

1888, art. 74, sec. 27. 1860, art. 74, sec. 27. 1853, ch. 214, sec. 12.

27. Any pilot being detained on board any vessel, unless such detention be unavoidable, shall be allowed three dollars per day for each day he may be so detained; to be paid by the master, agent, owner or consignee of said vessel.

Ibid. sec. 28. 1860, art. 74, sec. 28. 1853, ch. 214, sec. 18.

28. Whenever a pilot is engaged to pilot a vessel, the master shall continue him (if inward bound) to her first port of discharge or to sea (if outward bound), or pay him full pilotage.

Ibid. sec. 29. 1860, art. 74, sec. 29. 1853, ch. 214, sec. 19. 1866, ch. 25.

29. The pilots shall be required, under the direction of the board, to keep as many as three pilot boats at sea, one of said boats to be stationed fifteen miles to the north of Cape Henry, one in the latitude of and ten miles from Cape Henry, and one fifteen miles south of Cape Henry; and the board shall have full power to make rules and regulations for their cruising, and may designate and appoint five pilots, and grant them authority to enforce such rules and regulations as they may adopt, and to inspect the boats in service from time to time, and generally do all things which may be necessary for the efficiency of the pilots and the boats used in the service.

Ibid. sec. 30. 1860, art. 74 sec. 30. 1853, ch. 214, sec 20.

30. Nothing contained in this article shall be construed to prevent the employment of any person to pilot a vessel in any of the rivers of this State, except the Patapsco and Potomac rivers, or from any part of the Chesapeake bay north of Patapsco river, to any other part of said bay north of said river.

NOTE—As to scope and force of State pilot laws see Revised Statutes, U S., sections 4235-6 and 4400-01; also *Hobart v. Dugan*, 10 Peters, 121; *The License Cases*, 5 Howard, 580, *Cooley v. Board of Wardens*, 12 Howard, 299; *Ex parte McNeil*, 13 Wallace, 236.