

DUTIES AND LIABILITIES OF PILOTS

Licensed under the Steamboat Law of August 30th, 1852

SECTION 9.—*Ninth Clause.* “The License of a Pilot may be revoked upon proof of negligence, unskilfulness, or inattention to the duties of the station.”

Tenth Clause. “It shall be unlawful for any person to serve as a Pilot on Steam Vessels carrying passengers, who is not licensed by the Inspectors, under a penalty of One Hundred Dollars for each offence.”

Thirteenth Clause. “If it shall appear satisfactorily that any such Pilot is incompetent, or that life has been placed in peril by reason of such incompetency, or by negligence or misconduct on the part of any such person, the Board shall immediately suspend or revoke his license.”

Fifteenth Clause. “It shall be the duty of all Pilots to assist the Inspectors in the examination of any Vessel to which such Pilot belongs, and to point out all defects in the hull or the apparatus for steaming, and also to make known to them, at the earliest opportunity, all accidents occasioning serious injury to the Vessel or her equipments, whereby life may be in danger, and in default thereof the License of any such Pilot shall be revoked.”

SEC. 29 “Should any Pilot of any such Vessel neglect or wilfully refuse to observe the Rules and Regulations for the government of Pilots, such Pilots so neglecting or refusing, shall be liable to a penalty of Thirty Dollars, and to all damage done to any passenger, in his person or baggage, by such neglect or refusal.

SEC. 30. “Any person sustaining loss or injury through the carelessness, negligence, or wilful misconduct of any Pilot, or their neglect or refusal to obey the provisions of the law herein prescribed as to navigating such Steamers, may sue such Pilot and recover damages for any such injury caused as aforesaid by any such Pilot.

SEC. 38. “If any such Pilot, or any witness summoned under this Act before the Inspectors, shall, when under examination on oath, knowingly and intentionally falsify the truth, such person shall be deemed guilty of perjury, and if convicted, be punished accordingly.”

First Class to be designated FIRST CLASS PILOTS.”

Second Class to be designated “SECOND CLASS PILOTS.”

Third Class to be designated “ASSISTANT PILOTS.”

“*First Class Pilots,*” to be such as from their thorough knowledge of the route for which their license is to be granted, and their long experience in the navigating and management of all classes of steam vessels, are considered fully qualified to take entire charge of the largest class of passenger steamers.

“*Second Class Pilots,*” to be such as have a thorough knowledge of the route for which their license is to be granted, but whose experience in the navigating and management of steamers, is not considered sufficient to entitle him to a certificate as First Class Pilot for the largest steamers. Second Class Pilots may act as second pilots on steamers over 750 tons, custom-house measurement, or as chief pilots of steamers of 750 tons measurement and under.

“*Assistant Pilots,*” to be such as are not considered to have sufficient knowledge of the route for which their license is to be granted, or a sufficient experience in the navigating of steamers, to be intrusted with their control and management.

An Assistant Pilot may act as an assistant to a 1st class or a 2d class pilot, but can never be left in charge of the deck.

The charge of passenger steamers and their management must be at all times, when on their passage from port to port, in the hands and under the direction of a pilot of the first or second class.

[The following Explanatory Note to existing Pilot Rules, was adopted at a meeting of the Board of Supervising Inspectors, held at Buffalo, N. Y., October 25, 1858:]

When Steamers are running in the same direction, and the pilot of the boat which is astern shall desire to pass on the right or starboard hand of the boat ahead, he shall give one short blast of the steam whistle as a signal of such desire and intention, and shall put his helm to port, but if he desires to pass on the left or larboard hand of the boat ahead, he shall give two short blasts of the steam whistle, putting his helm to starboard, and the pilot of the ahead boat shall be required to recognize and answer the signals thus given, as required by the rules for meeting, and afford every facility for the safe passage of the steamer first signaling.