

# PORT OF SAN FRANCISCO CALIFORNIA

## Headquarters of Customs District of San Francisco—No. 28 San Francisco Harbor

The Bay of San Francisco is the largest and one of the finest land-locked harbors in the world. It is sixty-five miles long and from four to ten miles wide. It contains four hundred and fifty square miles of area with seventy-nine miles of safe anchorage eighteen to eighty feet in depth.

The outlet or entrance, "The Golden Gate," is one and one-eighth miles wide, with a depth of sixty-three fathoms and a minimum depth in the channel sufficient to accommodate the largest vessels afloat at any hour of the twenty-four. It is a satisfaction to know that no matter how great the depth of the ship of the future, it will always be able to enter the port of San Francisco in safety. Very few of the ports of the world can boast of such deep, wide channels at their entrance.

The average rise and fall of the tide is about four feet while the extreme, which occurs about two or three times a year rarely exceeds, eight feet. The bay proper has a total water frontage of nearly one hundred and fifty-five miles (excluding the shores of the arms thereof, such as Oakland harbor).

Important water terminals are located on four sections of the bay shore. These developed frontages are distributed as follows: San Francisco pier and wharf facilities extend approximately five miles. Along the water front, at the pier head line, the depth of water ranges from forty to eighty feet.

The Oakland bay frontage is over two miles, exclusive of Oakland Harbor which is highly developed along the Oakland and Alameda shores. The shore from Richmond to Point San Pablo is four miles in extent.

Marin County's Sausalito-Tiburon frontage is about two miles in length.

The remaining frontage has either very broad tidal flats and wide fore shores, or rugged shores rising abruptly from the water's edge. Much is being accomplished in the conversion of the tidal flats into deep water frontages.

**PILOTAGE.**—Pilotage in and out of San Francisco Harbor is under the jurisdiction of a State Board of Pilot Commissioners, appointed by the Governor, which body establishes the rules and regulations regarding the conduct of all pilots, as well as licensing and commissioning pilots. Pilotage in and out of San Francisco harbor is generally compulsory, except as follows:

All vessels sailing under an enrollment, and licensed and engaged in the coasting trade between the Port of San Francisco and any other port of the United States are exempt from pilotage unless a pilot be actually employed.

All foreign vessels and all vessels from a foreign port or bound thereto, and all vessels sailing under a register from the port of San Francisco and any other port of the United States, are liable for pilotage.

**RATES OF PILOTAGE.**—Rates of pilotage are fixed by state law as follows:

All vessels under 500 tons, \$2.00 per draught foot.

All vessels over 500 tons, \$2.00 per draught foot, and 2 cents per ton for each and every ton registered measurement; and every vessel spoken inward and outward bound, except as hereinafter provided, shall pay the said rates.

A vessel is spoken by day by a pilot boat displaying a union jack, or by night displaying a torch or flare-up within a distance of three miles of the vessel. In all cases where inward bound vessels are not spoken until inside of the bar the rates of pilotage herein provided shall be reduced 50%. Vessels engaged in the whaling or fishing trades shall be exempt from all pilotage except where a pilot is actually employed. In the event a vessel not carrying cargo to the Port of San Francisco, nor seeking any thereat, is compelled to enter said port solely by reason of her being in distress or requiring repairs, provisions or fuel, the rates into said harbor shall be as follows:

All vessels under 500 tons, \$1.00 per draught foot.

All vessels over 500 tons, \$1.00 per draught foot and one cent per ton for each and every ton registered measurement; and every vessel spoken inward bound shall pay the said rates. There shall be no reduction of rates of pilotage to vessels in distress where the vessel is spoken inside the bar. In the event that the vessel shall leave the Port of San Francisco without carrying any cargo therefrom, she shall pay the last-mentioned rates of pilotage out of the Harbor of San Francisco.

**TOWAGE.**—Towage in San Francisco is conducted by private tow boat companies and the charges for the services performed vary according to the condition under which the contract is to be carried out, but are generally assessed within the range of the following schedule: