

[10. All masters of foreign vessels and vessels from a foreign port and all vessels sailing under register bound to and from Baltimore City or passing in or out of the Chesapeake Bay by way of the Chesapeake and Delaware Canal, except American vessels employed in and licensed for the coasting trade, shall take a licensed pilot, or in case of refusal to take such pilot, shall themselves, their owners or consignees pay the said pilotage as if he had been employed.]

*10. All masters of foreign vessels and vessels bound to and from a foreign port, and all vessels engaged in foreign trade to and from the port of Baltimore, or any port within the State of Maryland, and all vessels engaged in foreign trade, trading via the port of Baltimore or any port within the waters of the State of Maryland, or vessels passing in or out of the Chesapeake Bay, by way of the Chesapeake and Delaware Canal or Cape Henry, Virginia, or bound from any point within the waters of the State of Maryland to the boundaries of the State of Virginia, except American vessels employed ~~exclusively~~ in the coasting trade, shall take a licensed State pilot, or in case of refusal to take such pilot shall themselves, their owners or consignees pay the said pilotage as if a pilot had been employed.*

11. American vessels [employed in and licensed for] ~~engaged exclusively~~ EMPLOYED in the coasting trade shall be exempt from the duty of employing a pilot, and the vessels as well as their masters, owners, agents, or consignees shall be exempt from the duty of paying pilotage. Such vessel, however, voluntarily taking a pilot shall pay the same fee for pilotage as prescribed in the case of a vessel bound to or from a foreign port.

[12. The money collected by the Association of Maryland Pilots for piloting services under this Article shall be equally distributed quarterly among the regular working pilots over twenty-one years of age; but the Board of Pilot Examiners shall make suitable provision for any pilot who is sick or disabled, not exceeding the distributive portion of any pilot engaged in active service, provided, however, that the Board of Supervisors of the Association of Maryland Pilots is empowered, authorized and directed to deduct from such money collected and before such quarterly distribution, a certain percentage of said money, said percentage to be fixed by the Board of Pilot Examiners, to be set aside in a separate or reserve fund for replacement and repairs of major equipment. This deduction shall be in addition to and exclusive of any deductions made by the Association of Maryland Pilots under its by-laws. The supervision, maintenance and direction of this