of each year, and all vessels from foreign and domestic ports where cholera, small pox or other infectious or contagious diseases may prevail and seeking to enter any of the ports of the State of Florida at any and all times of the year, and all vessels in any port at any season of the year, and upon which yellow fever, small pox, cholera or other infectious or contagious disease may be developed after arrival, shall, before they are permitted to land any passengers or crew or load or unload cargo or hold any communication with any other vessel or person or the shore, present to the Port Sanitary Inspector of the port at which they may arrive, a certificate, from the medical officer in charge of the nearest Quarantine or Refuge Station where the steam disinfecting system is in operation, that said vessel and cargo and effects of passengers and crew have been thoroughly cleansed and disinfected according to the Rules and Regulations of this Board, and that said vessel has been detained at said Quarantine or Refuge Station for a term of not less than five days or longer, if deemed necessary by the medical officer in charge of said Station, after said disinfection, and that no case of yellow fever, small-pox, cholera or other infectious or contagious disease has, within that time, developed among any of the crew or passengers in said vessel; and in case said vessel arrives in ballast said certificate shall further state that the ballast of said vessel was discharged at said Quarantine or Refuge Station before disinfection, and clean ballast, if necessary, taken at said Station in lieu of the ballast discharged.

(a) PROVIDED, That said certificate shall be of a date subsequent to the leaving of said vessel from any foreign or domestic port infected with any infectious or contagious disease.

(b) No ballast brought into any port of the State of Florida shall be discharged in any such port except at such point as may be designated in a permit granted by the Port Sanitary Inspector of the respective port, appointed by this Board or by the County Board, with the approval of this Board, and in case this Board or its Port Inspector, or the Port Inspector of the County Board in the port where said vessel may arrive, deem it expedient for the preservation of the public health to require fumigation and disinfection of vessels or discharge of ballast at quarantine stations the same shall be done at the expense of the vessel and in accordance with the Rules and Regulations of this Board.

(c) This section and sub-division shall in no wise interfere or abrogate any portion of Section 7 and sub-division of these Rules and Regulations.

(d) Any captain of any such vessel disobeying any of the above requirements shall be subject to the penalties prescribed for the violation of the Rules and Regulations of the Board.

SEC. 5. No quarantine regulations of commerce or travel (see coast or inland), shall be instituted or operated by any port, place or county against any other port, place or county in this State, except by permission of the State Board of Health.

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SEC. 6. County Boards of Health, of counties bordering on the sea coast of the State of Florida, can establish such a system of inspection, disinfection and quarantine detention against infected foreign ports, or infected ports or places in the United States, or places suspected to be infected, as do not conflict with any of the provisions of Section XI of the Act creating a State Board of Health, or any of the rules and regulations of the State Board that have been, or may hereafter be, adopted and ordered; and said County Boards of Health are hereby permitted to collect and receive from vessels arriving at their ports in their several counties from foreign infected ports, or infected ports in the United States, or ports suspected as infected, or from vessels with unclean ballast not in a good sanitary condition, at any season of the year, and from all vessels arriving at any of the ports in their several counties between May 1st and November 15th, inclusive, of each year, such fees for the service of medical inspection, disinfection and fumigation of said vessels or their cargoes, or the discharge of ballast, as may be reasonable and necessary, and which may not be in conflict with the State or United States laws governing commerce.

SEC. 7. In accordance with the requirements of Section XI of the Act creating a State Board of Health, the following restrictions and regulations, as to inspection and sanitary requirements, are hereby provided, to be observed by all steamships and other vessels plying between foreign ports, or domestic ports of the United States that may be deemed by this Board of Health as infected by yellow fever, cholera or small-pox or other contagious or infectious diseases, and any of the ports, harbors or inlets of the State of Florida and seeking to enter any such ports, harbors or inlets of the State of Florida.

(a) Such steamships or other vessels must carry as ballast either water or clean rock or stone. If water ballast is used it must not be changed in either any foreign port or any port in the State of Florida, but in the open sea. If rock or stone ballast is used it must be procured from some non-infected port or place.

(b) Steamships or other vessels plying between foreign ports and the ports, harbors or inlets in the State of Florida, and seeking to enter such Florida ports, harbors or inlets, must be provided with crews acclimated to yellow fever, and between the first day of May and the fifteenth day of November, inclusive, of each year, such steamship or other vessel plying as aforementioned, and especially between any of the ports of the Island of Cuba and the ports of Florida, must not enter any of the ports of the Island of Cuba before sunrise, and must depart therefrom before sunset of the same day, and between the dates above specified, must not remain over night in any harbor of the Island of Cuba, otherwise they will be subjected to detention in quarantine at any of the ports of the State of Florida for fifteen days.

(c) Steamships or other vessels plying between the ports of the Island of Cuba and any ports in the State of Florida, and seeking to enter such Florida ports, harbors or inlets, must not anchor but moor in the open harbor of any of the ports in the Island of Cuba, and as far as possible from any other vessel; and while in said harbors must not, be-

(5)

tween the dates before mentioned, hold communication with the shore, except under conditions and restrictions imposed by an agent of this Board in said port or harbor.

(d) Steamships or other vessels plying between the ports of the State of Florida and any West Indian, South American or other foreign ports must be kept in a cleanly and sanitary state at all times, and be subject to inspection by this Board of Health, and must have their bilges pumped out and thoroughly washed and cleaned at least twice a week with some powerful germicide and disinfectant (which will be designated by the Health Officer of this Board); and it is hereby made the duty of all Port Sanitary Inspectors of this Board, or of County Boards of Health, to pay especial attention to this subdivision of Section 7, and to observe on the arrival of any steamship or other vessel of any line operating or plying between the ports as before mentioned, the condition of the cabins, state-rooms, the steerage, forecastle and water-closets, and to promptly report to the Health Officer of this Board, and to the President of the County Board of Health of the County in which such port is situated, any deviation from perfect cleanliness as exacted by this rule, and also to promptly place in quarantine, for the purpose of being disinfected and cleaned, any steamship or other vessel whose sanitary condition is not good and does not fulfill the requirements as established by the State Board of Health, and said steamship or vessel shall not be released from quarantine until she has been placed by her officers in a cleanly and sanitary state.

SEC. 8. Steamships or other vessels plying between any West Indian, South American or other foreign port and any ports in the State of Florida, between the 1st day of May and the 15th day of November inclusive, of each year, shall not be permitted to bring as passengers from any such ports where endemic or epidemic, contagious or infectious diseases exist, to any port of the State of Florida, any person who is not acclimated to yellow fever by having an attack of the disease, or by continuous residence in cities and towns for a period of ten years or over, where such disease is endemic, and has not had either small-pox or been successfully vaccinated, and masters of such steamships or vessels shall not receive for transportation any passengers without a certificate from an agent of this Board in said port, stating the exemption of said passenger from contracting or developing yellow fever, cholera or small-pox, and his or her practical acclimation; which certificate, together with another setting forth the freedom of baggage from contagious or infectious disease, must be produced to the Port Sanitary Inspector at the port of arrival in this State before PRATIQUE can be given to said vessel or passenger. And the masters of any steamship or vessel failing to observe this rule, and who shall attempt to transport passengers in defiance thereto, will subject himself, ship or vessel, crew or passengers, to such quarantine and to such requirements of detention and disinfection as this State Board may, through the County Board of Health, direct; and in addition to the foregoing, every master of steamships or other vessels violating this rule will be prosecuted in the courts of the State, as specified in Section 15 of the Act creating a State



Board of Health. PROVIDED, That nothing in this section shall be construed as prohibiting an agent of this Board of Health in any foreign town or place where infectious or contagious disease exists from giving permission to anyone coming from a healthy district outside of said town or place, and who has not been acclimated to yellow fever, to pass through said town or place if said individual does not remain over night in said town or place; and, PROVIDED further, That the immediate destination of said individual is north of the latitude of Washington, D. C.

SEC. 9. No bedding or household goods shall be brought from any port of the West Indies, South America or other foreign ports that may be infected with an epidemic, contagious or infectious disease, or from an infected port or place in the United States, to any port or place in the State of Florida, at any season of the year; and the master of any steamship or other vessel, or any transportation company who disobeys this regulation shall be deemed guilty of violating this rule, and shall be dealt with as contemplated by Section 15 of the Act creating a State Board of Health.

SEC. 10. No personal baggage of the description usually carried in trunks shall be landed at any of the ports or harbors or places in the State of Florida from any port of the West Indies, South America or any other foreign port, or any port or place in the United States where yellow fever, cholera or small-pox prevails between the dates of May 1st and November 15th, inclusive, of each year, without being subjected to thorough disinfection by superheated steam, dry heat of high temperature, or medicated vapor, according to the nature of the fabric, and no personal baggage of passengers arriving at any of the ports or places in the State of Florida as above specified, and between the dates above specified, shall be permitted to be transported into the State of Florida or into any of the cities, towns or settlements in the State that has not been properly and sufficiently disinfected according to the rules describing the system to be hereafter adopted, and to be hereafter promulgated by the Board. Said personal baggage of passengers from foreign ports that are infected with any epidemic, contagious or infectious disease, or from any port or place in the United States likewise affected, after being disinfected must have attached a certificate from the Port Sanitary Inspector performing the service that such disinfection has been properly and amply performed, else said baggage will not be allowed to enter into or be transported through the State of Florida. PROVIDED, That this rule shall not apply to baggage of passengers for points north of 38° 54' N. L. (Washington, D. C.), and checked through according to regulations to be prescribed by County Boards of Health and approved by this Board; and, PROVIDED further, That County Boards of Health are permitted to exact disinfection and fumigation of baggage arriving from infected ports or places during the entire year.

SEC. 11. No decayed or tainted fish, fruit or vegetables will be permitted to be landed at any of the ports or harbors in the State of Florida at any season of the year, and any attempt to do so will subject

(7)

fish, fruit or vegetables to destruction, and the master of vessel bringing same to prosecution in the courts of the State for violating this rule.

SEC. 12. No cargo consisting of green salted hides, bone, bone dust, or guano, or fertilizers of any kind that have become damaged by water, so as to be offensive and detrimental to the public health, shall be permitted to be discharged or landed on any wharf or dock of any city or town in the State, or in any settled port thereof.

SEC. 13. It is hereby made the duty of all mayors of towns and cities in this State, and of the County Boards of Health, to enforce the observance of these rules and regulations in the several cities and towns and counties that are under their control.

DIRECTIONS.—Vessels subject to quarantine restrictions, destined to ports on the west coast of the State, between Punta Rassa and Cedar Keys, including both of these ports, will report at the Mullet Key State Quarantine Station; for points beyond and west of Cedar Keys, to the Escambia County Quarantine Station on Santa Rosa Island; for ports on the east coast to the United States Quarantine Station at Sapelo Sound; for ports between Punta Rassa and Key West, including the latter port, to the United States Quarantine Station at Dry Tortugas, Florida.

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## Board of Health of the County of Escambia, State of Florida.

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### Quarantine Rules and Regulations.

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*Be it Resolved, By the Board of Health of the County of Escambia, State of Florida:*

1st. From and after the 1st of May, 1891, and until the 15th day of November, 1891, no vessel of any class or description, having epidemic, contagious or infectious diseases on board, or having had such during any portion of the voyage, or for three months prior thereto, and seeking to enter the harbor of Pensacola, shall be permitted to land any passengers or crew, or discharge ballast or cargo, or to load cargo in the bay of Pensacola, or to hold any communication with any other vessel or person or the shore.

Pilots must, and hereby are required, in each case before boarding a vessel desiring to enter the bay of Pensacola, to make inquiry as to the sanitary condition of the vessel, and in no case must they board if the vessel has contagious or infectious diseases aboard, or has had the same during the voyage. In all such cases the pilot must direct said vessel to the nearest United States quarantine or refuge station.

2nd. Between the 1st day of May and the 15th day of November, 1891, all vessels, of whatsoever class or description, arriving from foreign or domestic ports (directly or indirectly) where yellow fever,

cholera or small-pox prevailed at the time of the vessel's departure, and seeking to enter the harbor of Pensacola, are required to have crews acclimated to yellow fever; are also required, if in ballast, that the ballast shall be clean rock taken in at a non-infected port, or water ballast fresh from the open sea; are also required, should said vessels be from any port of the Island of Cuba, that said vessel should have entered and departed from said port on the Island of Cuba between sunrise and sunset of the same day. Vessels which do not comply with above requirements will be refused pratique between the dates specified. If above requirements are complied with, vessels will, upon crossing the bar, proceed to the Quarantine Station, hereinafter designated, to be inspected and disinfected.

3rd. Between the 1st day of May and the 15th day of November, 1891, all other vessels seeking to enter the harbor of Pensacola shall immediately, upon crossing the bar, proceed to the Quarantine Station, hereinafter designated, to a point designated by a yellow flag, to be inspected, and, if deemed necessary by the Quarantine Physician, discharge ballast or cargo, and be submitted to a cleansing and disinfecting process.

4th. No person, boat or goods from any vessel arriving in the harbor of Pensacola between said dates shall be permitted to leave, or be removed from such vessel, until she shall have performed quarantine in accordance with the rules and regulations of this Board of Health.

5th. The Quarantine Station shall be on Santa Rosa Island, just west of Little Sabine Inlet. The boundaries of the quarantine ground shall be as follows:

Beginning at the point on the low tide line of the gulf shore of Santa Rosa Island three-quarters of a mile east of the eastern limit of the Little Sabine Inlet; thence across Santa Rosa Island and into Santa Rosa Sound on a line bearing north by west from the point of beginning to the middle of the channel of Santa Rosa Sound; thence westerly along the middle line of said channel to a point in said channel bearing southwest by south, one-half south from Deer Point; thence on a line bearing southwest by south, one-half south from Deer Point to the north shore of Santa Rosa Island; thence on a line bearing south by east to a point on the low tide line of gulf shore of Santa Rosa Island; thence along the low tide line of said gulf shore of Santa Rosa Island to the point of beginning. The points above described as being in the water to be designated by buoys bearing yellow flags, and those on land to be designated by yellow flags fixed on substantial poles.

6th. The Quarantine Physician shall as soon as quarantine is established, proceed to the Quarantine Station, and remain within the quarantine limits until the quarantine is removed, unless by special permit of the Board. He shall at all times, between sunrise and sunset, be ready to visit and board all vessels immediately upon their arrival in the bay of Pensacola, off Deer Point, at a point to be designated by a buoy, upon which shall be erected a flag-staff showing a yellow flag. He shall show a yellow flag conspicuously in his boat to designate her character. No one shall take, sail or steer a vessel so as to pass the quarantine boat or buoy, or refuse to obey the captain of the guard or Quarantine Physician.

(9)

7th. The Quarantine Physician shall charge a visiting fee in all cases where he attends patients, either on board ship or in the quarantine hospital, and for all medicines and supplies furnished, such fees to be collected from the master of the vessel to which said patient belongs, and to be paid to the secretary and treasurer of the Board.

8th. The Quarantine Physician shall examine into the condition of every vessel entering the port, and the health of the persons on board, and shall not permit any vessel or person to leave the limits of the Quarantine Station until all the requirements of the Board of Health have been fulfilled, and he is satisfied that the public health shall not be endangered thereby, and said permit is countersigned by the President of the Board of Health.

9th. The master, or other person in command of any vessel entering the bay of Pensacola between the above dates, shall proceed with her directly to the Quarantine Station above designated.

10th. It shall be the duty of Pilots, or other persons bringing vessels into the bay of Pensacola to hoist a flag at half-mast at the fore and not to pass the quarantine buoy until the vessel has been visited by the Quarantine Physician; and it shall not be lawful for any person to visit or communicate with any vessel being taken to the Quarantine Station, or in quarantine, until said vessel has been visited by the Quarantine Physician and relieved from quarantine.

11th. No pilot or other person shall leave a vessel after coming into Pensacola bay without a permit to do so by the Quarantine Physician.

12th. All vessels at Quarantine shall keep a flag at half-mast at the fore during the day, and a lantern in the same position at night.

13th. It shall be the duty of the Quarantine Physician during quarantine to cause any vessel having sickness on board to be anchored at least three-quarters of a mile from vessels having no sickness on board; and it shall be his duty to prohibit any intercourse between any vessels so anchored and others, and no person shall visit such vessel, under any circumstances, without the permission of the Quarantine Physician. Any vessel having any intercourse with a vessel from an infected port, or port suspected to be infected, shall in all things be treated as a vessel from an infected port; any such intercourse shall be at once reported by the Quarantine Physician to the Board of Health.

14th. No person shall visit or attempt to visit, the Quarantine Station between said dates without the permission of the Quarantine Physician and the Board of Health. Persons at Quarantine Station requiring anything from beyond the limits of the station may obtain the same only by orders forwarded through the Quarantine Physician and this Board of Health. Employees of this Board, or other persons within quarantine limits, are prohibited from soliciting business of any kind whatever for ships or persons within the limits of the station.

15th. The Port Inspector shall visit and inspect every vessel entering the bay of Pensacola and ascertain and report her sanitary condition, and until such inspection and report, and the release of such vessel

(10)

by said officer, no person shall visit her, and no person from her shall visit any other vessel or the shore. The master or owner of each vessel so inspected shall pay this Board for such service as follows, to-wit:

Steamships, . . . . .	\$15 00
Ships, . . . . .	15 00
Barks and three and four-masted schooners . . . . .	10 00
Brigs, . . . . .	5 00
Two-masted schooners, . . . . .	5 00

16th. Vessels in quarantine may be discharged at the crib therein by paying twenty-five cents per ton for so discharging to the Quarantine Physician, who shall forthwith send the money so collected to the secretary and treasurer of this Board, to be by him disbursed or used as ordered by the Board.

17th. The master of every vessel cleansed or fumigated at the Quarantine Station shall pay for such cleansing and fumigation by the Quarantine Physician the fees named, as follows:

Steamships, . . . . .	\$75 00
Ships, . . . . .	50 00
Barks and other vessels, other than brigs and 2-masted schooners, . . . . .	40 00
Brigs, . . . . .	20 00
Two-masted schooners, . . . . .	15 00

Funds so collected must be forwarded by the Quarantine Physician and disposed of as moneys collected for discharging vessels at the crib.

18th. The Quarantine Physician shall make a weekly report to the Board of Health, showing the number and class of vessels visited by him, amount of fees collected, number of patients and diseases treated, and the quantity of ballast discharged, and any other matter which may be of interest, and with such report remit all moneys or orders for money received by him during the week.

19th. Every pilot and pilot boat on the bar of Pensacola, and masters of tow boats shall be supplied with copies of these rules and regulations, and it shall be the duty of every pilot to furnish a copy thereof to the master of every vessel which he may speak or board, immediately upon such communication.

20th. Every violation of the foregoing rules will be punished as prescribed by law.

21st. All tugs (except when taking vessels into Quarantine Station) and all crafts, of every character, going into, coming out of, or passing through quarantine lines, shall lay to off and as near the guard station as practicable, designated by a yellow flag, and remain there until visited by the officer in charge of the guard, and permitted by him to pass.

ROBT W. HARGIS, M. D.,  
President.

D. G. BRENT,  
Secretary and Treasurer Board of Health.  
Pensacola, Fla., March 31, 1891.

PENSACOLA, FLA., Nov. 10, 1891.

BE IT RESOLVED, By the Board of Health of the County of Escambia, State of Florida:

1st. That the Port Inspector shall visit and inspect every vessel entering the bay of Pensacola and ascertain and report her sanitary condition; and until such inspection and report and the release of such vessel by said officer, no person shall visit her, and no person from her shall visit any other vessel or the shore. The master or owner of each vessel so inspected shall pay to this board for such service as follows, to-wit:

Steamships,	\$15 00
Ships,	15 00
Barks and 3 and 4-masted schooners,	10 00
Brigs,	5 00
Schooners, 2-masted,	5 00

2nd. No vessel coming into the port of Pensacola having on board any contagious or infectious disease, or from a port where any such disease prevails, shall remain within the territory under the jurisdiction of this board, except at a point designated and under restrictions imposed by this board, according to the exigencies of each case.

3rd. It shall be the duty of any person coming into the county of Escambia or port of Pensacola from any locality where any disease is an epidemic form prevails, to report at once to this board, or some officer thereof, and no person coming from any such locality shall remain in said county without the permit of this board, and then only at such points as may be designated, and under such restrictions as may be imposed by this board, according to the exigencies in each case.

4th. Ballast brought into this port shall be discharged in accordance with the rules and regulations of the State Board of Health and at the expense of the vessel to the extent that said rules and regulations of the State Board of Health provide for the same.

5th. All pilots and tow boats of the port of Pensacola shall be supplied with copies of these rules, and every pilot or tow boat master speaking or boarding a vessel coming into said port, shall hand a copy thereof to the master of said vessel. Pilots must, and hereby are required, in each case before boarding a vessel desiring to enter the bay of Pensacola, to make inquiry as to the sanitary condition of the vessel, and in no case must they board if the vessel has contagious or infectious diseases aboard, or has had the same during the voyage. In all such cases the pilot must direct said vessel to the nearest United States quarantine or refuge station.

6th. That in case any vessel shall be required by authority of law to discharge ballast at quarantine station, or be fumigated, she shall pay 25 cents per ton for the ballast discharged, and for maritime sanitation as follows, to-wit:

Steamships,	\$75 00
Ships,	50 00
Barks and other vessels, other than brigs and 2-masted schooners,	40 00
Brigs,	20 00
Two-masted schooners,	15 00

(12)

7th. That no pilot, towboatman or other person shall remove, transfer or receive, or assist in removing, transferring or receiving any person from any vessel entering the bay of Pensacola, until such vessel shall have been inspected and released by the Port Inspector.

8th. Every violation of the foregoing rules will be punished as prescribed by law.

D. G. BRENT,  
Secretary and Treasurer.  
Approved Nov. 10, 1891.

ROBT. W. HARGIS,  
President.  
R. P. DANIELS,  
President State Board of Health.

PENSACOLA, FLA., April 29, 1892.

First—That all future actions taken by this board at any period during the year shall be in accord with the rules and regulations of the State Board of Health in so far as they are consistent with the rules and regulations of this board heretofore and hereafter to be enacted by this board and approved by the said State Board of Health.

Second—The rules and regulations of this board which were adopted March 31st, 1891, for the summer of that year, and approved by the State Board of Health April 13th, 1891, and the rules and regulations of this board which were adopted November 10th, 1891, and approved by the State Board of Health November 12th, 1891, are hereby adopted and will remain in force from season to season and from year to year until changed by legal action of this board, or the State Board of Health.

Third—That the said rules and regulations of said State Board of Health, and the said rules and regulations of this board shall be those under which this board shall act until changed by competent authority, and they shall be printed together.

D. G. BRENT,  
Secretary and Treasurer.

ROBT. W. HARGIS,  
President.

Adopted at Pensacola, Fla., April 6, 1892.

Approved by direction of the President of the State Board of Health.

JOSEPH Y. PORTER,  
State Health Officer.