

PORT OF PHILADELPHIA.

WARDENS OFFICE, PHILADELPHIA, 30th of *April*, 1785.

Extract of an Act of the General Assembly of the Commonwealth of *Pennsylvania*, passed the first of *April*, 1784, entitled, “*An Act for the further Regulation of the Port of Philadelphia, and enlarging the Power of the Wardens thereof.*”

AND WHEREAS Inconveniencies and Mischiefs frequently happen, for Want of Order and Regularity in the placing, anchoring and mooring of Vessels in the Stream, as well as at the Wharves and Docks; *Be it enacted by the Authority aforesaid*, That it shall and may be lawful to and for the said Wardens, or a Majority of them, and they are hereby authorized and required to form and establish such Rules and Orders as they, on due Deliberation and Advise-ment, shall from Time to Time think requisite and proper for guarding against such Inconveniencies and Mischiefs; which Rules and Orders shall be recorded in the Office of the said Wardens, and shall be printed and published for the Information of all whom it may concern. And if any Owner, Master or other Person, having the Charge or Command of any Ship or Vessel within the Harbour of *Philadelphia*, shall wilfully or negligently disobey or refuse, or neglect to comply with such Rules and Orders, after due Notice thereof, or neglect or refuse to comply with any reasonable Order or Direction of the said Wardens, or the President or attending Member thereof as aforesaid, respecting the placing, mooring or moving of such Ship or Vessel within the said Harbour, such Owner, Master or other Person, shall forfeit and pay the Sum of *Five Pounds* for every such Offence for the first Time, and *Ten Pounds* for each and every Time the same or a similar Offence shall be repeated; for which Fines such Vessel and her Appurtenances shall be liable, as well as the Person and Effects of the Offender or Offenders; and the Owner, and all others concerned in any such Vessel, shall moreover be barred from recovering any Compensation for any Damages she may sustain in the mean Time, by any other Vessel running foul of or injuring the same, or the Tackle and Apparel thereof; which Fines and Forfeitures shall be and they are hereby made recoverable, as herein before is directed for the Recovery of Fines and Forfeitures for refusing or neglecting to remove a Vessel from a Wharff, by Order of the said Wardens or Warden.”

By Virtue of the Act above referred to, and in Pursuance of the aforesaid recited Clause, We, the Wardens of the Port of *Philadelphia*, have thought it adviseable, on due Consideration, to establish the following Orders and Regulations, to be observed by all Owners, Masters, Pilots and others, having the Command, Care or Charge of Ships or Vessels, within the Port or Harbour of *Philadelphia*, under the Penalties specified and mentioned in the said recited Clause; which Orders and Regulations are now published for the Information and Government of all whom it may concern.

First. Every Ship or Vessel that may arrive in this Harbour, and that shall come to Anchor in the Stream, any where between the Southwardmost Ship-yard and *Vine-street*, may re-

main in that Situation forty-eight Hours, and no longer, taking Care to lay as near to the Island or Sand Bar, as may be consistent with their Safety. But if, from the Circumstance of a Vessel having Servants on board, or from any other Cause, it may be thought necessary or convenient to lay a longer Time in the Stream, then, and in every such Case, the Owner, Master, Pilot or other Person, having the Charge or Direction of such Vessel, shall remove her from opposite the City, and shall moor her (or cause her to be moored) to the Northward of *Vine-street*, with one Anchor and Cable up, and another Anchor and Cable down the Stream; and in both the abovementioned Situations, the Regulations contained in the next succeeding Article are to be duly attended to.

Second. When a Ship or other Vessel shall be hauled in to any Wharff or Dock, or along-side of another Vessel that may be lying at such Wharff or Dock, the Owner, Master or Pilot, or whoever may have the Command, Care or Direction of her (having previously caused her Gunpowder, if she had any on board, to be landed and stored according to Law) shall immediately, or at farthest in twenty-four Hours thereafter, cause the Jib-boom, Spritsail-yard, Main, Ringtail and Driver Booms, if any they have, to be rigged in, and their lower and Top-sail-yards topped.

Third. If any Vessel, properly moored in the Stream, shall have her Anchor or Cable overlaid by the Anchor of another Ship or Vessel in anchoring or mooring, the Master, or Person having the Care or Direction of such last mentioned Ship or Vessel, shall immediately, or as soon as may be after Application made to him by the Party aggrieved, cause the said Anchor and Cable so overlaying to be taken up and cleared.

Fourth. If the Mast or Masts of a Ship or Vessel lying at a Wharff shall extend across a Dock, so as to obstruct the Passing or Re-passing of any Shallop, Lighter, or other Craft or Vessel, the Master or other Person who may have the Command or Direction of such Ship or Vessel shall, upon the first Application, immediately cause such Mast or Masts to be cast off.

Fifth. No outward-bound Vessel, putting off from a Wharff, shall lay longer in the Stream, between *Vine-street* and the Ship-yard above mentioned, than twenty-four Hours.

By Order of the Board,

JOHN BAYNTON, Secretary.