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ORDERS AND INSTRUCTIONS

GIVEN BY THE

COURT OF DIRECTORS

OF THE

UNITED COMPANY OF MERCHANTS OF ENGLAND,
TRADING TO THE EAST-INDIES,

TO THE

COMMANDERS OF SHIPS

IN THE

COMPANY'S SERVICE.



LONDON:

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ORDERS AND INSTRUCTIONS.

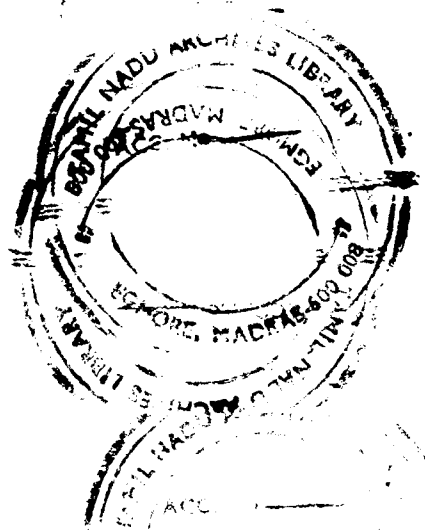
I. THAT you strictly observe all the covenants and agreements contained in your Charter-party.

II. That you present your four sworn Officers for the approbation of the Committee of Shipping previous to your ship coming afloat; and not any part of the Company's cargo will be sent on board your ship, until all those Officers shall have been examined and approved by that Committee, and sworn in before the Court of Directors: but, for the convenience of your Owners, in sending on board the ship's stores, the Company's Surveyor will be sent on board when one Officer shall have been approved and sworn in, as before-mentioned, on the day appointed for your ship coming afloat, or on the first day of the springs appointed for that purpose, but not sooner.

III. That such of your Mates as have not been already instructed in the method of finding the longitude of a ship at sea by lunar observations, do immediately perfect themselves therein, under the person appointed by the Committee of Shipping for that purpose, previous to their attending the said Committee to be

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examined



examined for their respective stations ; and that they do produce a certificate of their being qualified in the above method.

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No. I.

IV. That yourself and Officers do strictly conform to the Company's regulations respecting uniforms, which are annexed ; and do not, upon any account, appear in boots, or black breeches and stockings, except in cases of deep mourning. That you appear in your dress uniform when attending the Court of Directors upon any occasion whatever, and in your undress uniform when attending Committees ; except on such days when you may be in attendance on the Court of Directors in your dress uniform. That your Officers do always appear in their uniforms, when attending the Court of Directors or Committees. That yourself and Officers do also appear in uniform when attending any of the Presidents and Council in India, or at St. Helena, or the Select Committee of Supra-cargoes at China.

V. That you communicate all such orders to your Officers in the observance of which they are interested.

VI. That your Chief Mate, after having been sworn in before the Court of Directors, do apply to the Company's Husband at the East-India Wharf, previous to his repairing to his duty on board, for his instructions relative to entering, jointly with yourself, into a certain bond, which is required at the Custom-House.

VII. That

VII. That your Surgeon and Surgeon's Mate do each produce a certificate from the Court of Examiners of the Royal College of Surgeons, and also from the Physician appointed by the Company, of their being qualified for such station respectively.

VIII. That your Gunner and Gunner's Mate do severally produce a certificate of having been examined and approved of by the Company's Master Attendant.

IX. That you receive the Company's Surveyor on board your ship, he producing an order from the Clerk to the Committee of Private-Trade for that purpose, and that the said Surveyor be civilly treated by all persons on board.

X. That the Commanding Officer on board do every day write down in the Log-Book, the names of the Mates that are on board, and sign his name to it.

XI. That the Company's Surveyor shall keep the keys of all the hatchways and scuttles into the hold, also the keys of the gun-room ports, lazaretto, bread-room and powder-room ; and that the same be not opened, by keys or otherwise, without his knowledge.

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XII. That

XII. That if any clandestine trade is brought on board, belonging to any person whomsoever, the Commanding Officer on board, with all others aiding and assisting, will be for ever rendered incapable of serving the Company, equally with those the goods belong to.

XIII. That the Commanding Officer on board do give all reasonable assistance to the Company's Surveyors, to rummage the ship whenever they shall judge it necessary.

XIV. That the marks be not altered, nor attempted to be altered, in order to disguise the true draught of water the ship draws.

XV. That no attempt be made to bribe the Company's Surveyors, in order to connive at any illicit practices.

XVI. That from the time of any part of the Company's cargo being received on board your ship, your Chief or Second Mate, with one other sworn Officer, do give constant attendance on board.

XVII. That you do, upon no consideration whatever, enter any person belonging to His Majesty's Navy or Land Forces, or to the Militia, to serve on board your ship, nor suffer any man to be concealed from the muster of a King's Officer.

XVIII. That

XVIII. That you do, on no account, receive any Seaman on board your ship, who belongs to any other, unless with the concurrence of his Commander.

XIX. That you attend your duty on board your ship, together with all your sworn Officers, when proceeding from Deptford or Blackwall to Gravesend; and that, should you neglect to proceed in your ship from Deptford or Blackwall to Gravesend, you will be fined the sum of fifty pounds, for the benefit of the Poplar Fund.

XX. That you repair on board your ship once a week, while she lays at Gravesend, that you may be enabled to report her condition whenever required.

XXI. That you conform to the Court's regulations respecting the indulgence of private-trade to the Commanders and Officers, and also to the regulations for shipping the same outwards, both which regulations are annexed.

XXII. That you also give the necessary directions to the Persons concerned in shipping your private-trade, and also communicate to your Officers and Petty Officers such parts thereof as may appear necessary for their information, and direct them to communicate the

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the same to the persons concerned in shipping their private-trade, that the regulations may be conformed to in every respect.

XXIII. That you make the careful stowage and proper distribution of your lading an object of attentive consideration, and consult with your chief and second officers thereon. That you inspect the holds, and have a book kept, in which the particulars of the stowage be correctly inserted, stating what is stowed between the several beams and stanchions from the keelson upwards, and that such book is to be kept for the inspection of the Committee of Shipping, or those whom they may appoint. That this be particularly attended to on your homeward voyage, and every exertion used to bring home as much surplus, with a similar cargo, as any other ship of your size and construction.

XXIV. That if any copper should be laden on board your ship on the Company's account, you observe the regulations which are annexed for preventing deficiencies in the delivery of that article.

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No. XVIII.

XXV. That should any bullion be laden on board your ship, the weight of every chest of treasure, sent from the Company's Bullion Office, will be cut on the outside; and you are to take care that the same are passed through a scale, and the weight entered on the Boatswain's-Book, and duplicate receipts for the several chests returned to the Bullion Office.

XXVI. That

XXVI. That the treasure be stowed in the most secure part of the ship, under a special lock; and when to be landed, that a buoy and rope be fixed to each chest. That an Officer, with an armed party, attend it till landed up the river to Canton, or elsewhere, if necessary; and that yourself, or Purser, attend the delivery.

XXVII. That if any coral-beads should be freighted on your ship, the chests be stowed in the bread or gun-room; and upon no consideration in the hold.

XXVIII. That in the event of any military stores being sent down to your ship, you direct your officers to pay particular attention to, and stow with great care, in a dry part of the ship, such packages as are liable to damage, and shall have a card affixed by the Inspector of Military Stores, describing the particulars of the same; and that you attend to the annexed regulations, relative to their receipt and examination in India.

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No. XIX.

XXIX. That you direct your Officers to use every precaution, not only to prevent chests of Company's arms striking against the ship's sides, or the coamings of the hatchways, but also to be otherwise particularly careful in receiving, stowing, and delivering all such chests of arms, as may be laden on your ship on the Company's account.

XXX. That

XXX. That in the event of any arms being laden on your ship, belonging to the Company, you are to keep such quantity in the gun-room, ready at hand, as may be equal, with the ship's and the Company's arms sent on board for the use of the military, to the number of your ship's company and military; but you are not to make use of them, except in case of actual necessity.

XXXI. That in the event of any chests of arms being opened and used for the purpose of defence, an entry of the same be made in your Log-book, describing the marks and numbers of each chest opened.

XXXII. That in the event of any stores being ordered to be laden on your ship for His Majesty's service in India, you are to be particularly careful to cause the earliest intimation to be given to His Majesty's Officers of the exact time your ship may be ready to receive them; and that the stores may be sent down at such periods as may be most convenient for the stowage of the cargo in general, you are to apply, from time to time, to His Majesty's Officers for the same, in order that no delay may arise, by the ship being unnecessarily detained at Gravesend for the reception of the said stores.

XXXIII. That the vessels carrying down stores of any denomination for His Majesty's service in the East-Indies, be unloaded immediately

immediately on their boarding your ship, and in preference to all other craft which may then be alongside: the vessels with the recruits for the King's or Company's service, and craft with bullion, excepted.

XXXIV. That the craft carrying down the Company's cargo be unloaded in preference to those with ship's stores; and that, if it should appear that any craft shall have been unnecessarily detained, the Commanding Officer will be charged with the amount of the demorage arising from such detention.

XXXV. That no stores whatever for His Majesty's service, nor any other part of the cargo, be sent back from your ship, without the direction of the Committee of Shipping; and that, in the event of the Commanding Officer having any doubt respecting the security of any package, he do immediately report to the Clerk to that Committee, in a very particular manner, the state and condition of such packages to which he objects; and that such articles do remain alongside the ship, and be not returned, upon any pretence whatever, until the Committee's orders on the subject are first obtained.

XXXVI. That you communicate these orders, in the most pointed manner, to the Officers of your ship; and at the same time explain to them, that it is not intended to prevent them from

making such exceptions to the packages, or to the state of any goods sent on board, as they may think necessary, to prevent their Owners becoming liable for damage to the cargo.

XXXVII. That you be particularly careful to take quadruplicate receipts for the particulars of any victualling stores which may be delivered from your ship for His Majesty's service in India, two of which receipts you are to send to England, by the two first safe opportunities which may offer, under cover, addressed to the Commissioners for victualling His Majesty's Navy, and deliver the third either to the resident Naval Commissioner of the Station, or Commander in Chief, whichever you may first meet with: that you note on the remaining receipt in your possession, the time and opportunity of forwarding the first and second, and to whom the third was given, and forward the fourth receipt to the Honourable Commissioners for victualling His Majesty's Navy, upon your return to this country.

XXXVIII. That if any Recruits, Lascars, or Chinese, should be ordered for your ship, they are to be received on board with the utmost dispatch, in preference to every other business, immediately upon going alongside, either in the day or night, notwithstanding any order or intimation you may have received, as to the impropriety of other craft being suffered to board the ship when it is dark. Upon inquiry of the Company's Inspectors of Shipping at Gravesend, your Officers may be informed of the signals which
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the master of the vessel employed on this service will be directed to use at night; and she must be most effectually secured, to prevent desertion during the delivery of the Recruits, Lascars, or Chinese.

XXXIX. That you also give particular directions to prevent any Chinese, or Lascars, or other natives of China or India, who may be received on board your ship, from making their escape.

XL. That the military be victualled, in all respects, as your ship's company.

XLI. That if any military proceed on your ship, a quantity of brandy or rum, wine, vinegar, sugar, soap, and other articles, will be sent on board, to be distributed as may be necessary. Should this quantity be insufficient, or other requisites be found necessary for their health and preservation, every such supply from your own stores, indented for by your Surgeon, (who is to enter in his Journal the quantities supplied him from time to time,) will be liberally paid for, trusting to your prudence to prevent an abuse of these indulgences. Should the stores sent on board be more than sufficient, the surplus is to be delivered into the Company's stores where the military are landed.

XLII. That if any recruits for His Majesty's or the Company's service should be ordered to be embarked on board your ship at Portsmouth, you are to be prepared to receive them immediately upon your arrival at that place; and if your ship should be detained from any neglect on your part, your Owners will not be entitled to demorage. The orders for the reception of His Majesty's recruits will be transmitted you from the Committee of Shipping, and those for the Company's recruits will be signed by the Company's Officer at the Dépôt.

XLIII. That such articles of the clothing as may be sent on board your ship, for the use of the Company's recruits, be kept in a box, under the charge of some person whom you may appoint to act as an Orderly Serjeant, and that the clothing be issued at such times only as you may think absolutely necessary.

XLIV. That should the season of the year when the recruits are embarked be very cold, they will be sent on board in their red military jackets with blue facings, and you will cause the same to be delivered up, on getting into a warm latitude, and the canvas frocks to be issued in lieu thereof; but in case of the embarkation taking place at such season of the year when warm clothing may not be necessary, the recruits will be sent on board in canvas frocks, and the red military jackets put up in the boxes with the sea clothing before-mentioned.

XLV. That

XLV. That you conform to the instructions which may be transmitted to you by our Commandant at the Dépôt, and take particular care that the red jackets, white breeches, and blue caps, be kept in good order, and the recruits sent on shore in them in India. That, for that purpose, those articles be not allowed to be worn during the voyage, except on the recruits first going on board, as before-mentioned, or when you may think it absolutely necessary, or in the event of meeting with an enemy: in which last case, you cause the red military jackets and blue caps to be issued, and the recruits to be immediately stationed on the poop and upper deck, that the enemy may observe that a number of military are on board.

XLVI. That as the Company's recruits may probably stand in need of some additional necessaries during the passage to India, a supply will be sent on board with the recruits, for that purpose; and the sum of five shillings for each person will also be paid into your hands, by the Company's Officers, for refreshment at any port you may touch at on the voyage out: but if not expended, this sum is to be paid to the recruit on his arrival in India.

XLVII. That your Officers be particularly attentive, that the recruits do always appear in the several articles of clothing provided for them by the Company.

XLVIII. That

XLVIII. That they likewise be extremely careful, that the recruits do not dispose of their clothes for liquor or otherwise, and that they exert their best endeavours to keep the men quiet, and prevent their making their escape; for which purpose, not any boats are to be permitted to remain alongside, without being made fast with a chain and locked, nor suffered to put off from the ship, until they shall have been examined by such persons whom the Commanding Officer may appoint for that particular service. That as a further security, a quarter-watch be kept night and day, and such other precautions taken, as you may think necessary to prevent the loss of the recruits; for, in case of any desertion, yourself, or the Officer in charge of the ship, will be required to reimburse the Company the expenses incurred on the recruits so deserting, unless he can make it clearly appear, that the same will not happen through any neglect of duty.

XLIX. That you do, at least once in a month, in the presence of your Chief and Second Mates, and also of our military Officers, if any are on board, cause the clothing and necessaries of the recruits to be inspected: and when a supply appears to be requisite, either to the whole or to any part of them, you will distribute it from the stock put on board your ship for that purpose.

L. That you and your Officers do take particular care of the Company's recruits, and not permit any person on board to beat

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or ill use them on any account. But as it is intended they should assist in the ship's duty, they are to be employed in such line in which they can be most useful; and upon their refusal or neglect, the punishment is to be ordered after a proper investigation by yourself only, or by a Committee of Inquiry, consisting of yourself and sworn Officers, in cases of sufficient consequence to require an examination of that description.

LI. That these regulations relating particularly to the recruits, be transmitted to your Officers in such pointed terms, that none may pretend ignorance thereof.

LII. That you afford His Majesty's Officers on board your ship every assistance in your power, to carry into effect the instructions given them by the Commander in Chief (an extract from which is annexed), and you are to endeavour, by every possible means, to preserve a good understanding between your ship's company and His Majesty's troops proceeding on your ship.

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Appendix,
No. III.

LIII. That the first clause of the Commander in Chief's instructions, respecting officers choosing their births according to seniority, is to apply only to such births as shall be appropriated for His Majesty's Officers.

LIV. That you be observant of the instructions contained in two books which will be sent you, previous to your departure from Gravesend.

Gravesend, wherein are to be entered the transactions which may occur in regard to the military on board your ship.

LV. That on the arrival of the military in India, our Governors and Councils have orders to enquire strictly into their treatment and accommodation, while on board your ship.

Vide
Appendix,
No. IV.

LVI. That you strictly conform to our regulations respecting the accommodation of Passengers and rate of passage-money, to or from India, which are annexed.

LVII. That you take care to have the Log-Book, Boatswain's-Book, Medical Journal, Recruit-Book, and Purserage-Book, kept as directed, and by no means fail in keeping and delivering the Abstract of your Log with your Journals.

LVIII. That you insert in your Boatswain's-Book the receipt and delivery of each Packet, with a description of its address and number.

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Appendix,
No. V.

LIX. That the Journals of yourself, Chief, and Second Officers, be kept according to the method of the specimen sheet annexed, in the hand-writing of the respective persons to whom they belong, and be delivered into the Freight Office on the ship's return to England.

LX. That

LX. That such charts as you may receive from the Company be returned at the end of the voyage with your Journals.

LXI. That your own, Chief, and Second Mate's Journals be kept in the fullest and most explicit manner, and not, as is too often the case, a diary only of courses, winds, and weather. That they contain also lists of the ship's company and of *all passengers*.

LXII. That none of the above Journals will be received unless kept as directed.

LXIII. That you and your Officers do at all times when practicable in the course of the voyage, take lunar observations; observing the variation of the compass by azimuths and amplitudes, finding the latitude by double altitudes, and that the same be entered in all your Journals.

LXIV. That your graduated charts for the ship's tract, with variations, longitude by observation and chronometer, be kept as complete as possible.

LXV. That the latitude and longitude of the place from whence the ship's departure is taken be stated clearly in the Journals. That the difference of meridians from the place of departure to

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the headlands or islands, seen during the voyage, be carefully measured by chronometers, and the sights and altitudes taken, when those places are bearing nearly north or south, if possible, that errors in estimating angular distances may be avoided.

LXVI. That in the event of your proceeding through the Straits of Sapy, or Lombock, or visiting any other places, which may be incorrectly delineated on the charts, you make every observation which you may consider useful, by taking the angles with sextants at different stations, between the principal points and most conspicuous marks.

LXVII. That as transit bearings greatly facilitate the constructing of correct charts or plans, as many of them as can be procured be taken with an azimuth compass, such points of land or other objects observed on the same line of bearing, and which may also be taken when the ship is in the direct line between them.

LXVIII. That in addition to the particulars before-mentioned, you are to insert in your Journals, or transmit to the Clerk to the Committee of Shipping, any observations you may have made in the course of the voyage, which in your opinion may conduce to the more correct formation of charts and the improvement of navigation.

LXIX. That

LXIX. That you do not receive on board your ship any person whomsoever who does not belong to the crew, without a special order, in writing, from those authorized by the Court of Directors, or their Governor and Council at their Presidencies, to grant such licence; which order, on your arrival in England, you are to deliver, with your other public papers, at this House. That in the event of your receiving any person, of any description, at a foreign settlement, or at a place where no such licence can be obtained, you do, on your arrival at one of the Company's Settlements, report what you have done, and wait such orders as you may receive on that head, and both Log-Book and Boat-swain's Book are to contain a sufficient entry of the fact.

LXX. That if any person borne on your ship's books as part of her complement, shall be discharged in India, China, or St. Helena, without the permission of the Company's President and Council, or other Agents, in writing, or collusively permitted to leave the ship, he will be considered as coming under the description of the clause in the charter-party; and in addition to the penalty, you will be mulcted in the sum of three hundred pounds.

LXXI. That should you carry out or bring home any passenger or person without the leave of the Court of Directors, or such persons as are empowered by the Court to grant permission for that purpose (such passengers or persons not being borne on the

books as part of the ship's company) you will be mulcted in the following sums, in addition to the penalty in the charter-party, *viz.* For a male or female black servant, being a native of India or other country, the sum of twenty pounds. For an European, or for a native of India, being a child of an European, five hundred pounds.

LXXII. That you provide yourself with a Mediterranean Pass, and conform to the Act of Navigation.

LXXIII. That you have all spirits kept in a distinct room, communicating with one of your hatchways, and that none be drawn off but by day-light.

LXXIV. That you do not, at any time during your voyage, under any pretence whatsoever, suffer to be opened any cask of spirits under any of the decks; but that whenever any cask, great or small, is to be opened, the same be brought upon the upper deck, and there the spirits drawn off. That you communicate this order, in the most pointed terms, to your Officers; and that every further precaution which your mind can suggest be adopted, and enforced upon your Officers and crew, to prevent accidents by fire.

LXXV. That previous to your taking leave of the Court of Directors, a certificate must be delivered to the Committee of Shipping,

Shipping, signed by yourself and your Chief and Second Mates, stating the number of deals and quantity of lemon-juice on board your ship, and whether, in the opinion of yourself and Officers, the former is sufficient for the dunnage of the cargo homeward-bound, and the latter for the use of the ship's company on the passage out; and also a certificate of the quantity of water, and the principal articles of the wet and dry provisions on board, distinguishing the respective proportions for the use of the ship's company and passengers.

LXXVI. That as a report will be made to the Committee of Shipping by the Company's Surveyor, previous to your taking leave, that your Chief, Second, Third, and Fourth Mates are on board, you are to take particular care that all those Officers are on board your ship, on the day previous to that on which you may be appointed to attend the Court of Directors for that purpose.

LXXVII. That neither of your sworn Officers be absent during the ship's stay at Gravesend, after you shall have taken leave of the Court of Directors, nor during your stay at any of the out-ports: unless any urgent necessity should require an Officer's attendance on shore, after the ship's departure from the Hope; and, in that case, such Officer be not absent from the ship more than twelve hours at a time.

LXXVIII. That

LXXVIII. That your ship be cleared out at the Custom-House, on such day as shall be appointed by the Committee of Shipping.

LXXIX. That you repair to your duty on board your ship within two days after having cleared out at the Custom-House, and do not return to town, without the special permission of the Committee of Shipping.

LXXX. That previous to your departure from Gravesend, a book will be transmitted you, for the purpose of entering the accounts of purserage supplied the ship's company, and the account sales of dead men's effects, in the course of the voyage; and likewise a separate book for the Surgeon to keep a journal of his practice, and to record his medical observations during the voyage.

LXXXI. That you inspect and sign the Surgeon's Journal every month.

LXXXII. That you impress on your Purser, in the most pointed terms, the necessity of a strict obedience to the several regulations of the Committee of Shipping, on the subject of purserage books, which regulations are annexed.

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No. VI.

LXXXIII. That if your ship proceeds from Gravesend without her full complement of men, cordage, provisions, or stores, she will be deemed not ready for sea; and your Owners will, therefore,

fore, not be entitled to demorage, until such time as the ship be complete in each and every of those particulars, agreeably to charter-party.

LXXXIV. That if, in consequence of a deficiency of men or stores, or from any other cause, your ship shall remain at Gravesend, or in the Hope, beyond the time prescribed, your Owners will be charged with demorage, agreeably to charter-party.

LXXXV. That you do not leave the Hope until your Surgeon and Surgeon's Mate are on board.

LXXXVI. That you do not proceed from Gravesend Reach till you are ready for sea.

LXXXVII. That such Cadets as shall proceed on your ship be, on no account whatever, permitted to sleep out of the ship, without the special permission of the Committee of Shipping; nor be allowed to go on shore at any time, without your concurrence and approbation. That your particular attention be directed to an object of so much importance, and your utmost efforts used to carry this measure into effect.

LXXXVIII. That you will be allowed by the Company, at the rate of three shillings and six-pence per day, for such Cadets as may proceed at your table; and your Third Mate two shillings and six-pence

six-pence per day, for such Cadets as may proceed at his mess, from the time of each Cadet's going on board till the ship's departure from England; at which rates you and your Third Mate are to draw upon the Company's Paymaster, at three days' sight, on the day of your sailing from England.

LXXXIX. That should there not be a Third Mate's mess on board your ship, you are then to draw upon the Paymaster, at the rate of two shillings and six-pence per day, for the diet of such Cadets as may be messed at your second table.

XC. That a space be left in the hold, the square of the main hatchway, from side to side, of the depth of five feet at least under the beams, for the reception of the cables in general. That all of them, excepting the working cables, be stowed away, as soon as you are clear of the Channel, or proceeding in a fair way on your voyage.

XCI. That your ship will probably be visited at Gravesend, and also before her final departure from England, by a deputation of the Court of Directors, who will be authorized to inflict the severest mark of the Court's displeasure, if those Gentlemen should find that our instructions and orders have not been fully complied with.

XCII. That

XCII. That your ship be put in the best state of defence previous to your passing the Nore.

XCIII. That your guns be scaled, loaded, and shotted; that they be kept perfectly clear, each gun having a port; and that your decks be kept free from lumber of every description.

XCIV. That you have, at least, six rounds of cannon-cartridges filled.

XCV. That a sufficient quantity of wads be provided.

XCVI. That a part of your small arms and pikes be placed in the cuddy, and the remainder in such other convenient part of the ship, that they may be ready at hand, if wanted.

XCVII. That you be prepared with at least forty rounds of ball-cartridges for small arms.

XCVIII. That you take the earliest opportunity of making out your quarter-bill.

XCIX. That your ship be fitted with boarding-nettings, run up half-mast high, and made of not less than inch-and-half rope, with small chains fore and aft, at the upper and under edges, and also through the middle.

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C. That

C. That you report to the Clerk to the Committee of Shipping, previous to your passing the Nore, the state of defence of your ship; observing that, in such letter, you are not to confine yourself only to an intimation of your having strictly complied with the above orders, but that you expressly state,

1. Whether your guns are scaled, loaded, and shotted, are perfectly clear, have each a port, and your decks not any way lumbered.

2. How many rounds of cannon-cartridges, and how many of ball-cartridges are filled.

3. What quantity of wads are provided.

4. Where, and how, your small arms are disposed of.

5. Whether your quarter-bill is made out.

6. Whether the boarding-nettings are completed and fitted, as above-mentioned.

CI. That you examine whether the rammers and sponges, belonging to the guns of your ship, are of a proper size, so as to ram the cartridge completely home. That you likewise inspect the guns, and report to the Clerk to the Committee of Shipping, whether, in your opinion, the vents are in a proper situation; and that you give particular directions, that the wads for the guns be made of a proper size.

CII. That you do not, on any pretence but the safety of the ship, dismount or move your guns from their births.

CIII. That

CIII. That you train your ship's company, and also such Cadets and recruits as may proceed on your ship, to the use of small arms, &c. For this purpose, one chest, containing twenty muskets, with bayonets complete, one case, containing twenty cartouch-boxes, one barrel of triumph gunpowder, and one keg of musket-ball, will be sent on board your ship at Gravesend by the Company.

CIV. That you take particular care, that such arms and accoutrements as may be sent on board by the Company, for the above purpose, be kept in perfect good order, and delivered in complete repair into the Company's stores, upon your return to England.

CV. That the order of encouragement in the charter-party be hung up with your quarter-bill; and we authorize you, should you be attacked by any formidable force, to assure your Officers and ship's company, they shall meet with an adequate reward for their gallantry and exertion. But this discretionary assurance must be reserved for cases of emergency.

CVI. That a copy of the annexed regulations respecting Poplar Fund be hung up in some public part of your ship.

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CVII. That

CVII. That not any female persons, either relatives or others, do accompany yourself, or any of your Officers, petty Officers, or seamen, on board your ship, on her passage from Gravesend to the Downs or Portsmouth.

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No. VII.

CVIII. That you attend to the Signals which we have established to be used between our ships and pilot sloops, on their passage to and from the Downs; and also between our ships and our Agents at Deal, Margate, Portsmouth, Torbay, Plymouth, and Falmouth. These signals are annexed.

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Appendix,
No. VIII.

CIX. That, for your information and guidance, extracts of the Acts of the 52d and 53d of His present Majesty, chapters 39 and 140, for the more effectual regulation of Pilots, are annexed.

CX. That as evils have resulted from the unlimited manner of giving charge of the Company's ships (when in the Channel) to the conduct of persons who are not established Pilots, and who are not amenable to any public Boards for their misconduct, which confidence has been the occasion of serious disasters and loss, which would not have happened, if the responsibility and conduct of the ship had not been so devolved; and though the assistance to be derived from persons accustomed to frequent coasting voyages is undoubtedly very useful, yet, when a Commander confers on such persons the same charge as on Pilots within the limits of a port; or in the river Thames, when the local knowledge constitutes no part of

of his duty as Commander, or does not interpose when manifest risk is obvious, we cannot view it but as an endeavour of the Commanders to divest themselves of the responsibility and duty they owe their employers, and whatever has been the precedent, the mischiefs that have arisen are warnings to guard against such extensive confidence in future; you will therefore be held amenable for any disregard or inattention on this head, in the event of any accident arising to your ship, which might have been prevented by proper representation or exertion.

CXI. That you do not sleep out of your ship in the Downs, nor in any other place of danger; nor be absent from your ship at sea, unless in special cases, on any pretence whatsoever.

CXII. That you report to the Clerk to the Committee of Shipping, the exact day and hour of the Company's dispatches being received on board your ship; and in the event of any of his Majesty's or the Company's recruits being ordered to be embarked, you also report to the Clerk to the Committee of Shipping the dates of their being received on board, with the number of officers and men embarked on each respective day. That you also report to him, from time to time, the above circumstances as they occur, and not wait till the whole of the same are completed. That immediately upon the dispatches being sent on board, you repair to your duty, and do not sleep out of your ship after that period. That you give proper notice to the whole of your passengers to proceed

proceed on board, upon the signal being made to unmoor; and that your ship be got under weigh, and do proceed on her voyage, immediately upon the respective signals being made for those purposes, whether all the passengers be then on board or not.

CXIII. That should your ship be ordered to Portsmouth, you give immediate information of your arrival to Messrs. Andrew and John Lindegren, the Company's Agents; and you are to understand, that the usual time for the commencement of demorage for the ship's detention at Portsmouth, will be calculated from the day on which you advise your arrival, as above-mentioned.

CXIV. That only two dogs be carried out in your ship.

CXV. That you transmit to the Secretary, on the day of your sailing from your last port in England, a correct list of your ship's company and passengers (which is to be authenticated, under the signature of yourself and your Chief and Second Officers), including the Lascars and Chinese, and the names of the ships on which they came to England.

CXVI. That you deliver to the Company's Surveyor, for the information of the Committee of Private Trade, and also transmit by the post, on the day of your sailing from England, to the Clerk to the Committee of Private Trade, an exact account, signed by yourself, of the quantity of water, in gallons, and provisions on board

board your ship; and that you insert in a separate part of your Log-Book, a clear and distinct account of the quantity of water on board on leaving any port, and make a weekly entry of the quantity expended, and the remains.

CXVII. That in case you should be ordered by the Court, or obliged by stress of weather, to put into Torbay, instructions are annexed for your information. Vide Appendix, No. IX.

CXVIII. That you pay the most strict attention to the signals and orders of any of his Majesty's ships of war that may be your convoy, or to those of your Senior Officers.

CXIX. That all instructions and orders you may receive from the Secret Committee of the Court of Directors, or those of our several Presidencies in India or China or St. Helena, or those you may receive from any of His Majesty's Officers, be kept in a secure place, with a weight attached to them for sinking, in case of capture. That you open them only as directed, keep their contents inviolably secret, and return them all to the Secretary of the Company, on your arrival from your voyage; and should you be required to return to the Commanders of His Majesty's ships any convoy instructions, or other orders you may have received from them while under their convoy, you are to note the same in your Log-Book and Journal.

CXX. That

CXX. That your signals be kept secure, and from the inspection of the junior Officers, and that, in the event of being captured, you be careful to sink or destroy them, but not till the last extremity.

CXXI. That you have weights constantly affixed to all the packets committed to your charge, sufficient to sink them, in case your ship should be in danger of being taken by an enemy; but not till the last extremity, keeping your secret packets apart from your public packets.

CXXII. That whensoever you are about to open any packet of secret instructions, you call upon your Chief and Second Mates to observe the Company's seals are not broken, open it in their presence, and cause a record of it to be entered on that day's log.

CXXIII. That you take receipts from the Governors, Secretaries, or proper persons, for the several packets committed to your care, and particularly for those intrusted to you by the Secret Committee.

CXXIV. That should you be entrusted with the charge of any of the Company's fleets, and shall separate from the ships under your charge, contrary to your instructions, you will be deprived of your rank in the service, and rendered incapable of taking the command

command of any division of ships, of which you might otherwise be the senior commander.

CXXV. That the established Captains in the service, during their command of extra ships, are to be considered as the junior Commanders, when sailing in company with the regular ships, and rank agreeably to their standing in the Company's service with extra ships only, with the right of resuming their rank on their commanding a regular ship.

CXXVI. That you strictly conform to the regulations which we have established to preserve good order on board our ships, and that you enforce a strict observance of them by your Officers and all your passengers, both in your outward and homeward-bound voyage. ~~The said regulations are annexed.~~

Vide
Appendix,
No. X.

CXXVII. That divine service be performed on board your ship every Sunday, duly and decently, whenever circumstances will admit, and that you be very particular to cause an entry to be made in the Company's Log-Book of the same; and that, in the event of circumstances preventing the performance of divine service, you state the reasons at length in the Log-Book, under your own hand.

CXXVIII. That, for every omission of mentioning the performance of divine service, or assigning satisfactory reasons for the

non-performance thereof, every Sunday, in the Company's Log-Book, you will be mulcted in the sum of two guineas.

CXXIX. That your ship be regularly pumped out in the course of every watch, whenever there is sufficient water in the ship to work the pumps, both in the outward and homeward-bound voyage, and regular entries thereof made in the Company's Log-Book, and likewise in your Journal, and those of your Chief and Second Officers, together with the quantity of water in the well during every watch.

CXXX. That you avail yourself of all opportunities to communicate with our Secretary, and particularly to transmit accounts of your crew and passengers, noting the casualties that have taken place, and every occurrence or information worthy notice, particularly of your cargo, and what it consists of; and also convey to our Supra-cargoes at Canton all intelligence you can respecting the ships for China.

CXXXI. That no deviation whatever be made, either on your outward or homeward passage; and we require you to use all possible endeavours to expedite your voyage, conforming to the secret orders you may receive.

CXXXII. That

CXXXII. That you take proper opportunities of setting up your rigging and shifting sails, that your passage be not impeded or delayed.

CXXXIII. That you do not, under any pretence whatsoever, but that of necessity, touch at any port, either in your outward or homeward-bound passage, unless authorized so to do by the orders in your possession.

CXXXIV. That should sickness or want of necessary refreshments, or casualty or distress, compel you to deviate from your general or secret instructions, you are to call a council of your sworn Officers, with any of our senior Servants who may be Passengers, and state with all due deliberation, the motives and necessity which incline you to make such deviation. That you collect their several opinions in writing, beginning with the youngest officer. That in such consultation you do not reveal any part of your secret orders, if it can be avoided; and that minutes of the whole be entered on paper, duly signed, and a record of the transaction entered in the Log-Book and Journals.

CXXXV. That you remain at any island or other place you may stop at for water, as short a time as possible; and do not suffer any of your crew to sleep on shore, if it can possibly be avoided.

CXXXVI. That should you go to Madeira outward-bound, and any of the military escape from your ship, you are to make application to His Majesty's Consul for their recovery, giving him the best description you can of the deserters; and you are to receive all such he may offer to you as deserters from other ships, and deliver them at the Presidency you are consigned to.

CXXXVII. That notwithstanding any power or supposed power which you may possess, from being invested with letters of marque, you do, on no account whatever, exercise it in any port or harbour, at any of our settlements in India, China, or St. Helena, except with the knowledge and concurrence of our respective Governments.

CXXXVIII. That you use your utmost endeavours to prevent the ill-treatment of the natives wherever you may be, and on all occasions exercise your authority to prevent disturbance.

CXXXIX. That whenever the ship is in port, the Surgeon's Journal be deposited in the same place as the ship's Log-Book, under the charge of the Commanding Officer; but that your Surgeon, or his Mate, have access thereto, to enter the transactions of each day: at other times, the Journal is to remain in the possession of the Surgeon.

CXL. That

CXL. That as we have agreed with the Owners of our ships, that the officers or men belonging to any of them that may be taken or lost, if they desire it, shall be returned to England as passengers, the Company paying two-thirds of the charter-party passage-money, or in proportion, according to the place or time received on board; you are to receive such unfortunate men and afford them needful accommodation.

CXLI. That particular directions respecting salutes are annexed for your information and guidance; but you are not, on any occasion, to fire one at China, unless by the express leave or order of the Supra-cargoes.

Vide
Appendix,
No. XI.

CXLII. That you do not dispose of any of your anchors or cables during the course of your voyage; and take great care that your ship has a sufficient quantity of good ground-tackle on board, upon her return to England. That upon your leaving St. Helena for England, you have on board your ship at least two sheet and two best bower cables, fit for service, besides your small bower or stream cable, and likewise two bower anchors, in addition to the sheet anchor.

CXLIII. That you furnish a list of your ship's company and passengers, upon your arrival in India, to the Governor and Council at your consigned port, and also leave a similar list with the

Governor

Governor and Council or Supra-cargoes from whence you are dispatched.

CXLIV. That your utmost endeavours be used to prevent deficiency of, or damage to the cargo on board your ship.

CXLV. That you do not omit to dunnage the lower deck of your ship with inch deals.

CXLVI. That you observe the annexed regulations respecting dunnage, a neglect of which will be punished by deprivation of the extra thirty tons of private-trade, or a mulct thereon, equal to the full freight.

CXLVII. That you attend to the following regulations respecting the draft of water, state of the decks, &c. of ships proceeding circuitously to China, or touching at any place in their passage thither.

“ That no ship, of the burthen of 1400 tons and upwards, be
 “ permitted to sail from her port of lading in India, at a greater
 “ draft of water than twenty-three feet six inches upon an even
 “ keel, nor ships of the burthen of about 1200 tons, at a greater
 “ draft of water than twenty-three feet. That the Commanders
 “ do transmit to the Governor and Council at the Presidency at
 “ which their ships are laden, a correct statement of the draft
 “ of water of their ships, and the state of their decks and loading;
 “ and

“ and that not any port-clearance be granted, until such particulars shall have been transmitted.

“ That in the event of any ship touching at Prince of Wales' Island, the Commander do transmit a similar statement to the Governor and Council of that Island, previous to his sailing from thence; and also another statement, immediately upon his arrival in China, to the Select Committee of Supra-cargoes at Canton.

“ That the Commanders do, on no account whatever, receive on board their ships, at any places at which they may touch on their passage to China, any articles, to an extent which may lumber the ship, or increase her draft of water beyond that prescribed.

CXLVIII. That the regulations which we have adopted respecting tonnage from port to port, be also observed; and should you, or your Officers, stow any of your, or their private-trade, in any part of the ship, in which the Company's goods are prohibited from being stowed, you will be fined in such sum as the Company would pay for freight for the like tonnage of goods, were they the Company's property. These regulations are annexed.

CXLIX. That should you receive cotton from the Company in India, or should be permitted to occupy any portion of the Company's ships with cotton, free of freight, such cotton is to be packed at the Company's packing-screws, provided the same shall not

not occasion the detention of the ships; and the rates shall be the same as are charged by private persons, unless the Government of Bombay shall, upon any particular occasion, see fit to dispense with these regulations.

CL. That immediately on the discovery of any of your Officers or Midshipmen having quitted your ship in India or China, without the authority of Government for that purpose, you make application in writing to the Police, for their immediate apprehension, and report the same, by letter, to the proper Officer of the Company's Government in India or China, in order that they may be secured and sent to Europe; or in the event of any of your Officers or Midshipmen being sick, and obliged to go into the hospital, you apply to Government for permission, in writing, prior to sending them on shore, having previously procured a certificate from your Surgeon of the necessity of their being removed from your ship.

CLI. That neither you nor your Officers do seduce away the military recruits, or connive at their being on board your ship. That should any be found on board, you deliver them up to the Settlement where you are, or to the first at which you shall arrive. That you do, on no account, receive an European on board your ship at any of our Presidencies, unless he is ascertained by the Town or Fort Major not to belong to the Company; or in the event of his joining the ship at a distance, your Officers or yourself are instantly

instantly to send up an account of such man, detailing his size, age, appearance, name, and account of himself: and if, from the shortness of the time before sailing, no reply reaches you from the Town or Fort Major's Office (and which such deserters will contrive may be the case, by repairing on board when your anchor is afloat), you must absolutely refuse to take them.

CLII. That yourself and four sworn Officers will be required to reimburse the expenses the Company may sustain, by replacing any deserters, of the description mentioned in the last clause.

CLIII. That if our Agents in India order any disabled or returning military on board your ship, as passengers, they will cause each of them to sign an instrument before they embark, that they will not demand of the Owners any wages or gratuity, under pretence that they assisted in the navigation of the ship: and if such soldiers are inclined or willing to enlist at any of our Settlements which you may touch at, especially at St. Helena, you are not to prevent them, under any plea of their having engaged as your crew; and we have directed application to be made, for that purpose, by our Governors and Councils.

CLIV. That if, upon your returning voyage, any invalids, discharged from His Majesty's ships in India be sent on board your ship to be conveyed to Europe, you are not to suffer such seamen or

naval invalids to quit the ship and go on shore, upon the ship's arrival at her first port in Great Britain, but to report the number you may have on board to the Port-Admiral or Commander in Chief of His Majesty's Ships and Vessels, for the disposal of such invalids; and, upon their delivery, you do demand a receipt from the Officer appointed to take charge of the invalids.

CLV. That you do not receive any black servants in India, as passengers, without a certificate, that a deposit has been paid to our Agents, to answer any expense we may be at for their maintenance in England and return home, under the penalty of being answerable for them yourself.

CLVI. That on returning from India you direct your Officers not to allow any baggage to be received on board, without an order from the Board of Trade, and a certificate that the same has been passed by them, and does not exceed the prescribed allowances, which are annexed, exclusive of bedding, a table and sofa, or two chairs, for the respective cabins.

Vide
Appendix,
No. XXII.

CLVII. That certificates will be granted to yourself and Officers, at the usual rates of exchange, one moiety of which will be paid at ninety days' sight, as an encouragement, and the remaining moiety at three hundred and sixty-five days' sight; and if a part be paid in at one Presidency, or none has been paid, you are to carry

carry a written evidence with you of the fact, before you will be allowed to pay it at any other.

CLVIII. That certificates will be granted in China for such amount only as shall be paid in specie.

CLIX. That in the event of any deleterious substances being laden on board your ship, on account of the Company or of individuals, or shipped as part of the privilege or indulgence to yourself and Officers, the same be not stowed where edible commodities are placed, but stowed in a separate part of the ship from the magazine bulk-head, as far aft as their bulk or quantity may require, and be kept apart from the rest of the cargo by a bulk-head, expressly built for that purpose.

CLX. That, in order to prevent injury to our China cargoes, you are not to bring from thence either camphor, turmeric, or musk; and if any aloes, olibanum, gum arabic, lacks, or such sort of goods, be shipped for the Company's account, you are to stow them in such places, where they will not run into a mass and be spoiled, as we shall not deem the Company indemnified by the charge against your Owners, on the score of short delivery, if the deficiency arises from any defective or improper stowage.

CLXI. That you attend to the following Regulations, respecting importing into China camlets and woollens.

1. " That every Commander and Officer, in whose names it
 " shall appear any camlets or other woollens have been imported
 " into China, will, for the first offence, be mulcted in the sum
 " of five pounds for every piece so imported, to be deducted from
 " his private trade account, or levied in any other manner that
 " may appear most eligible, and applied to the use of Poplar
 " Hospital."

2. " That every Commander and Officer, who may be de-
 " tected in a second breach of our positive orders and instructions
 " in this respect, will be irrevocably dismissed the Company's
 " service."

3. " That in the event of any number of pieces of camlets,
 " or other woollens, being imported into China, when it cannot
 " be ascertained to whom they belong, the Commander, and
 " four sworn Officers, will, unless they cause the same to be
 " seized and sent to the Company's factory, be mulcted in the
 " amount of the above fine of five pounds on each piece so im-
 " ported, in proportion to their respective wages, to be levied in
 " any manner which may appear most eligible, and applied to
 " the use of Poplar Hospital; and if there should be any cause,
 " even to suppose that any Commander or Officer has transgressed
 " in this instance, or suffered it in others, the amount of his
 " private-trade will be detained, and a bill of discovery filed
 " against him on his return."

CLXII. That no Turkey opium be carried in your ship to
 China, the importation of the same being prohibited by the Chinese.

CLXIII. That

CLXIII. That no clocks, watches, or other curious pieces
 of mechanism, exceeding the value of £100 each, be imported into
 China on board your ship.

CLXIV. That you attend to the following regulations re-
 specting seamen from the Company's ships going on shore at
 Canton, viz.

" That no ship's barge or cutter be allowed to go to Canton,
 " except with or for the Commander; and that when the barge
 " or cutter belonging to any of the ships shall go thither upon
 " his account, the crew shall not consist of more than thirteen
 " men, which is a full complement: it shall return as expe-
 " ditiously as possible, and the chief supra-cargo shall be informed
 " of the times of its arrival at, and departure from Canton, as
 " well as the number of its crew, at both times."

" That as every Commander will select the crew of the
 " barge or cutter belonging to his ship, he will be held respon-
 " sible for their conduct."

" That no other ship's boat than the barge or cutter be per-
 " mitted to go to Canton, except by the order, or with the per-
 " mission of the Select Committee; unless some circumstance
 " should occur, to make it absolutely necessary that another boat
 " should be sent thither, without waiting for their permission;
 " and if such a circumstance should occur, then that the journal
 " of the ship from which such other boat was sent, shall show
 " what it was: and further, that whenever any other ship's boat
 " is sent to Canton, it shall, like the barge or cutter, return as
 " expeditiously as possible..

" That

“ That none of the Officers of any of the ships, except
 “ the sworn Officers, Fifth and Sixth Mates, Surgeon and his
 “ Mate, Purser, Midshipman, Boatswain, Gunner, Captain’s
 “ Steward, Cooper, Caulker and Sail-maker, be allowed at any
 “ time, without necessity, to proceed to Canton to remain there;
 “ and that, in every ship, the absence of the Officers before-
 “ mentioned be regulated by the Commander, in such manner
 “ as to prevent any obstruction to the duty of the ship.”

CLXV. That you do not lade yourself, or permit any of your Officers to lade in China, any *Sysee* silver on board your ship, unless there be an opportunity of lading it at Macao, after the dispatch of the ship by the President and Select Committee of Supra-cargoes.

CLXVI. That in the event of such an opportunity occurring, we allow it to be shipped by you, or any of your Officers, at that Settlement, provided the said President and Select Committee do not signify to you any objection to such shipment; and that the knowledge of this indulgence is withheld from the Chinese.

CLXVII. That on your quitting any of our Presidencies for Europe, you furnish our Governor and Council with a particular account of the state of your ammunition, water, and provisions; which is to be five months in time of peace, and seven months in war.

CLXVIII. That

CLXVIII. That you cause every package in prsupply of salt be marked with the initials of the name of the person to’s use any belongs, register them with these marks, the nature of the package, the contents, and quality of the contents. That not any package marked “ sundries,” will be permitted to be claimed, nor will any register in your Boatswain’s Book be admitted, unless made at the place where the goods are received on board, or at the first port you may arrive at, where the Company have any Agent or Factor. The form of the Manifest, together with extracts from the several Acts of Parliament, respecting Manifests, Illicit Trade, &c. are annexed for your information.

Vide
Appendix,
No. XIII

CLXIX. That you do not (the presents and indulgence of wine excepted) manifest any article in the names of your Owners, as any articles, so manifested, will decidedly be considered as unlicensed trade.

CLXX. That should any tea, exceeding the value of ten pounds, or any other goods above the value of one hundred pounds, be found on board the ship unregistered, such articles will be forfeited; and goods of the above value will only be admitted, when satisfactory reasons are assigned for the admission.

CLXXI. That when dispatched from India or China, you use your utmost endeavours to round the Cape of Good Hope and proceed for the Island of St. Helena, if not otherwise directed.

That

or approach you make the private signal, and for-
 "If boat with a letter to the Governor, laying to, at
 "other distance, till the signal is answered, and your boat
 returning; and do not pass Banks' Battery till you have the
 Governor's leave.

CLXXII. That on your arrival at St. Helena in war time,
 to prevent surprise, or the consequence of any attack, you attend
 to the directions of your senior officer for the birthing your ship,
 in order to resist an enemy in the most effectual manner, by
 veering away, and thus bringing the guns of the whole fleet to
 bear, or by any other disposition which may be concerted for
 your defence.

CLXXIII. That as anchors, cables, top-masts, and other
 stores, are sent to St. Helena, in order to prevent any plea or
 motive for putting into Ireland or a western port, if in want of
 those articles, you are to apply to our Governor and Council, who,
 being satisfied of your wants, will supply you accordingly, at fifty
 per cent. advance.

CLXXIV. That you do not suffer your Officers or crew to
 be the occasion of any tumult or disturbance at St. Helena.

CLXXV. That

CL. are not to depend on a supply of salt
 provisions . ship's use any
 of the stores .

CLXXVI. 1 sponsi-
 ble, should any of our thence,
 either clandestinely or tivate-trade to to afford
 all possible assistance to th. whom it arch for
 them in your ship. kage,

CLXXVII. That immediat^{es}, your ship
 at any port in Great Britain, you forward, or other
 careful person, all the boxes containing ispatches,"
 with as many others not letter packets as h. with him;
 and you are to be particularly careful in your sel. the packets
 for transmission by this conveyance, that those d "secret"
 form a part of them, and that the remainder be sent to London
 with all convenient expedition afterwards.

CLXXVIII. That you, at the same time, forward to our
 Secretary a list of all your packets, public and secret, distinguishing
 those which you have forwarded as above-mentioned; and also a
 paper, stating the time of your arrival at, and departure from every
 port, during the whole course of your voyage outward and home-
 ward: also noting when and where you may have fallen in with any
 of the Company's ships, and adding thereto a statement of any other
 H circumstances,

That on your approach you make the private signal, and forward your boat with a letter to the Governor, laying to, at a proper distance, till the signal is answered, and your boat is returning; and do not pass Banks' Battery till you have the Governor's leave.

CLXXII. That on your arrival at St. Helena in war time, to prevent surprise, or the consequence of any attack, you attend to the directions of your senior officer for the birthing your ship, in order to resist an enemy in the most effectual manner, by veering away, and thus bringing the guns of the whole fleet to bear, or by any other disposition which may be concerted for your defence.

CLXXIII. That as anchors, cables, top-masts, and other stores, are sent to St. Helena, in order to prevent any plea or motive for putting into Ireland or a western port, if in want of those articles, you are to apply to our Governor and Council, who, being satisfied of your wants, will supply you accordingly, at fifty per cent. advance.

CLXXIV. That you do not suffer your Officers or crew to be the occasion of any tumult or disturbance at St. Helena.

CLXXV. That

CLXXV. That you are not to depend on a supply of salt provisions at St. Helena, or appropriate to your ship's use any of the stores intended for that island.

CLXXVI. That yourself and Officers will be held responsible, should any of our troops at St. Helena be brought from thence, either clandestinely or through inattention; and you are to afford all possible assistance to those who may be directed to search for them in your ship.

CLXXVII. That immediately upon the arrival of your ship at any port in Great Britain, you forward by your Purser, or other careful person, all the boxes containing "*Company's Dispatches*," with as many others not letter packets as he can bring with him; and you are to be particularly careful in your selection of the packets for transmission by this conveyance, that those marked "secret" form a part of them, and that the remainder be sent to London with all convenient expedition afterwards.

CLXXVIII. That you, at the same time, forward to our Secretary a list of all your packets, public and secret, distinguishing those which you have forwarded as above-mentioned; and also a paper, stating the time of your arrival at, and departure from every port, during the whole course of your voyage outward and homeward: also noting when and where you may have fallen in with any of the Company's ships, and adding thereto a statement of any other

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circumstances,

circumstances, which you may deem useful to be communicated for the information of the Court of Directors.

CLXXIX. That the person entrusted with your packets is, in no case, to stop any where, except what relays or refreshment may make absolutely necessary.

CLXXX. That in the event of your ship's arrival in Ireland, all the box packets, as before-mentioned, be delivered to the Purser or other careful person, who on his arrival in England is to take care that the above directions, as to the selection of packets for conveyance, are strictly observed.

CLXXXI. That as the Act of the 54th of His present Majesty, cap. 169, enacts, "that all *private letters* are, in future, to "be sent through the Post Office," an extract of the said Act, "entitled An Act for making certain Regulations respecting the "Postage of Ship Letters, and of Letters in Great Britain," is annexed for your information and guidance.

Vide
Appendix,
No. XIV.

CLXXXII. That the shot of your guns be drawn, and the powder fired, below the Nore, on your homeward voyage; and no gun, unless in case of distress, be fired above Lee Roads.

CLXXXIII. That as the Commissioners of His Majesty's Customs have appointed Gravesend as the place, from the arrival

at

at which the Company's ships are to be reported in twenty-four hours, you are to comply with the said regulation, come to an anchor in Long-Reach, and not leave your ship till her arrival there.

CLXXXIV. That two of your sworn Officers do constantly remain on board, during the period your ship is discharging her cargo, whether in the River or the East-India Dock.

CLXXXV. That you unship in Long-Reach all the guns, powder, shot, booms, sails, cables, water, provisions, and other articles, beyond what is absolutely requisite to bring the ship up to her moorings in Blackwall-Reach. That the lower-deck hatches be not opened, nor any of the Company's cargo delivered, beyond what is stowed on the lower deck; nor any part of that, unless the ship's draft of water exceeds that at which she may be navigated in safety up the river.* That the passengers' baggage and wine be sent up in the first hoy.

CLXXXVI. That your ship proceed to the East-India Dock for unloading. Extracts from the Acts of the 43d and 46th of His present Majesty, respecting the East-India Docks, are annexed.

Vide
Appendix,
No. XV.

CLXXXVII. That you direct the Commanding Officer to muster and take the names of all the Lumpers who may be employed on board your ship in the River, and particularly to notice in his

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journal

* Twenty feet six inches.

journal any of them who may absent themselves from work, or not continue regularly on board, and at the same time call on the foreman to explain the cause thereof.

CLXXXVIII. That you do not permit the hatches of your ship to be opened, until the Master Attendant or his Assistant, or the Surveyor of Shipping or his Assistant, or such other person or persons as may be authorized by the Committee of Private-Trade, shall have been on board, to examine the state and condition of the hold, agreeably to our Standing Orders, of the 11th September 1776, and the 23d May 1777.

Vide
Appendix,
No. XVI.

CLXXXIX. That within ten days after your ship's arrival at her moorings homeward, you deliver to the Clerk to the Committee of Private Trade all the orders, letters, bills of lading, receipts, instructions, and other papers relating to the voyage (secret papers excepted), which you have received, either from the East-India House or the Company's servants abroad, that he may be enabled to comply with the Standing Orders of Court above-mentioned; observing, you are *yourself* to bring these papers, which are to be regularly endorsed with their dates, places, and subjects, and numbered accordingly. That after they have been so endorsed and numbered, two lists are to be made out and brought to the Freight Office, one of which will be retained, and the other returned to you, with a receipt for the papers delivered.

CXC. That

CXC. That you do not suffer any goods to be delivered from your ship, or any work begun on board preparatory thereto, before sun-rise, and that no goods be delivered after sun-set; excepting in cases of the most unavoidable necessity, of which the Surveyor on board is directed to inform the Committee of Private-Trade.

CXCI. That as you deliver the cargo from the hold, all the dunnage be removed to the lower deck; and that all the private trade which is shot loose in the wings, or elsewhere in the hold, instead of being trimmed from one part to another, by which the Company's cargo is liable to be injured, be collected as it comes to hand, put into packages, and placed where it will not be in the way of breaking out the remaining part of the cargo, or of having the stowage inspected.

CXCII. That you and your Officers do use the utmost vigilance, during the unloading your ship, to prevent thefts; and should any one be detected in such illegal practice, he is to be secured, and given in charge of a Peace Officer, to be taken before a Magistrate, with the witnesses who can prove the circumstances of theft, that he may be dealt with according to law. That notice thereof be immediately sent to the Clerk to the Committee of Private Trade, that he may communicate it to the Company's Solicitor, in order that the offender may be prosecuted. That, as a further means of preventing such depredations, the Revenue Officers, whenever they rummage the ship in dock, be attended by the Ship's

Ship's Officers, whom you are to desire to remain on duty till a quarter before four o'clock, and after the Revenue Officers and the Constable finally visit the ship on leaving off work for the day.

CXCIII. That you leave a direction to your place of residence, with the Warehouse-keepers of the Company's Warehouses, where any of your private trade shall be deposited; on failure whereof, your accounts of private trade will not be passed. That you also acquaint the several persons on board your ship, having any private trade, that the same regulation extends likewise to them.

CXCIV. That the Commanding Officer do daily, from the time of your ship's arrival in the River to her clearing, send to the Clerk to the Committee of Private Trade a report, signed by himself, of the names of the Mates, to the Sixth Mate inclusive, who were on board the preceding day and night, while in the River, and during working hours while in the Docks, and whether such Officers, during those periods, at any time quitted her; and that this report be dated at the exact time of day when delivered to the Inspector who visits the ship.

CXCV. That the Officers not in turn of duty on board, while in the East-India Docks, be not permitted to absent themselves to a distance from London exceeding twenty-five miles; you will, therefore,

therefore, inform all the Officers of these orders, and direct them to leave with the Inspectors of Private-Trade the respective addresses at which they may be found, should their immediate attendance be unexpectedly required.

CXCVI. That you direct your particular attention to the printed notice ordered by the East-India Dock Company to be stuck up in the ship's hold.

CXCVII. That upon your arrival homeward-bound, you deliver to each of your Officers a certificate of his good conduct during the voyage, agreeably to our Regulations, which are annexed, or acquaint the Clerk to the Committee of Shipping, for that Committee's information, with your reasons at length, should you, from any cause, decline giving such a certificate.

Vide
Appendix,
No. XVII.

CXCVIII. That as a clause in the charter-party prohibits your seamen being supplied with purserage, to a greater amount than one-third of each man's wages respectively, and in case of any excess, provides that the same should be applied to the use of Poplar Hospital, you are to deliver into the Pay Office, on the return of your ship, previous to the day appointed for the payment of the wages, the book in which the accounts of purserage and the account sales of dead men's effects shall have been entered, in order that the Committee of Shipping may be enabled to judge of the propriety of the charges of the former and the correctness of

of the latter, whenever they shall think proper to investigate the same; and your signature will be required to such books, in testimony of your approbation of the contents, and no debts will be stopped but such as are entered therein.

CXCIX. That subsequently to your arrival, enquiry will be made into your conduct during the voyage, and if you have deviated without sufficient cause, or the concurrence of your Officers, and this supported by proper entries in your Log-Book, as well as the most satisfactory evidence of the necessity of the case, or have failed, in any instance, in the execution of that trust we have reposed in you, and consonant to the spirit of your charter-party and of our instructions, we declare to you our unalterable resolution, to inflict penalties of that description, which may deter others from a breach of our orders, and punish, in an exemplary manner, your own misconduct.

APPENDIX.

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APPENDIX, No. I.

UNIFORMS *to be worn by the Commanders and Mates of Regular Ships, and Masters and Mates of Extra Ships.*

REGULAR SHIPS.

THE COMMANDERS.

Dress Suit.—Blue coat, black velvet lapelles, cuffs, and collar, with a light gold embroidery, as little expensive as may be; waistcoat and breeches deep buff; the button yellow metal, with Company's crest engraved.

Undress.—Blue coat without lapelles, black collar and cuffs; waistcoat and breeches deep buff; buttons as above.

THE MATES.

Chief Mate.—Blue coat, black velvet lapelles, cuffs, and collar, with one small button on each cuff; buttons to be gilt, with Company's crest.

Second Mate.—Similar uniform to the Chief Mate, with two small buttons on each cuff.

Third Mate.—Similar uniform to the Chief Mate, with three small buttons on each cuff.

Fourth Mate.—Similar uniform to the Chief Mate, with four small buttons on each cuff.

EXTRA SHIPS.

THE MASTER.

Blue coat, black velvet lapelles, cuffs, and collar, with one embroidered button-hole on each cuff and on each side of the collar; buttons gilt, with Company's crest.

THE MATES.

Chief Mate.—Blue coat, single breasted, with black velvet collar and cuffs, and one small button on each cuff; buttons gilt, with Company's crest.

Second

Second Mate.—Similar uniform to the Chief Mate, with two small buttons on each cuff.

Third Mate.—Similar uniform to the Chief Mate, with three small buttons on each cuff.

APPENDIX, No. II.

THE COMPANY'S *Indulgence of Private-Trade to the Commanders and Officers of their freighted Ships.*

PRIVILEGE OUTWARDS.

The Commanders and Officers to be allowed, provided the ship is let for 800 tons or upwards (and if let for a less burthen, a less quantity of tonnage in proportion) to occupy outwards, free from any charge for freight, the following quantities of tonnage, respectively, in any goods, excepting warlike stores; but not to be permitted to import woollens, camlets, opium, clocks, watches, or other curious pieces of mechanism exceeding the value of £100 each, into China, viz.

	Tons.	Feet.
Commander	56	20
Chief Mate	8	0
Second Mate	6	0
Third Mate	3	0
Purser	3	0
Surgeon	6	0
Surgeon's Mate	3	0
Fourth Mate	2	0
Fifth Mate	1	0
Sixth Mate	0	10
Boatswain	1	0
Carried forward	89	30

	Tons.	Feet.
Brought forward	89	30
Gunner	1	0
Carpenter	1	0
4 Midshipmen, each 10 feet	1	0
1 Ditto and Coxswain	0	10
6 Quarter-masters, each 10 feet	1	20
Captain's Steward	0	10
Ship's Steward	0	10
Captain's Cook	0	10
Ship's Cook	0	10
Carpenter's First Mate	0	10
Caulker	0	10
Cooper	0	10
Armourer	0	10
Sail-maker	0	10
Total Tons	96	30

PRIVILEGE HOMEWARDS.

The Commanders and Officers of ships from China to be permitted to occupy homewards, free of freight, the undermentioned quantities of tonnage respectively, in any sort of goods, except turmeric, pepper, musk, camphor, arrack, arsenic, or poisonous drugs, viz.

	Tons.
Commander	38
Chief Mate	8
Second Mate	6
Third Mate	3
Purser	3
Surgeon	6
Surgeon's Mate	3
Carried forward	67

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	Tons.
Brought forward	67
Fourth Mate	2
Fifth Mate	1
Boatswain	1
Gunner	1
Carpenter	1
Tons	73

The Commanders and Officers of other ships to be permitted to occupy homewards, free of freight, provided the ship is let for 800 tons or upwards (and if let for a less burthen, a less quantity of tonnage in proportion) the undermentioned quantities of tonnage, respectively, in any sort of goods, except tea, viz.

	Tons.	Feet.
Commander	30	32
Chief Mate	6	16
Second Mate	4	32
Third Mate	2	16
Purser	2	16
Surgeon	4	32
Surgeon's Mate	2	16
Fourth Mate	1	24
Fifth Mate	0	32
Boatswain	0	32
Gunner	0	32
Carpenter	0	32
Tons	58	32

The Importers to pay the Customs, and the following rates to the Company for the management of the goods so imported, viz.

For

For wharfage, landing, cartage, housing, cooper- ing, taring, mending packages if broken by ordi- nary ship's breakage, enlarging indigo or other chests when necessary, weighing, shewing to the buyers, printing catalogues, selling at the sales at the East-India House, or shewing and attendance in case the Importer shall sell the goods by private sale, and delivering : calculated on the sale value of goods sold at the Com- pany's sales, and on the estimated value of goods sold by private bargain, viz.

	Rates per Cent.		
	£.	s.	d.
Aloes	4	0	0
Annatto	2	10	0
Anniseed	4	0	0
Arrack and other Spirits	2	0	0
Arrow Root	4	0	0
Arsenic, Hartall, and Orpiment	4	0	0
Assafoetida	3	0	0
Bark	4	0	0
Bees' Wax	3	0	0
Benjamin	2	10	0
Borax	2	0	0
Callicoes, Printed or Dyed, (<i>Vide Prohibited Piece</i>			
Callicoes, White	2	0	0
Cambogium	2	0	0
Camphire	2	0	0
Canes and Sticks	3	0	0
Cardemoms	2	0	0

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For Warehouse Rent per Week, payable upon each Parcel of a Ship's Cargo from the Day on which the first Parcel of Goods by that Ship, shall be de- livered into the Com- pany's Warehouses.

N.B. On Goods Sold at the Company's Sales, the Importer is to pay the Weekly Rent until the Prompt Day,* from which Day the Buyer is to pay it.

Rates per Week.	
s.	d.
0	2 per Chest
0	1 do
0	1½ do
1	0 per Butt or Pipe.
0	6 per Cask.
0	2 per Chest.
0	1 do
0	1½ do
0	1 do
0	1½ do
0	1 do
0	2 do
0	2 per Bale.
0	1½ per Chest.
0	1½ do
0	3 per Thousand.
0	1½ per Chest.

Cassia

* That is, the Day (fixed at the Time of Sale) upon which the Buyer engages to pay in full for the Goods bought by him.—In case the Goods shall not pass the Sales, the whole of the Warehouse Rent until the period of Delivery will of course remain a Charge upon the Goods, and be paid by the Importer, or the Person to whom he may transfer his Property in the Goods.

	Rates per Cent.			Warehouse Rent per Week.	
	£.	s.	d.	s.	d.
Cassia Buds	2	10	0	0	1 per Chest.
Cassia Lignea	2	10	0	0	1 do
Castor Beans	4	0	0	0	0½ per Bag.
Castor Oil	2	10	0	0	1 per Chest.
Cayenne Pepper	4	0	0	0	0½ per Bag.
Chillies	4	0	0	0	0½ do
China Root	4	0	0	0	0½ do
Chinese Manufactures, viz. China-Ware,					
Coque de Perle, Fans, Ink, Mats, Lac-	2	0	0	0	1 per Lot.
quered-Ware, Mother-o'-Pearl-Ware,					
Paper, Soy, &c.					
Cinnabar	2	0	0	0	1 per Chest.
Cinnamon	1	0	0	0	1½ per Bale.
Cloves	1	0	0	0	1½ per Chest.
Cochineal	2	0	0	0	1½ do
Coculus Indicus	4	0	0	0	0½ per Bag.
Coffee	2	0	0	0	2 per Bale.
				0	1 per large Bag.
				0	0½ per small Bag (of about 112 lbs.)
Columbo Root	4	0	0	0	2 per Chest.
Coral Beads	1	0	0	0	1 per Lot.
Cornelian, Agate, and Arrangoe Stones;	2	0	0	0	1 do
Beads and Manufactures of Ditto					
Cotton Thread or Yarn	1	0	0	0	1¼ per Bale.
Cotton Wool, Bengal, Madras and Surat	1	0	0	0	1 do
Cotton Wool, Bourbon	1	0	0	0	1½ do
Cowries	4	0	0	0	0½ per Bag.
Cubebs	3	0	0	0	0½ do
Deegons' Blood	3	0	0	0	1½ per Chest.
Elephants' Teeth and Sea-Horse Teeth	2	0	0	0	1 per Cwt.
Frankincense	3	0	0	0	1 per Chest.
Galanga Root	4	0	0	0	0½ per Bag.

Galbanum

	Rates per Cent.			Warehouse Rent per Week.	
	£.	s.	d.	s.	d.
Galbanum	4	0	0	0	2 per Chest.
Galls	3	0	0	0	1½ do
Ginger	4	0	0	0	0½ per Bag.
Gum Ammoniac	2	10	0	0	1½ per Chest.
Gum Animi	2	10	0	0	1½ do
Gum Arabic	2	10	0	0	1½ do
Gum Copal	2	10	0	0	1½ do
Gum Kino	2	10	0	0	1 do
Gum Mastich	2	10	0	0	1½ do
Gum Olibanum	2	10	0	0	1½ do
Gum Senega	2	10	0	0	1½ do
Gum Tragacanth	2	10	0	0	1½ do
Hartall, (<i>Vide Arsenic</i>).					
Hemp and Sunn	2	0	0	0	1 per Bale.
Hides	4	0	0	0	3 per Hundred.
Horns	4	0	0	0	1 do
Indigo	2	0	0	0	1½ per Chest.
Kelp, Barilla or Alkali	7	0	0	0	0¼ per Cwt.
Lack Lake	2	0	0	0	1½ per Chest.
Long Pepper	4	0	0	0	0½ per Bag.
Mace	1	0	0	0	1½ per Chest.
Mother o'-Pearl Shells	4	0	0	0	0½ per Cwt.
Munjeet	4	0	0	0	0½ per Bag.
Musk	2	0	0	0	1 per Chest.
Muslins, Printed or Dyed, (<i>Vide Prohibited Piece Goods</i>).					
Muslins, White	1	10	0	0	1½ per Bale
Myrabolans	4	0	0	0	0½ per Bag.
Myrrh	3	0	0	0	1½ per Chest.
Nankeen Cloth	2	0	0	0	1 per Bale or Chest.
Nutmegs	1	0	0	0	1½ per Chest.
Nux Vomica	4	0	0	0	0½ per Bag.
Oils, Chemical	2	0	0	0	0¼ per Bottle.

Opium

	Rates per Cent.			Warehouse Rent per Week.	
	£.	s.	d.	s.	d.
Opium	2	0	0	0	1 per Chest.
Orpiment, (<i>Vide Arsenic</i>).					
Pepper, Black	2	0	0	0	1 per Bag of 316lb.
Pepper, White	2	0	0	0	0 $\frac{3}{4}$ per Bag of 224lb.
Prohibited Piece Goods	1	10	0	0	1 $\frac{1}{2}$ per Bale.
Puree	2	0	0	0	1 per Chest.
Rattans	4	0	0	0	3 per Thousand.
Rhubarb	2	10	0	0	1 per Chest.
Rice	2	0	0	0	0 $\frac{1}{4}$ per Bag.
Safflower	3	0	0	0	1 $\frac{1}{2}$ per Bale.
Sago	4	0	0	0	0 $\frac{1}{2}$ per Bag.
Sal Ammoniac.	4	0	0	0	2 per Chest.
Saltpetre	1	0	0	0	8 per Ton.
Sea-horse Teeth, (<i>Vide Elephants' Teeth</i>).					
Sealing Wax	4	0	0	0	2 per Chest.
Seed Lack	4	0	0	0	2 do
Senna	4	0	0	0	1 per Bale.
Shellack	4	0	0	0	2 per Chest.
Silk, viz. Raw-Silk of Bengal or China ..	1	0	0	0	1 $\frac{1}{2}$ per Bale or Chest.
Silk, viz. Wrought Silks, (<i>Vide Prohibited Piece Goods</i>).					
Skins	4	0	0	0	1 per Hundred.
Spirits, (<i>Vide Arrack</i>).					
Sticklack	4	0	0	0	0 $\frac{1}{2}$ per Bag.
Sugar, Bengal, Bourbon, or Java ..	2	0	0	0	0 $\frac{1}{2}$ per Bag.
Sugar Candy	2	0	0	0	1 $\frac{1}{2}$ per Basket or Chest
Talc or Ubruc	4	0	0	0	1 per Chest.
Tamarinds	4	0	0	0	1 per Box.
Terra Japonica	4	0	0	0	2 per Chest.
Tin	1	10	0	0	2 do
Tortoise Shell	2	0	0	0	0 $\frac{1}{2}$ per Cwt.
				0	1 per Chest.
Turmeric					

	Rates per Cent.			Warehouse Rent per Week.	
	£.	s.	d.	s.	d.
Turmeric	4	0	0	0	0 $\frac{1}{2}$ per Bag.
Tutenague	2	0	0	0	0 $\frac{1}{2}$ per Cwt.
Wood for dying, and all other Wood ..	3	0	0	0	3 per Ton.
Wool of Sheep or Goats	3	0	0	0	1 per Bale.

Articles not enumerated will be charged according to their Value and Bulk.

These rates are calculated on the usual packages in which goods have hitherto been imported. Proportionable rates will be charged for any other kinds of packages.

All packages weighing more than three hundred weight and a half gross will be liable to double warehouse rent.

If goods require to be garbled, or to have new packages, a reasonable price will be charged for the same.

A charge of one quarter per cent. on the gross value of all goods, whether sold at the sales, or delivered by valuation, will be charged to the Proprietors, in addition to the above per-centages respectively:—And the hitherto customary fees of one half per cent. paid in the Accountant's Office, and ten shillings and six-pence *per mille* paid in the Treasury Office, are for the future not to be paid to, or received by, the Clerks in either of those Offices; but the fees hitherto paid in the Freight Accountant's Office will be hereafter charged in the private-trade accounts of the Commanders, being as follows, viz.

To a China ship	£10	10	0
India do (Regular) ..	6	6	0
Do do (Extra)	5	5	0

The usual petty fee of lot or loading-money, will be paid to the Warehouse-keepers, by the parties who may take the goods away.

Tea brought by Commanders and Officers of ships from China and Bencoolen, and by them only, on the undermentioned quantities, will be charged the following rates, viz.

Captain

	Paying 7 per Cent. on Sale Value.	Paying 17 per Cent. on Sale Value.	TOTAL.
Captain .. lbs688	—	lbs8,648	— lbs9,536
Chief Mate .. 90	—	1,138	— 1,228
Second Mate .. 72	—	912	— 984
Third Mate .. 54	—	682	— 736
Surgeon 54	—	682	— 736
Purser 54	—	682	— 736
Fourth Mate .. 36	—	456	— 492
Fifth Mate .. 18	—	228	— 246
Boatswain .. . 18	—	228	— 246
Gunner 18	—	228	— 246
Carpenter .. . 18	—	228	— 246
	lbs. 1,120	lbs. 14,112	lbs. 15,232

Surgeons' Mates allowed as Third Mates.

All exceedings of the above-mentioned quantities of tea will be subject to a further charge of twenty per cent. on the sale value; and should any Commander or Officer bring home more hyson tea than double the above quantity allowed to each, such hyson tea will be charged with a duty of fifty-seven per cent. on the sale value.

In case any ship does not, in the whole, exceed the quantity of tea, or the total tonnage allowed, no charge will be made for any particular person's exceedings.

Exclusive of the above allowance of private-trade to the Commanders and Officers, as the Company do not, at present, import any china-ware on their own account, they do, on their part permit, the Commanders and Officers to import that article during the Court's pleasure, provided it is brought as a flooring to the teas, and does not exceed in height thirteen inches, subject to the following limitations.

A ship of 800 tons not to exceed 20 tons.

D^o .. 200 d^o 30 d^o
D^o .. 1400 d^o 40 d^o

Any

Any quantities of rattans, whanghees, canes, bamboos, redwood, sapan, or other articles, brought home for the purpose of dunnage, beyond what are necessary for the protection of the cargo and stores, and which may not appear absolutely and *bond-fide* necessary for, and used as dunnage, will be charged against the tonnage of the Commanders and Officers.

The Court, on their part, permit each Commander to import two pipes of Madeira wine; which two pipes are not to be reckoned as part of the foregoing allowance.

The Court also, on their part, permit, as an encouragement to the Commanders and Officers to lade all goods tendered by the Company's Agents, the further importation of goods, on account of the Commanders and Officers, according to their respective privileges, not exceeding in the whole thirty tons for each ship, provided the ship's chartered tonnage shall have been laden in Company's cargo; or in the event of the ship not receiving her chartered tonnage, they produce satisfactory proof to the Committee of Private-Trade, agreeably to the conditions of the charterparty, that such deficiency was not occasioned through any default of the Commanders and Officers, or by the incapacity of the ship: but in the absence of such proof, the indulgence, or a part thereof proportionate to the deficiency of the chartered tonnage, shall be subjected to a mulct of £60 per ton.

The article of pepper will not be allowed to be laden in part of the thirty tons.

The Court have also resolved, in order to prevent any abuse of the very liberal indulgence of private-trade, that all exceedings beyond the foregoing allowances shall be charged with a mulct of £60 per ton.

The Commanders and Officers shall be at liberty to pay any part of the produce of their outward-bound adventure into the Company's cash in India or China, for which they shall have certificates granted them on the Court of Directors, at the usual rates of exchange, to the extent of five-thousand pounds, or such further sum as the Company's Governments abroad may think proper to receive, to be divided among them in the same proportions as above settled in respect to their private-trade outwards; and

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as

as an encouragement, one moiety will be granted at ninety days sight, and the remaining moiety at three hundred and sixty-five days sight.

APPENDIX, No. II, continued.

RULES and REGULATIONS established by the Court of Directors of the United East-India Company, for the Shipping of Goods in Private-Trade and Passengers' Baggage.

THAT all Commanders, Officers, and Petty Officers, who are allowed to carry out private-trade, do immediately on being impressed, apply at the East-India Wharf for instructions respecting the shipping of their private-trade, to whom printed directions will be given.

That all goods in private-trade, when brought to the East-India Wharf, be accompanied by one of the aforesaid printed directions, signed by the Commander or Officer on whose privilege the goods are intended to be shipped, without which not any package will be received.

That all goods be sent to the East-India Wharf at least four days before the day appointed for the clearance of the ship at the Custom-House.

That dead weight be allowed to be shipped as soon as the ship comes afloat.

That all measurable goods be received at the East-India Wharf as soon as the ship arrives at Gravesend; but no goods can be received or shipped later than four days before the ship's clearance at the Custom-House, of which notice will be affixed at the entrance of the office at the Wharf.

That the tonnage of all wheel-carriages be ascertained from the most accurate estimate which can be made of the solid contents of the wheels and carriage, and that the body be taken according to the actual measurement of the case in which it is packed.

That

That wine and other liquors in bottles be computed at the usual rate of thirty-six dozen quarts to the ton, and in casks at two hundred and fifty-two gallons to the ton.

That oil and other liquors in jars, or other packages (except bottles or casks, as before-mentioned), be computed by the gross-weight, or calculated by the measurement of the outside package, whichever shall be the greatest tonnage.

That the length, breadth, and depth of measurable goods, be marked on each package.

That it be observed as an invariable rule (unless in some very particular cases, of which the Committee of Shipping shall determine) that all articles in private-trade, liquors as above excepted, which with their packages weigh more than they measure, be taken by weight, and such packages as measure more than they weigh, be taken by measurement.

That goods in private-trade be delivered at the East-India Wharf (to be viewed and shipped) on Mondays, Wednesdays, and Fridays, between eight o'clock in the morning and three in the afternoon, and that not any be received after the last-mentioned hour.

That the proprietors of goods in private-trade, necessaries to persons in India, and passengers' baggage, be subject to all risks on the same, notwithstanding their being delivered into the charge of the officers in the Company's service.

That the Company's Husband and his Assistant do not, upon any consideration, receive into the Company's Warehouses at the East-India Wharf any goods in private-trade for the Commanders and Officers, wine, or other articles for Gentlemen in India, or Passengers, which are entitled to a drawback or bounty upon exportation, until the cockets for the same are delivered to them.

That one of the Elders at the East-India Wharf do attend on the receipt of the Goods, in order to measure the several packages, and certify to the Company's Husband which articles may be shipped, in consequence of their agreeing with the shipping order, and which should be returned from their exceeding the limited dimensions.

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That

That weighable and gruff goods, including ironmongery, be shipped from the respective tradesmen as usual, the separate weight of the different anchors and grapnals, the size and weights of the several species of cordage, the description of metals, and other articles, being stated as minutely as possible in the application to the Company's Husband.

That all articles be allowed to be shipped for India, except warlike stores:

That the following articles be not allowed to be laden on any ship consigned to China :

Woollens,
Camlets,
Walking-canes concealing swords,
Opium,
Clocks, watches, or any curious pieces of mechanism, exceeding the value of £100 each.

That the Commanders and Officers of such ships as are consigned circuitously to China, be, notwithstanding the before-mentioned clause, allowed to ship the following articles in their respective privileges, upon engaging to produce a certificate, upon their return to England, that the said articles were landed in India :

Woollens,
Camlets,
Clocks, watches, &c.
Opium,

That if the Commanders, Officers, or other persons, neglect or refuse to comply with these rules, the said goods shall not be shipped.

That these rules respecting private-trade, &c. be observed by all persons who may, at any time, be allowed to ship goods on freight on the Company's ships.

That the Commanders be required to give particular directions to such persons as may engage passages in their respective ships, to apply at the East-India Wharf for instructions respecting the shipment of their Baggage.

*East-India House,
the 9th November, 1814.*

APPENDIX, No. III.

INSTRUCTIONS to Officers commanding His Majesty's Troops, embarked on board Ships belonging to the Honourable the East-India Company.

It being considered expedient to revise the instructions, which have been in force for the regulation of His Majesty's Troops, embarked on board ships belonging to the Honourable the East-India Company, the Commander in Chief has, in consequence, thought fit to approve of the following Regulations, and to order, that a copy thereof shall be delivered by the General Officer commanding at Portsmouth, or by the Commandant at the Army Depot (according as the embarkation may take place) to the senior Officer of His Majesty's Troops embarked on board of each respective ship, for the due observance of which he will be held strictly responsible.

Officers in Command of Detachments are, in all respects, to conform to the rules and regulations established for the government of the ships they are respectively embarked on board of, so far as the same do not militate against the discipline and good order that should at all times prevail among His Majesty's Troops; and the Commander in Chief trusts, that all Officers placed in command on board Indiamen, together with the several individuals under their orders, will feel the propriety of accommodating themselves to the customs of the ships, so that there may subsist between them, the Commanders, their Officers, and Crews, a due degree of cordiality, so essential to the good of His Majesty's service and that of the Honourable the East-India Company.

Officers commanding Detachments, will pay the greatest attention to every requisition, consistent with the good of His Majesty's service, made to them by the Commanders of the Ships; and will enforce the strictest obedience to these orders from every Officer, Non-commissioned Officer, and Soldier, under their command.

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A sufficient guard is to mount, immediately on the detachment getting on board ship, which guard is to be relieved daily, as long as the ship remains in harbour, and is to be commanded by a Subaltern Officer, should there be *three* on board.

The Officer commanding the Troops will consult with the Commander of the ship, with respect to the posting of such sentries as may be necessary for the preservation of order and regularity on board.

Every possible precaution must be taken to prevent liquor being brought into the ship.

The Officers of the Detachment will be accommodated according to seniority; and no one is to quit the ship without leave from the Officer commanding.

The Subaltern Officers, Non-commissioned Officers, and Men, are to be divided into watches, the same as the Ship's Company; all sentries to be furnished by the watch on duty.

The Non-commissioned Officers and Men will be formed into messes, according to the regulations of the ship, and will be appointed to quarters, for the purpose of exercising the great guns, or assisting in the defence of the ship, in the event of being attacked by the enemy.

Officers commanding will exert their utmost diligence in training and exercising their detachments, as frequently as the weather will permit; for which purpose, arms and ammunition are put on board the Company's ships for the use of the troops embarked.

Officers commanding will be considered responsible for the conduct of the soldiers under their orders, in the event of being attacked by the enemy during the voyage; and His Royal Highness is assured, that on such an occasion, both Officers and men will do their duty.

The troops are to be paraded in the morning and afternoon. The Officer commanding will apply to the Commander of the ship to know the hours, and part of the ship most convenient for this purpose, as well as for drilling the detachment when necessary.

Every man must appear at parade as clean as his situation will allow.

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The use of dumb-bells, and any diversion calculated for the purpose of bodily exercise, should be permitted as frequently as possible, as of the utmost consequence in maintaining the health and strength of the men.

Should it be necessary to hold a court martial on board, and to inflict punishment, the officer commanding will, in that case, also apply to know the hour, and part of the ship which the Commander may consider most convenient for the infliction of the punishment, deferring the punishment as long as the Commander shall think necessary, on his requiring it, and assigning his reason for so doing.

Particular attention must be paid to the regulations of the ship with respect to lights, and no smoking be permitted between decks.

The men's hammocks must be swung regularly by companies, and their packs, &c. put up in the same order.

The arms, when kept out on any emergency, must be disposed as the packs, so that a man may at any moment know where to find them: at other times, it is desirable they should be put away in some place of safety: the Commanding Officer will therefore apply to the Commander of the ship, for the purpose of having them lodged in the arm-chests of the ship, or any other convenient place, where they can be had without difficulty when required.

The arms must be frequently inspected, and the greatest care taken to prevent their contracting rust, to which they are particularly liable at sea.

The Commanding Officer will apply to the Commander of the ship, to put up windsails when necessary, in order that the orlop deck may be well ventilated; and the Serjeant of the Watch must be careful that nothing interferes with the sail, so as to prevent the air from being communicated.

The strictest attention must be paid to prevent the men from sleeping on the deck in the warm weather, which they are very apt to do, and which is generally productive of fevers and fluxes.

The men are to wash their feet, and comb their hair with a small-tooth comb, every morning: they are to wash their bodies, shave, and
put

put on clean linen twice a week at least, and to have the means of changing their clothes when wet.

The hammocks are to be brought upon deck every morning when the weather will permit, and stowed in the nettings, or such other place as the Commander of the ship shall appoint.

The married people are not to be intermixed with the single men, but should have a part of the deck allotted particularly for their accommodation. They are not, however, to obstruct the circulation of the air by putting up blankets during the day time. The women, as well as the men, must rise at six in the morning, when all their partitions must be removed for the day.

The bedding being brought up, the men are to proceed in sweeping, scrubbing, and scraping the orlop deck, which must not be washed oftener than once a week, and then only when the weather is perfectly dry. Fumigation is strongly recommended, and should be resorted to as frequently as circumstances will permit. Whenever the Commanding Officer considers it necessary, he will make application to the Commander of the ship, who is provided with every thing necessary for the purpose, and will cause it to be done under the superintendence of one of the Ship's Officers, to prevent accident.

The Officer of the Watch is always to be present, and to superintend the cleaning of the orlop deck, or that part of the ship allotted to the troops; and when properly cleaned and arranged, to report to the Commanding Officer that it is ready for his inspection.

At dinner time the Officer on duty is to attend to see that the men are regular at their messes, that their rum is mixed with at least three parts of water to one of spirit; and should he observe any circumstances of neglect in victualling the troops, he is to report the same to the Officer commanding, who, if necessary, will communicate it to the Commander of the ship.

Every man, except those on watch, is to be in his hammock at the hour required by the ship's regulations; and the Officer of the Watch will go round to see that the above has been complied with, and that there are

no lights kept in by the troops. The Officers' lights to be extinguished at the hour required by the ship's regulations.

Should there be two Captains on board besides the Commanding Officer, there must be a Captain of the day appointed, to whom the Subaltern of the day will report, as he will to the Officer commanding.

The whole watch to be constantly on deck, except when the rain obliges them to go down for shelter. In fine weather, every man should be on deck the whole day.

It is advisable that soldiers, on embarking, should be provided with canvas frocks and trowsers, to wear while on board.

The sick are to be attended by the Surgeon of the ship, who is made an allowance on that account by the Company. This, however, is not to prevent the Surgeon or Assistants of the regiment, from giving a general superintendence to their men.

With a view to the comfort and health of the troops embarked, the East-India Company has, in general, ordered a proportion of lime or lemon-juice, sugar, soap, &c. to be put on board for their use. These articles will be found extremely salutary, and if given in proper time, may prove the means of preventing the scurvy, which men are so liable to from long confinement on salt provisions. The Officer commanding will therefore apply to the Commander of the ship, for a list of the articles put on board for the use of the troops, and will consult with the Surgeon as to the time most proper for issuing them to the men.

The East-India Company having, with the most becoming attention, provided for the due performance of divine service on board, the Commanding Officer will have his detachment regularly paraded for this purpose, and will, no doubt, enforce, by his personal example and attention, the utmost decorum on all occasions.

In order that the most perfect understanding may subsist between the Officer commanding the troops and the Commander of the ship, which it is so desirable should be preserved on all points of discipline and duty, the Commanding Officer of the detachment will take an early opportunity of communicating these instructions to the Commander of the ship, who will,

of course, produce those with which he has been provided, according to the orders of the Honourable the East-India Company.

By command of His Royal Highness, the Commander in Chief,

HARRY CALVERT,
Adjutant General.

Horse Guards,
24th May, 1807.

ADDITIONAL INSTRUCTIONS, *with respect to the Command of the Troops on board Indiamen, when consisting of Detachments belonging to the King's and Company's Service.*

IN addition to the instructions dated the 24th May, 1807, to Officers commanding His Majesty's Troops on board ships belonging to the Honourable the East-India Company, it appears necessary to explain, in order to prevent misunderstanding on the subject, that when the King's and Company's troops shall be embarked on board the same ship, for the purpose of proceeding to India, the Senior Officer of His Majesty's service shall command on board, while the ship continues to the westward of the Cape of Good Hope; and, as the Honourable the East-India Company is understood to have jurisdiction to the eastward of the Cape, that the Military Officers of the East-India Company's Service shall take rank in those seas with the Officers of the King's Troops, according to the date of their respective commissions.

By command of His Royal Highness the Commander in Chief,

W. WYNYARD,
Dy. A. G.

12th April, 1808.

REGULATIONS of the Court of Directors respecting Passage-Money.

AT A

COURT OF DIRECTORS,

HELD ON

Wednesday, the 11th July, 1810.

RESOLVED,—That the following regulations be established, respecting the passage and accommodation of persons of the undermentioned descriptions, to and from India, on the ships in the Company's service, viz.

FOR THE PASSAGE FROM ENGLAND.

That the Commanders be not permitted to demand more than the under-mentioned sums, for the passage and accommodation at their tables of gentlemen proceeding to India, in the Company's service, at their own expence, in the following stations:

General Officers	£250
Gentlemen of Council or Colonels.....	200
Lieutenant-Colonels.....	} 150
Majors	
Senior Merchants	
Junior ditto	
Factors	} 125
Captains	

That the Commanders be absolutely restrained from demanding more than the following sums, for the passage and accommodation at their tables of persons proceeding to India, in the Company's service, in the following stations, viz.

Writers.....	£110	} including charter-party allowance to the Owners.
Subalterns.....	110	
Assistant Surgeons . . .	95	} exclusive of charter-party allowance to the Owners.
Cadets.....	95	

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That

That the Third Mates be likewise restrained from demanding more than the sum of £55, for the accommodation of any Assistant Surgeon or Cadet, who may proceed at their mess to India, exclusive of the charter-party allowance to the Owners.

That in order more effectually to prevent more than the allowances aforesaid being taken from Writers, Subaltern Officers, Assistant Surgeons, and Cadets, the several sums stipulated for the outward-bound passage of those persons, whether the two latter shall be at the Captain's table or Third Mate's mess, shall be paid by them, respectively, to the Paymaster of Seamen's wages; and the order for the reception of any person, in either of those stations, on board any of the ships in the Company's service, shall not be delivered, until they shall have produced the Paymaster's receipt for the amount so ordered to be paid him: and that the several allowances, hereby directed to be deposited in his hands, be paid to the Commander, or to the Third Mate, or their respective agents, properly authorized to receive the same.

That the Commanders be not permitted to demand more than the following sums, for the accommodation at their tables of Officers in *His Majesty's service*, proceeding to India in the following stations, viz.

General Officers . . .	£235	} exclusive of the charter-party allowance to the Owners, paid by the Company.
Colonels	185	
Lieutenant Colonels . .	135	
Majors	135	
Captains and Surgeons	110	
Subalterns and Assistant Surgeons	95	

FOR THE PASSAGE FROM INDIA.

That the Commanders of the Company's ships be not permitted to demand more than the following sums, for the passage and accommodation at their tables, from India, of Officers, either in *His Majesty's* or the Company's service, who shall be returning to Europe, either on sick certificate or military duty, viz.

Lieutenant

	FROM BENGAL. Sicca Rupees.	FROM MADRAS. Arcot Rupees.	FROM BOMBAY. Bombay Rupees.
Lieutenant Colonels	2,500	2,500	2,500
Majors	2,500	2,500	2,500
Captains	2,000	2,000	2,000
Subalterns	1,500	1,500	1,500

and that the Commanders do, upon no account, refuse to receive the sums herein-stated, for the passage and accommodation of gentlemen of the above description, from India, respectively.

That the Commanders of the Company's *Regular Ships* be each constrained to receive on board their respective ships at least two Officers, of the description above-mentioned, returning to Europe, and that the larboard third part of the great cabin, with the passage to the quarter gallery taken off, be appropriated to their accommodation.

That the Commanders of the Company's *Extra Ships* shall be likewise constrained to receive on board one Officer returning to Europe, of the before-mentioned description, and that such Officer be accommodated with a cabin on the starboard side, abaft the Chief Mate's cabin, and abreast of the spirit room, of not less dimensions than seven feet long and six feet wide.

That in the event of the return of the whole of one of *His Majesty's* regiments to Europe, the Governments in India shall, in such case, allot the whole, or such part of the great cabin of each ship, for the accommodation of the Officers, as the Governments may deem proper, due notice thereof being given to the Commanders; and that the sums to be paid for the passage of each Officer be the same as those above-stated for Officers returning on military duty.

That the Commanders be not permitted to demand more than the following sums, for the passage and accommodation at their tables from India, of the following gentlemen, who shall be certified by the Governor and Council to be under the necessity of returning to England, viz.

	FROM BENGAL. Sicca Rupees.	FROM MADRAS. Arcot Rupees.	FROM BOMBAY. Bombay Rupees.
Factors	2,000	2,000	2,000
Writers	1,500	1,500	1,500

That

That in case any Commander shall, by any ways or means, directly or indirectly, either in England or India, take or receive any further sum or sums of money, or other gratuity or satisfaction, for the passage of any Writer, Subaltern Officer, Assistant Surgeon, or Cadet, to or from India, such Commander shall forfeit and pay to the Company, for the use of Poplar Hospital, treble the sum so taken beyond the sums before mentioned; and for the purpose of making himself liable to, and securing such payment, the Commander of every ship in the Company's service shall, before he is sworn in, give bond to the Company, in the penalty of one thousand pounds.

That if any Third Mate should, directly or indirectly, either demand or receive from any Assistant Surgeon or Cadet, accommodated at his mess, a larger sum than the rate fixed by these regulations, he be fined treble the amount of the excess, for the use of Poplar Hospital; and that such fine be deducted from his wages, or his account of private-trade, as the Court may direct.

That the several sums above-mentioned be established for the passage outward and homeward, of the several persons of the descriptions before stated; and that the same do apply only to such accommodations as those persons are respectively entitled to, under the existing regulations of the Company: and that any additional accommodation or cabin may be agreed for with the Commander, and paid for separately, without being considered as a deduction from the sum fixed by the Court for the passage-money of each person.

APPENDIX, No. V.

SPECIMEN SHEET

FOR

KEEPING THE JOURNAL.

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APPENDIX, No. VI.

INSTRUCTIONS for keeping the Purserage Books.

AT A

COMMITTEE OF SHIPPING,

The 9th December, 1812.

ORDERED,—That a printed notice be affixed in the Purserage Books of all the ships in the Company's employ, stating that, conformably to charter-party and the established custom of the Company's service, the crew shall not be furnished (either directly or indirectly) by the Commander, or any other person belonging to the ship, with any money, liquors, provisions, or necessaries, beyond the value of one-third part of the sum which the wages of such seaman shall amount to, at the time of furnishing the same, nor at a higher profit, advantage, or commission on such monies, liquors, provisions, or necessaries, than forty per cent. in time of peace, or seventy per cent. in time of war, upon the real prime cost, and that, in case any money, or other articles above-mentioned, shall be supplied to the crew to a greater amount (including the profit or commission thereon), than the said third-part of the men's wages, respectively, or shall be charged at a higher price than aforesaid, no deduction shall be made, for the use or benefit of the Commander or any other officer, from the wages of the crew, for the excess, but the Paymaster shall retain the exceedings, and apply the same to the use of the Poplar Hospital.

That should the amount of Purserage supplied to the ship's company appear, upon comparing the Leger of Wages with the Purserage Book, to exceed the prescribed allowance of one-third of each man's wages, the excess be deducted from the purserage stopped, as usual, by the Paymaster, and be carried to the credit of Poplar Hospital, conformably to a former order of this Committee, on the 10th October 1810.

That in order further to prevent the seamen, and other persons belonging to the ships in the Company's service, from being supplied with purserage to an improper amount, the Paymaster do, conformably to another

ther order of this Committee of the above-mentioned date, deduct from the purserage stopped by charter-party, the amount of any exceedings which he may discover to have been repaid by the seamen or their representatives, and that the same be likewise carried to the credit of Poplar Hospital.

That in advances of cash during the voyage, the number of dollars or rupees, and the current price at which the same are charged, be entered in the account of each man to whom advances may have been made, and that the forty or seventy per cent. thereon be added separately, thus, viz.

To cash advanced, viz.

36 rupees, at 2s. 4d. each £4 4 0

40 per cent. on ditto. . . . 1 13 7

£5 17 7

That the accounts of purserage be signed by each man respectively, at the time of the several articles or money being supplied. That the marks of such men as may be unable to write their names be witnessed by the Ship's Steward, or some other petty officer; and that the dates of the supplies be regularly inserted in each account.

That the purchasers of dead men's effects likewise sign their respective accounts, immediately after the sale of the property of the deceased persons; and that the marks of such men as cannot write their names be witnessed by the Ship's Steward, &c. when necessary, as above-mentioned.

That whenever it may be deemed improper that the effects of deceased persons should be sold at the mast, in consequence of the death of the proprietors having happened from epidemic fevers or other diseases, a memorandum be made in the book of Dead Men's Effects, and certified by the surgeon, stating the cause of the death of the deceased, and whether his effects were thrown overboard to prevent contagion.

That a general abstract of the totals of the sales of dead men's effects, and of the amount of the several sums to be charged to the respective purchasers, be entered, at the conclusion of the voyage, in the book of Accounts of Sales of Dead Men's Effects.

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That

That the Commanders do certify, once in every month, on the last page of the Purserage Book, and also on the last page of the Accounts of Sales of Dead Men's Effects, whether they approve the charges in the accounts of purserage for the preceding month, and whether the accounts of Dead Men's Effects for the same period are correctly stated.

That as the friends of many of the seamen who have been employed in the Company's service experience great inconvenience, in consequence of the names of His Majesty's ships, into which such men have been impressed, not having been expressed in the Commander's lists of the ship's companies during the voyage, nor in the Legers of Wages after the ships' return to England, the names of His Majesty's ships, into which any seamen, or others, may in future be impressed, be expressed in the above-mentioned lists and legers, whenever the same can be obtained.

That the Accounts of Sales of the Dead Men's Effects, and the Effects of Run Men, be kept in the following form, viz.

ACCOUNT of the Effects of JOHN SALMON deceased, sold at the Mast, the 25th August 1811.

Nos. of the Lots.	No.	Articles.	Bought by	Folio.	£. s. d.
1	1	Blue jacket	John Isaacs.....	6	0 3 0
	1	Check shirt			
	1	Pair stockings			
	1	Handkerchief.....			
2	2	Pair blankets.....	William Wood.....	6	0 2 6
	1	Piece soap			
	1	Check shirt			
	1	Pair trowsers.....			
	1	Handkerchief.....			
	1	Pair stockings			
		Carried forward..			0 5 6

Nos. of the Lots.	No.	Articles.	Bought by	Folio.	£. s. d.
3	1	Blue jacket	John Isaacs.....	6	0 3 0
	1	Pair stockings			
	1	Red shirt			
4	1	Pair shoes	Louis Hensel.....	6	0 5 6
	1	Knife			
	2	Pieces soap			
	1	Cloaths bag			
5	1	Needles and thread..	Charles Wolf.....	6	0 13 6
	1	Pair drawers.....			
	1	Pair trowsers.....			
6	1	Shirt.....	William Mason.....	7	0 18 0
	1	Waistcoat.....			
	1	Guernsey frock.....			
	1	Shirt.....			
	1	Pair trowsers.....			
	1	Jacket			
					2 5 6

ACCOUNT

ACCOUNT of the Effects of WILLIAM CORBETT, Run, sold at the Mast the
22d November 1811.

Nos. of the Lots.	No.	Articles.	Bought by	Folio.	£. s. d.
1	3	Red shirts	Henry Dicks	7	0 8 0
	1	Pair trowsers			
	1	Handkerchief			
2	2	Red shirts	Christopher Carlm	7	0 13 6
	2	Pair stockings			
	1	Handkerchief			
	1	Waistcoat			
	1	Pair breeches ..			
3	1	Canvas bag	Peter Sun.	7	0 11 0
	2	Blue jackets.			
	1	Pair shoes			
	2	Pocket handkerchiefs			
	1	Pair drawers			
	1	Jacket			
					1 12 6

ACCOUNT

ACCOUNT of the Effects of JOHN WILLIAMS, deceased, sold at the Mast,
the 10th November 1811.

Nos. of the Lots.	No.	Articles.	Bought by	Folio.	£.	s.	d.
1	1	Blue jacket	John Isaacs ..	6	0	2	6
	1	Ditto waistcoat					
	1	Pair drawers					
2	1	Check shirt	Louis Hensel	6	0	4	6
	1	Pair trowsers					
3	1	Flannel waistcoat....	Ditto	6	0	1	6
	1	Canvas frock					
	1	Cap, bag, &c.....					
						0	8 6

JOHN JONES having died of a typhus fever, his effects were thrown over-
board, the 12th November 1811, to prevent contagion.

(Signed) R. S. Surgeon.

	Dr.	JOHN ISAACS.	Folio.	£.	s.	d.
1811						
Aug. 25	For Lot No. 1, of the Effects of the late John Salmon.		4	0	3	0
Do.	Do. No. 3, do. do. do.			0	3	0
		The ✕ Mark of John Isaacs.				
		Witness, Henry How, Ship's Steward.				
Nov. 10	For Lot No. 1, of the Effects of the late John Williams.		5	0	2	6
		The ✕ Mark of John Isaacs.				
		Witness, Henry How, Ship's Steward.		0	8	6
	Dr.	WILLIAM WOOD.				
1811						
Aug. 25	For Lot No. 2, of the Effects of the late John Salmon.		4	0	2	6
		William Wood.				
	Dr.	LOUIS HENSEL.				
1811						
Aug. 25	For Lot No. 4, of the Effects of the late John Salmon.		4	0	5	6
		Louis Hensel.				
1811						
Nov. 10	For Lot No. 2, of the Effects of the late John Williams.		5	0	4	6
Do.	Do. No. 3, do. do. do.			0	1	6
		Louis Hensel.				
				0	11	6
	Dr.	CHARLES WOLF.				
1811						
Aug. 25	For Lot No. 5, of the Effects of the late John Salmon.		4	0	13	6
		The ✕ Mark of Charles Wolf.				
		Witness, Henry How, Ship's Steward.				

	Dr.	WILLIAM MASON.	Folio.	£.	s.	d.
1811						
Aug. 25	For Lot No. 6, of the Effects of the late John Salmon.		4	0	18	0
		William Mason.				
	Dr.	HENRY DICKS.				
1811						
Nov. 22	For Lot No. 1, of the Effects of William Corbett, run.		5	0	8	0
		The ✕ Mark of Henry Dicks.				
		Witness, Henry How, Ship's Steward.				
	Dr.	CHRISTOPHER CARLM.				
1811						
Nov. 22	For Lot No. 2, of the Effects of William Corbett, run.		5	0	13	6
		Christopher Carlm.				
	Dr.	PETER SUN.				
1811						
Nov. 22	For Lot No. 3, of the Effects of William Corbett, run.		5	0	11	0
		The ✕ Mark of Peter Sun.				
		Witness, Henry How, Ship's Steward.				

GENERAL ACCOUNT OF DEAD MEN'S EFFECTS AND THE EFFECTS OF RUN MEN.

Purchasers' Names.	John Salmon, Cr.			Wm. Corbett, Cr.			John Williams, Cr.			TOTAL.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
John Isaacs	0	6	0	0	0	0	0	2	6	0	8	6
William Wood	0	2	6	0	0	0	0	0	0	0	2	6
Louis Hensel	0	5	6	0	0	0	0	6	0	0	11	6
Charles Wolf	0	13	6	0	0	0	0	0	0	0	13	6
William Mason	0	18	0	0	0	0	0	0	0	0	18	0
Henry Dicks	0	0	0	0	8	0	0	0	0	0	8	0
Christopher Carlm	0	0	0	0	13	6	0	0	0	0	13	6
Peter Sun	0	0	0	0	11	0	0	0	0	0	11	0
	2	5	6	1	12	6	0	8	6	4	6	6

That when a general account cannot (in consequence of the number of names) be made out in the above manner, two separate abstracts be entered, as follows, viz.

Sundry Persons Drs. for Effects bought by them, viz.

John Isaacs	£0	8	6
William Wood	0	2	6
Louis Hensel	0	11	6
Charles Wolf	0	13	6
William Mason	0	18	0
Henry Dicks	0	8	0
Christopher Carlm	0	13	6
Peter Sun	0	11	0
	£4	6	6

Sundry

Sundry Persons (deceased or run) Crs. for their Effects sold at the Mast, viz.

John Salmon	£2	5	6
William Corbett	1	12	6
John Williams	0	8	6
	£4	6	6

[The Commanders to certify, monthly, as follows, on the last pages of the Purserage Book and Accounts of Dead Men's Effects, respectively, viz.

August 31. I do hereby certify, that I have examined the charges in the several accounts of Purserage in this book, for the last month, and that I approve the same.
(Signed) A. B. Commander.

August 31. I do hereby certify, that I have examined the several accounts of Dead Men's Effects in this book, for the last month, and the same are correctly stated.
(Signed) A. B. Commander.]

ORDERED,—That a clause be added to the Commanders' Instructions from this Committee, stating that, in consequence of inaccuracies which the Committee have observed in the Purserage Books and Legers of Wages of some of the ships in the Company's service, the Committee have adopted the preceding resolutions; that the Committee have ordered the same to be printed, and affixed at the beginning of each Purserage Book; and that the Committee require the Commanders' strict compliance therewith.

That the Commanders be further acquainted, that any inattention, on their part, to these orders, will incur the Committee's severe displeasure.

That should any Purser neglect or refuse to conform to these orders, the Committee will recommend to the Court of Directors, that such person shall not be allowed to be again employed in the Company's service, or shall

shall experience such other mark of the Court's displeasure as shall be proportionate to his offence.

That the Commanders be also desired to impress on their respective Pursers, in the most pointed terms, the necessity of a strict obedience to the several regulations of the Committee on this subject; and that, in order that the Pursers may not pretend ignorance of the consequences of a disobedience of these resolutions, by any accidental omission of the Commanders in communicating the same, that these last resolutions be likewise printed and affixed in the Purserage Books.

RESOLVED,—That this Committee are of opinion, that in the items "Paid" or "advanced by the Owners in India" or "on the Voyage," which have of late years been inserted in the seamen's accounts, in some of the Leger of Wages, by the Pursers, or other persons, who have made up those books for the owners, previous to their delivery into the Pay Office, several sums may have been included, with the intention of covering exceedings of Purserage, or of otherwise evading the clause in the Charter-Party on that subject;

And the Committee being further of opinion, that such gratuities, or other payments, as the owners may think proper to make to the petty officers and others, should not be deducted from the men's accounts in the Leger of Wages:

RESOLVED,—That the Paymaster do not, in future, deduct from the wages of any seaman, or other person, any sum said to be advanced or paid by the Owners, on any person's account, during the voyage, either to such person himself, or to his attornies or representatives, the wages of seamen impressed into His Majesty's service only excepted; and that, in case of wages being paid during the voyage, on account of seamen so impressed, the receipts from the seamen themselves, or from the officers in His Majesty's service to whom the wages may have been paid on those men's accounts, be left with the Company's Paymaster, previous to the first day of payment of the wages to the remainder of the ship's company after the completion of the voyage. And that this resolution be likewise printed

printed and affixed in the Purserage Books, for the information and guidance of the Purser accordingly.

ORDERED,—That the Paymaster do, in future, audit every Purserage Book delivered into the Pay Office, and report whether the same be correct; and also, that he do particularly report any inaccuracies in these accounts to this Committee.

APPENDIX, No. VII.

East-India House, the 24th November, 1809.

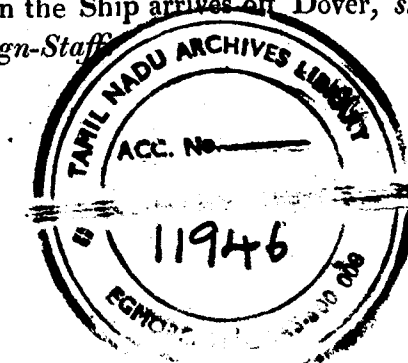
SIGNALS between the EAST-INDIA COMPANY'S AGENT at DEAL, and the Commanders of their outward-bound Ships in the Downs.

WHEN any of the Company's outward-bound ships arrive in the Downs, with a fair wind for proceeding on their voyage, and have not their Dispatches on board, they are to hoist a *Dutch Jack at the Main Top-mast Head*, and if their Dispatches should be at Deal, they will be answered by the Company's Colours being hoisted on the Flag-Staff on shore.

Should it blow so hard that a Boat cannot launch from Deal Beach, and the Commander be inclined to sail to the Westward, he will in that case haul down the Jack from the Main Top-mast Head, and hoist it at the *Mizen Top-mast Head*; and upon the Officer entrusted with the Dispatches proceeding for Dover, the Company's Colours will be hauled down, and an *Union Jack* hoisted in their room.

Should it be Night when the Ship arrives off Dover, she is to lay to with two Lights on the Ensign-Staff.

Should



V2E
M14

Should the wind come fair, and blow so hard that the Passengers cannot get off from Deal, *an Union Jack will be hoisted on the Company's Flag-Staff*, which, if answered from the Ship *by hoisting a Jack at the Mizzen Top-mast Head*, the Passengers will immediately proceed to Dover, to get off from thence.

A ship in want of a Cable;—*A Red Signal Pennant at the Main Top-gallant-mast Head, and fire two Guns.*

A ship in want of an Anchor;—*A White Signal Pennant at the Main Top-gallant-mast Head, and fire two Guns.*

A ship in want of an Anchor and Cable;—*To have both the above Signals at the same Mast Head, and fire two Guns.*

A ship in want of a Pilot;—*An Union Jack at the Fore Top-mast Head, and fire One Gun.*

If the Agent hoists a *Danish Jack* on the *Company's Flag-staff* on shore, the Anchor or Cable will be sent off as soon as the Tide suits.

If no Anchor should remain in the Company's Stores, the Agent will hoist the Flag commonly called *Blue Peter*. *A Dutch Jack* will be hoisted if no Cables in store; and if neither Anchor nor Cable should remain in the Company's stores, the Agent will hoist *Blue Peter* over a *Dutch Jack*.—Should it be deemed necessary, under the particular circumstances stated in the N. B. at the Head of Page 84. of these Signals, that the Anchors or Cables should be supplied by either of the Pilot Sloops, the Agent will, by hoisting a Company's Jack over the Pilot Sloop's distinguishing Flag, and by subsequent signals, direct the Sloop to attend to the signals from the Ship.

SIGNALS

SIGNALS to be made by the Commanders of the Company's Ships, in case of being obliged to put into FALMOUTH, PLYMOUTH, TORBAY, or PORTSMOUTH, for want of Anchors or Cables, &c. that they may be expeditiously supplied therewith.

A ship in want of a Cable;—*A Red Signal Pennant at the Main Top-gallant mast Head, and fire two Guns.*

A ship in want of an Anchor;—*A White Signal Pennant at the Main Top-gallant-mast Head, and fire Two Guns.*

A ship in want of an Anchor and Cable;—*To have both the above Signals at the same Mast Head, and fire Two Guns.*

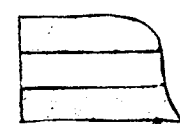
A ship in want of a Pilot;—*An Union Jack at the Fore Top-mast Head, and fire One Gun.*

The above SIGNALS may also be made off *MARGATE* for Anchors and Cables.

SIGNALS *between the East-India Company's Ships and PILOT SLOOPS, on their Passage to and from the Downs.*

BY DAY.

N. B. *As the store Anchors and Cables on board the Pilot Sloops are intended for the use of ships between the North Foreland and Gravesend, these Signals are intended to be noticed by those vessels only on the passage round, except in cases of emergency. Signals made in the Downs will be attended to by the Company's Agent at Deal, unless the state of the weather will not admit of sending from the shore; in which case, the Agent will, by signal, direct the Anchors or Cables to be supplied by the Pilot Sloops, or if it should be too late in the evening for Anchors or Cables to be sent from the shore, they will, in that event, be supplied by the Pilot Sloops; but no Anchor or Cable will, under other circumstances, be allowed to be delivered from the Pilot Sloops, while they can be sent off from Deal.*

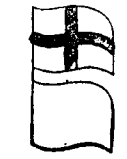
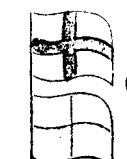
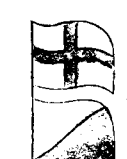
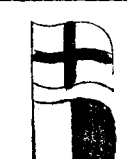
 The Ships intending to communicate by signal with the Sloops, will hoist a Yellow Red and Yellow Flag at the Mizzen Top-mast Head; and if not answered will fire Guns. The Flag is to be kept flying the whole time the Ship may be communicating with the Sloops. The Sloops will also hoist a similar Flag when communicating or intending to communicate by signal with the Ships.

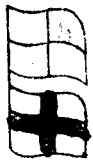
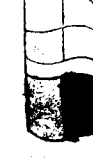
Signals made by the Sloops *when the above-mentioned Flag is not hoisted*, are **NOT** to be attended to by the Ships.

 The Answering Flag to be a White Pennant with a Red Fly.

 The Annulling Flag to be a Blue Peter: if hoisted once to annul the last signal; and if repeated, to annul the whole of the signals which may have been made.

The Signals to be made where they may be seen.

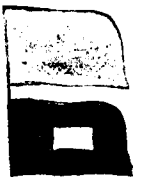
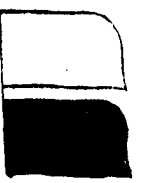
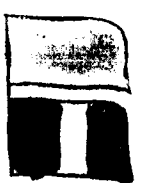
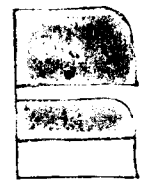
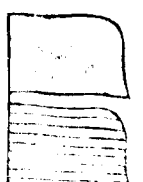
 I am in want of an Anchor.	 I have lost all my Anchors and Cables.
 I am in want of a Cable.	 I have no Anchors nor Cables but those I am now riding by, or (if under way) those which I must let go when I bring up.
 I am in want of an Anchor and Cable.	 Can you supply me immediately?
 I have only two Anchors.	 I must be supplied immediately.
 I have only two Cables.	 I must be supplied as soon as possible.
 I have only one Anchor.	 I cannot heave-to my Anchor.
 I have only one Cable.	 You must cut and come to our Assistance.

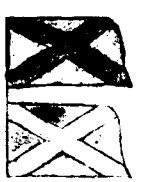
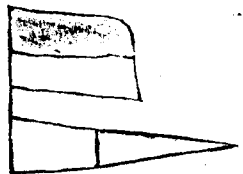
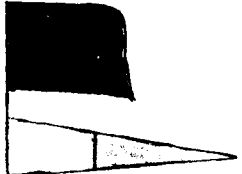
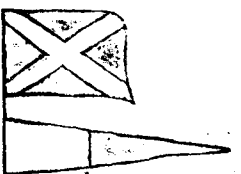
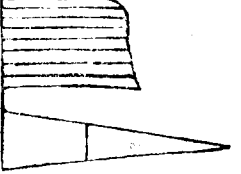
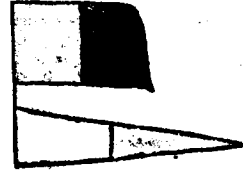
	The Signal made cannot be complied with.		I do understand the Signal.
	The Signal will be complied with immediately.		I do not understand the Signal.
	The Signal will be complied with as soon as possible.		You do not understand the Signal.
	It is not possible to lay alongside the Ship.		I will repeat the Signal.
	I want the assistance of your Boat.		Repeat the Signal you made last.
	I want the assistance of your Boat with Kedge and Hawser.		Have you a Cable?
	Do you understand the Signal?		What size is the Cable?

	17 Inch patent.		What weight is it?
	18 Inch patent.		38 Cwt.
	19 Inch patent.		39 Cwt.
	17 Inch common.		40 Cwt.
	18 Inch common.		41 Cwt.
	19 Inch common.		42 Cwt.
	Have you an anchor?		43 Cwt.

	To signify the word <i>YES</i> .		You are drifting; or, standing into Danger. <i>If not answered, to fire Guns.</i>
	To signify the word <i>NO</i> .		What Depth of Water is alongside the Sloop?
	The Sloop to come within Hail.		We have parted (or intend to cut). <i>If in want of the assistance of the Sloop, to make the Signal for that Purpose at the bottom of page 105, or for the Sloop to come within hail.</i>

SIGNALS EXPRESSIVE OF THE DEPTH OF WATER.

10 Feet. 	11 Feet. 	12 Feet. 	13 Feet. 	14 Feet. 
15 Feet. 	16 Feet. 	17 Feet. 	18 Feet. 	19 Feet. 

20 Feet. 	21 Feet. 	22 Feet. 	23 Feet. 	24 Feet. 
25 Feet. 	26 Feet. 	27 Feet. 	28 Feet. 	29 Feet. 
5 Fathoms. 	6 Fathoms. 	7 Fathoms. 	8 Fathoms. 	
9 Fathoms. 	10 Fathoms. 	A greater Depth of Water than 10 Fathoms will be signified by a White and Red Pennant being hoisted <i>under</i> the respective Signals for Feet, which will then denote the Depth of Water in FATHOMS instead of Feet (as in this Instance of 10 Feet being converted into 10 Fathoms), and give the Depth of Water as far as 29 Fathoms with the above Flags.		

When

When the Pilot intends getting under way ;—*To loose the Yard-arms of the Fore Top-sail.*

While there is a Sufficiency of Water for the Ship to follow the Sloop ;—*A Company's Jack will be kept flying at the Sloop's Mast Head.*

When the Sloop is sounding on the Flats or any other place where the Water is shallow ;—*The Depth of Water will be signified by such of the above Flags as may be necessary, at the Sloop's Mast Head, and the answering Flag is particularly required to be hoisted by the Ship upon the Depth of Water being signified by the Sloop.*

If the Pilot should be desirous to know the Dept of Water alongside the Sloop at any other part of the passage round ;—*To hoist a Dutch Flag over a half Yellow half Blue Flag, as before-mentioned.*

The Ship to speak the Sloop ;—*A Dutch Jack over a Quarterly White and Red Flag, as above-mentioned ; and if not answered, the Ship to fire a Gun.*

The Sloop observing a Ship to be drifting or (if under way) to be standing into Danger ;—*To hoist a Dutch Jack over a White and Blue diagonal Flag, and fire Guns as above-mentioned.*

IN A FOG OR HAZY WEATHER.

The Ship coming to an anchor ;—*Fire Two Guns.—The Sloop to answer by firing One Gun.*

The Sloop coming to an Anchor ;—*Fire Two Guns.—The Ship to answer with One Gun.*

BY

BY NIGHT.

The Sloop proceeding a-head of a Ship and too dark for the Jack to be discovered ;—*Two Lights will be hoisted, to signify that the Ship may follow the Sloop without Danger.*

The Ship to speak the Sloop ;—*Two Lights on the Ensign-staff, or where they can be best seen, and fire One Gun.—The Sloop to answer with One Light.*

The Ship coming to an anchor ;—*Hoist One Light and fire Two Guns.—The Sloop to answer by firing One Gun.*

The Sloop preparing to anchor ;—*To burn a Blue Light.*

The Sloop coming to an anchor ;—*Hoist One Light and fire One Gun.—The Ship to answer by hoisting One Light and firing One Gun.*

The Sloop observing a Ship to be drifting ; or (if under way) to be standing into Danger ;—*To fire Guns and burn Blue Lights until answered by a Gun from the Ship.*

The Ship having parted ; or intending to cut ;—*To fire Guns and burn Blue Lights until answered by a Gun from the Sloop.*

The Ship requiring the immediate Assistance of the Sloop ;—*Three Lights on the Ensign-staff, or where best seen, and fire Guns, till answered by a Gun from the Sloop.*

(Signed, by Order of the Court of Directors)

JAMES COBB, SECRETARY.

APPENDIX, No. VIII.

EXTRACTS from two Acts of Parliament for the more effectual Regulation of Pilots, &c.

EXTRACTS from an Act (52 Geo. III. c. 39), for the more effectual Regulations of Pilots, and of the Pilotage of Ships and Vessels on the Coast of England.

Rates in Schedule (A.) may be demanded by Pilots.

SECT. III. And be it further enacted, That from and after the passing of this Act, the respective rates or prices herein-after enumerated in the Table marked (A.) in the Schedule to this Act annexed, may be lawfully demanded and received by any Pilot licensed by the said corporation of Trinity House of *Deptford Strond*, for the piloting or conducting of any ship or vessel from place to place, as expressed in the said Table, and that no greater rates or prices, or other reward or emolument shall, under any pretence whatever, be demanded, solicited, or received, than such rates or prices.

No Person shall be licensed as a Pilot by the Trinity House, except as herein specified, nor take charge of a Ship drawing more than 14 feet Water, on Penalty on himself and the Master of the Ship.

V. And be it further enacted, That no person shall be licensed by the said corporation of Trinity House of *Deptford Strond*, as a Pilot for the rivers of *Thames* or *Medway*, or the channels leading thereto or therefrom, under the provisions of this Act, who shall not have served as mate for three years on board a square-rigged vessel, or shall not have been in the actual command of a square-rigged vessel for one year, or who shall not have been employed in the pilot service of the corporation of Trinity House of *Deptford Strond* for seven years, or who shall not have served an apprenticeship of five years to some pilot vessel licensed under this Act; and that no person shall be so licensed, or be allowed until after three years licence and service, to take charge as a Pilot of any ship or vessel drawing more than fourteen feet water, in the rivers *Thames* or *Medway*, or any of the channels thereof, until such person shall have been licensed, and shall have acted as a Pilot for three years under lawful authority, on pain of forfeiting ten pounds for every such offence, as well by the person acting as such Pilot, as also by the Master

Master or Commander, or other person having charge of such ship or vessel, who shall permit any such person to take charge as a Pilot of the same, contrary to the provision aforesaid.

VI. And be it further enacted, That no person shall, from and after the passing of this Act, take charge of any ship or vessel, as a Pilot belonging to the society or fellowship of Pilots of *Dover*, *Deal*, and the *Isle of Thanet*, commonly called *Cinque Port Pilots*, before he shall be examined by the Master and two Wardens, or by four Wardens of the said society or fellowship for the time being, touching his abilities, and shall be approved and admitted into the society or fellowship of the *Trinity House* of *Dover*, *Deal*, and the *Isle of Thanet*, by the Lord Warden of the Cinque Ports and Constable of *Dover* Castle for the time being, or his Lieutenant for the time being; and if any person shall presume to act as a Pilot belonging to the said society or fellowship without having been so examined, approved, and admitted as aforesaid, every such person shall for the first offence forfeit ten pounds, for the second, twenty pounds, and for every other offence, forty pounds.

No Cinque Port Pilot shall take charge of any Ship till he has been admitted, on Penalty.

VII. And be it further enacted, That no person belonging as a Pilot to the society or fellowship of Pilots of *Dover*, *Deal*, and the *Isle of Thanet*, commonly called *Cinque Port Pilots*, shall from and after the passing of this Act, be allowed to take charge as a Pilot of any ship or vessel drawing more than eleven feet six inches water, until he shall have been licensed and acted as a Pilot for three years, or of any ship or vessel drawing more than fourteen feet water, until he shall have been licensed and acted as a Pilot for two years more, making five years in the whole, or of any ship or vessel drawing more than seventeen feet water, until he shall have been licensed and acted as a Pilot two years more, making seven years in the whole; and at the expiration of such period of seven years, such Pilot shall be again examined as to his fitness and competency, and if he shall be approved of in such examination and licensed, shall be authorized and allowed and entitled to take charge of any ships or vessels of any draft of water: Provided always, that in case of the absence of Pilots who have been licensed and have acted as such for the terms of three years and upwards, five years

Pilots of lower Class to be allowed after certain Period of Service to take charge of Ships of greater Draught than heretofore, in Absence of Pilots of higher Class.

and upwards, and seven years and upwards, respectively, the Pilots in the lower classes may take charge of ships drawing more water than herein-before specified for their respective years of service, and shall not in such case be liable to any penalties for so doing; nor shall the Masters of the ships who may take any such Pilot on board in the absence of the Pilots of the upper classes, nor the Owners of such ships, be answerable for any loss or damage; nor shall any Owner or Owners of any ship or vessel, or Consignee of goods, be prevented from recovering any loss or damage upon any contract of insurance of the same, or upon any other contract relating to any such ship or vessel, or any cargo on board the same, by reason of such Pilots being so employed in their ships in the absence of the others: Provided always, that in any such case the proper flag shall be kept flying, within the limits and distances herein-after mentioned, and for the period of one hour after the vessel shall have been at anchor, as is in this Act provided for Cinque Port Pilots coming on board of any vessel within such limits; and the Master or person commanding any such ship or vessel shall be subject to the penalties and forfeitures by this Act imposed for neglecting to keep a Pilot signal flying accordingly, although he shall have agreed to take any such Pilot of a lower class, in case of no other Pilot coming on board; and any Pilot having such license as shall qualify him to take charge of any such ship or vessel on board of which any such Pilot of a lower class shall so be, shall be entitled within such time, limits, and distance as aforesaid, to supersede such Pilot of a lower class.

Rates in Schedule (B) may be demanded by such licensed Pilots.

IX. And be it further enacted, That from and after the passing of this Act, the respective rates or prices herein-after enumerated in the Table marked (B.) in the Schedule to this Act annexed, may be lawfully demanded and received by any Pilot licensed by the Lord Warden of the Cinque Ports and Constable of *Dover* Castle for the time being, or his Lieutenant for the time being, for the conducting of any ship or vessel from place to place, as expressed in the said Table; and that no greater rates or prices, or other reward or emolument, shall, under any pretence whatever, be received, than such rates or prices.

X. And

X. And be it further enacted, That a proper and sufficient number of Pilots of the Cinque Ports, not less than eighteen at any one time, and in succession, from time to time, without intermission or any unnecessary delay, shall, at all seasonable times, by day and night, constantly ply at sea, or be afloat, between the *South Foreland* and *Dungeness*, to take charge of ships and vessels coming from the westward; and proper signals shall be established, to be made at and from signal-houses now erected, or which may be erected on commanding situations near to *Dover*, to give notice of fleets of vessels coming from the westward; and upon the making of any signals, giving notice of the approach of any fleet from the westward, all Cinque Port Pilots not on duty at the time shall, according to such rules and regulations, as to number, rotation, or otherwise, as have been or shall be made in that behalf, forthwith prepare to go afloat, and shall go off in sufficient time to fall in with such ships and vessels, on pain of forfeiting, in case of neglect herein, for the first offence the sum of twenty pounds, and for the second the offender shall be suspended from acting as a Pilot for twelve months, and for the third offence shall forfeit his licence to act as such Pilot, and shall be rendered thereby incapable of acting thereafter as a Pilot.

XI. And be it further enacted, That the Master or other person having the command of any ship or vessel coming from the westward, and bound to any place in the rivers of *Thames* or *Medway*, not having a duly qualified Cinque Port Pilot on board, shall, on the arrival of such ship or vessel off *Dungeness*, and until she shall have passed the buoy of the *Brake*, or a line to be drawn from *Sandown* Castle to the said buoy, (unless in the meantime she shall have received a proper Cinque Port Pilot on board) display and keep flying the usual signal for a Pilot to come on board; and if any duly qualified Cinque Port Pilot shall be within hail, or approaching, and within half a mile, with the proper distinguishing flag or vane flying in his vessel or boat, the Master or other person having the command of such ship or vessel shall, by heaving to in proper time, or shortening sail, or by all practicable means consistently with the safety of the ship or vessel, facilitate such

A sufficient Number of Cinque Port Pilots shall constantly ply to take charge of Ships coming from the Westward; and upon making Signals of Fleets from the Westward, all Pilots shall prepare to go off, on certain Penalties.

Masters of Ships from the Westward not having a Cinque Port Pilot, shall display a Signal for one, and facilitate his getting on board, on Penalty for Neglect.

Pilot getting on board, and shall give the charge of piloting his ship or vessel to such Cinque Port Pilot; and every person commanding any such ship or vessel, who shall not display and keep flying the usual signal for a Pilot to come on board, from the time such ship or vessel shall have arrived off *Dungeness*, and until the vessel shall have passed the buoy of the Brake in a line to be drawn from *Sandown* Castle to the said buoy (unless in the meantime a duly qualified Pilot shall have come on board) or who shall decline to take any such Cinque Port Pilot on board, or to give such charge of his ship or vessel to such Pilot, or who shall not heave to, shorten sail, or otherwise facilitate such Pilot coming on board as aforesaid, consistently with the safety of the ship or vessel, shall forfeit and pay double the amount of the sum which would have been demanded for the pilotage of such ship or vessel, and shall forfeit the further sum of five pounds for every fifty tons burthen of such ship or vessel: Provided always, that such additional penalty of five pounds for every fifty tons, shall not in any case be sued for or recovered, unless the corporation of the Trinity House, as to all cases in which Pilots licensed by or under the said corporation shall be concerned, or unless the said Lord Warden for the time being, or his Lieutenant for the time being, shall license and authorize by written certificate the proceeding for such additional penalty as to all causes in which Pilots by or under the said Lord Warden shall be concerned: Provided always, that if any ship or vessel bound to the rivers *Thames* or *Medway* shall anchor any where in the *Downs* between the *South Foreland*, and a line drawn from *Sandown* Castle and the south buoy of the Brake, having any licensed Pilot other than a Cinque Port Pilot on board, it shall be lawful for a Cinque Port Pilot to repair on board the same, at any time before such ship or vessel shall have been at an anchor one hour with the signal for a Pilot flying, and to take charge of her up the said rivers, but not otherwise.

Cinque Port Pilots may repair on board Ships at anchor, within certain Distances, not having such Pilot on board.

Cinque Port Pilots quitting Ships before Arrival at the Place to which bound in the *Thames* or

XII. And whereas great convenience to trade will arise by putting an end to the usage of Cinque Port Pilots quitting ships or vessels at *Gravesend*, or elsewhere in the *Thames* or *Medway*, at their discretion; be it therefore enacted, That from and after the passing of this Act, if any Cinque Port Pilot, taking charge of any ship or vessel into the *Thames*

Thames or *Medway*, shall quit such ship or vessel at *Gravesend*, or in any other part of of the *Thames*, or in any part of the *Medway*, before such ship or vessel shall have arrived at the place to which such ship or vessel is bound in the said Rivers *Thames* or *Medway* respectively, without the consent of the Captain or other person having the command thereof, unless some other duly qualified Pilot shall with such consent come on board, and shall take the charge and conduct of such ship or vessel for the residue of the pilotage to be performed, every such Pilot shall forfeit for every such offence, all pay or reward to which he might be entitled for having conducted or piloted such ship or vessel into the rivers *Thames* or *Medway*, and shall also be subject to such other penalty or punishment as, by virtue of any of the provisions of this Act, or of the rules and regulations to be established in pursuance hereof, any Pilot shall be liable to for quitting a ship or vessel before she shall arrive at her place of destination.

XXII. Provided always, and be it further enacted, That nothing in this Act contained shall be construed to prevent any ship or vessel which shall be brought into any port or ports in *England* by any Pilot duly licensed, from being afterwards removed in such port or ports by the Master or Mate, or other person belonging to any such ship or vessel, and having the command thereof, or if in ballast, by any other person or persons appointed by any Owner, or the Master, or any Agent of the Owner, for the purpose of entering into or going out of any dock, or for changing the moorings of such ship or vessel.

XXVI. Provided always, and be it further enacted, That no Owner or Master of any ship or vessel shall be answerable for any loss or damage, nor shall any Owner or Owners of any ship or vessel, or Consignee of goods, be prevented from recovering any loss or damage upon any contract of insurance of the same, or upon any other contract relating to any ship or vessel, or any cargo on board the same, by reason of no Pilot being on board of any such ship or vessel, unless it shall be proved that the want of a Pilot shall have arisen from any refusal to take a Pilot on board, or from the wilful neglect of the Master of the ship or vessel in not heaving to or using all practicable means consistently with the

Medway, without Consent of the Master, liable to Penalties.

Ships brought into any Port by Pilots, may be removed by the Master, &c. for certain Purposes.

Owners or Masters of Ships shall not be answerable for any Loss, nor Consignees prevented from recovering Insurance, for want of Pilots, &c.

the safety of the vessel, for the purpose of taking on board any Pilot who shall be ready and offer to take charge of such ship or vessel.

Owners not liable for more than the value of the ship and freight.
XXVII. Provided always, and be it further enacted, That no Owner of any such ship or vessel shall be liable, in any such case, for any loss or damage beyond the value of such ship or vessel and her appurtenances, and the freight due or to grow due for and during such voyage wherein such loss or damage may happen or arise.

Owners not to be liable for loss arising from incompetency of Pilots, &c.
XXX. Provided always, and be it further enacted, That no Owner or Master of any ship or vessel shall be answerable for any loss or damage, nor shall any Owner or Owners of any ship or vessel, or Consignee of goods, be prevented from recovering any loss or damage upon any contract of insurance of the same, or upon any other contract relating to any ship or vessel, or any cargo on board the same, for or by reason or means of any neglect, default, incompetency, or incapacity of any Pilot taken on board of any such ship or vessel under or in pursuance of any of the provisions of this Act.

Act not to deprive persons of remedy by civil action.
XXXI. And be it further enacted, That nothing in this Act contained shall be construed to extend to deprive any persons of any remedy, by civil action against Pilots, or other persons, which they might have had if this Act had not been passed.

Licensed Pilots may supersede unlicensed ones; penalty on Masters continuing unlicensed Pilots, &c. after a proper Pilot shall have offered to take charge of the ship.
XXXIV. Provided also, and be it further enacted, That it shall be lawful for any licensed Pilot to supersede any person not licensed as a Pilot in the charge of any ship or vessel within the limits of his licence: And every Master of any ship or vessel who shall continue to act himself as a Pilot, or who shall continue any unlicensed person, or any licensed person acting out of the limits for which he is qualified as a Pilot, after any Pilot licensed to act within the limits in which such ship or vessel shall then actually be, shall have offered to take charge of the ship or vessel; and every person assuming or continuing in the charge or conduct of any ship or vessel without being duly licensed to act within the limits in which such ship or vessel shall actually be, after any Pilot duly licensed and qualified to act in the premises shall have offered to take charge of such ship or vessel; shall respectively forfeit for every such offence a sum not exceeding fifty pounds, nor less than twenty pounds.

XXXV. And

XXXV. And be it further enacted, That it shall be lawful for the corporation of Trinity House of *Deptford Strond*, and they are hereby authorized and required to establish, vary and alter, from time to time as circumstances shall render the same necessary, regular rates of pilotage in relation to all pilotage performed in any river, port, or place, or upon any coast whatever, by any Pilot or Pilots who shall be licensed by the said corporation, upon their receiving certificates of examination from any Sub-commissioners of Pilotage hereby directed to be appointed; which rates shall be regulated by and proportioned as well to the size and draught of water of the vessels, as to the distance piloted, the detention and responsibility of the Pilot, and such other circumstances as the said corporation may think fit to take into consideration in fixing and establishing such rates; of which establishment or alterations of rates of pilotage, notice shall be given by hanging up printed tables thereof, corrected from time to time as variations therein shall be made, at the several Custom-houses at the ports to which the said rates shall apply.

XXXVI. Provided always, and be it further enacted, That if the major part in number of the Pilots who shall be licensed by the said corporation of Trinity House of *Deptford Strond*, for any particular port or place, in consequence of their receiving certificates of examinations as aforesaid, shall be dissatisfied with the rates so established or altered, or in case any Owners of ships or vessels, interested in any such rates, shall be dissatisfied with such respective rates, it shall be lawful for such parties respectively to appeal to the Lords of His Majesty's most Honourable Privy Council; and it shall be lawful for any Committee of such Privy Council, calling to their assistance any such persons as they may think fit, to hear and determine the matter of such appeal or appeals, and to settle, alter, and regulate such rates, as to them shall appear to be expedient, in case the matter of such appeal shall in the discretion of the said Committee of Privy Council appear to require the making any orders therein.

XLIV. And be it further enacted, That a particular description of the person of every Pilot shall be written in or upon, or indorsed on the back of his licence; and every Captain or Master, or other person having the command of a ship or vessel, on receiving a Pilot on board, shall inspect

Trinity House of Deptford shall establish rates of pilotage, which shall be hung up at the respective Custom-houses.

Majority of Pilots or Owners of ships, being dissatisfied with the rates, may appeal to the Privy Council, who may determine the matter.

Description of Pilot to be indorsed on his licence, &c.

inspect his licence; and if he shall have reason to think that such Pilot is not the person to whom the licence was granted, such Captain or Master, or other person having the command of such ship or vessel, is hereby required forthwith to transmit a copy of such licence to the corporation or persons by whom such licence shall have been granted, stating the date thereof, together with such account and description of the person producing such licence or warrant, as may lead to the discovery of the offender.

No Pilot shall act until his licence has been registered; nor without having his licence in his custody, &c.

XLVI. And be it further enacted, That no person shall take charge of any vessel, or in any manner act as a Pilot, or receive any compensation for acting as a Pilot, unless he shall be authorized thereto by some lawful licence, nor until such licence shall have been registered by the principal officers of the Custom-house of the place at or nearest to which such Pilot shall reside (which officers are hereby required to register the same without fee or reward), nor without having his licence at the time of his so acting in his personal custody, ready to be produced, and which he shall actually produce to the Master of any ship or vessel, or other person who shall be desirous of employing him as a Pilot; nor shall any person, although duly licensed to act as a Pilot, act in that capacity out of or beyond the limits expressed in his licence, or beyond the extent of his qualification therein expressed, unless in the cases in this Act specified, of Pilots of a lower class acting in the absence of Pilots of higher classes; on pain of forfeiting a Sum not exceeding thirty pounds, nor less than ten pounds, for the first offence, and for any second or subsequent offence, any sum not exceeding fifty pounds, nor less than thirty pounds.

How Pilot boats shall be fitted, and the name and number of the principal Pilot painted thereon.

XLIX. And be it further enacted, That every pilot boat or vessel, or other boat or vessel in the pilot service of any corporation or society established by law in relation to pilotage, or of any persons authorized to act as a Pilot by such corporation or society, shall at all times, and on every station, be fitted with black sides, and have the upper strake next the gunwale painted white, and shall, while afloat, carry a vane at the mast head, or else a flag on a sprit or staff, or in some other equally conspicuous situation; which vane or flag shall be of large dimensions, proportioned to the size of the boat or vessel carrying the same, and shall be

be half red and half white, in horizontal stripes, of which the uppermost shall be white; and the same shall at all times be kept and preserved in a clean and distinct condition, so as to be easily discerned at a proper and sufficient distance; and every such boat or vessel shall also have the name of the principal Pilot thereof for the time being, painted in broad white letters, of three inches in length, on a black ground, on her stern, and on each bow such number as shall be expressed in the licence of such principal Pilot, which name and numbers shall not be hid or concealed by any person, at any time, on pain of forfeiting the sum of twenty pounds for such omission or evasion, to be paid by such principal Pilot, who shall at all times be answerable for the due observance of the matters aforesaid, by every person on board such boat or vessel; and every other boat not in the service of any corporation or society, carrying off a Pilot, shall exhibit a similar flag on a sprit or mast, to distinguish that she has a Pilot on board.

L. And be it further enacted, That if any boat or vessel, not having a licensed Pilot on board, shall, without lawful authority, carry such distinguishing vane or flag as aforesaid, the Owner or Owners, or the Master or other person having charge of such boat or vessel, displaying or carrying any such vane or flag, shall, for every such offence, forfeit and pay a sum of one hundred pounds.

Penalty for carrying such distinguishing flag, without having such Pilot on board.

LI. And be it further enacted, That every Pilot licensed by virtue of this Act, or otherwise duly licensed, who shall, when disengaged, or on any frivolous pretexts, decline to take charge of any ship or vessel, unless such cause shall be shewn by the Pilot as shall justify his not taking charge of the ship; or who shall decline, on being required by any captain of any of His Majesty's ships, or by any officer of the society or fellowship to which such Pilot shall belong, or the Master or other person having the charge of any ship or vessel, to come on board of any ship or vessel; or who shall decline, when required by any commissioned Officer in His Majesty's Navy, or by any principal Officer of His Majesty's Customs, or by any person or persons interested as principal or agent for or on behalf of any ship or vessel wanting a Pilot, to go off to and take charge of any ship or vessel, when it shall be safe so to do; or who shall

Penalty on Pilots declining to take charge of vessels, or exacting more than the allowed fee, &c.

R

exact

exact or demand or bargain for any greater fee or reward, or any greater price or hire for pilotage, than such as are or shall be allowed by such rates or rules as are or shall hereafter be legally established in that behalf; or who shall in anywise delay going on board any such ship or vessel, or taking charge thereof when on board or alongside thereof; or who shall quit any such ship or vessel, or decline the piloting thereof after he has been engaged or after going alongside thereof, without leave of the Captain of any of His Majesty's ships, for of the Owner, Master, Captain, or person having the chief command of any ship or vessel, or before the service shall have been performed for which he was hired; or shall by drunkenness render himself incapable of conducting any ship or vessel, or shall negligently or wilfully run any vessel on shore, or lose the same, or do any injury to the same or to the tackle or furniture thereof; or who shall lend his licence to any unlicensed person to enable or assist him towards acting or claiming to act as a licensed Pilot; shall forfeit for every such offence any sum not exceeding one hundred pounds, nor less than ten pounds, and shall be liable to be dismissed from being, or suspended from acting as a Pilot, at the discretion of the said corporation of Trinity House of *Deptford Strond*, or at the discretion of such other corporate body, or person or persons, by whom such Pilot was licensed.

Penalty on Pilots for employing or requiring Masters to employ any boat, &c. beyond what is necessary, thereby to increase expense.

LII. And be it further enacted, That in case any Pilot, licensed by virtue of this Act, shall employ or make use of, or shall compel or require any person having the command or charge of any ship or vessel, to employ or make use of any boat, anchor, cable, hawser, or any other matter or thing, in or for the service or pretended service of such ship or vessel, beyond what shall actually and *bona fide* be necessary and proper for the use thereof, with intent thereby to enhance or increase the charge or expense of pilotage or pilot assistance of such ship or vessel, whether for the gain and emolument of such Pilot, or for the gain or emolument of any other person or persons whomsoever; then and in every such case the person so offending shall forfeit and pay a sum not exceeding fifty pounds, nor less than ten pounds, and shall also be liable to be deprived of his licence, or to be suspended from acting as a Pilot for a limited time,

at

at the discretion of the said corporation of Trinity House of *Deptford Strond*, or other authority by which he is or shall be licensed.

LIII. And be it further enacted, That in case any person licensed to act as a Pilot by virtue of this Act, or otherwise duly licensed, or any person not being a Pilot, but acting under pretext or colour of Pilotage, shall wilfully and knowingly conduct, lead, decoy or betray any ship or vessel into danger, in any manner not already provided against by any statute or statutes; or shall unnecessarily or improperly cut any cable or cables of or belonging to any ship or vessel, or cause or procure the same to be cut unnecessarily and improperly; or if any such person shall, by wilful misrepresentation of any circumstances upon which the safety of any ship or vessel shall appear materially to depend, for the time being, obtain or endeavour to obtain the charge and conduct of any such ship or vessel; then and in every such case the person so offending, or who shall aid in, procure, abet or connive at the committing of any such offence or offences, shall forfeit and pay a sum not exceeding one hundred pounds, nor less than twenty pounds; and in case the person so offending shall be a Pilot, he shall be either dismissed from being a Pilot, or suspended from acting as such for a limited period, at the discretion of the corporation or other authority by whom such Pilot was licensed.

Penalty for conducting any vessel into danger, or unnecessarily cutting cables, &c.

LIV. And be it further enacted, That if any such licensed pilot vessel or boat shall run before any ship or vessel not having a licensed Pilot on board, for the purpose of directing the course of such ship or vessel, until a Pilot can be put on board, the Pilot on board such pilot vessel, or the person having charge of her, shall be entitled to the full pilotage, for the distance run, until a duly licensed Pilot shall be put on board, as if such person had been actually on board such ship and had the charge of her as a Pilot.

Pilot boat running before vessels not having a Pilot on board, entitled to pilotage.

LV. And be it further enacted, That no Pilot shall be taken to sea by the commanding Officer of any of His Majesty's ships, or by any Master of any ship or vessel in the Merchant service, without his free consent, except in case of absolute and unavoidable necessity, and in such case every Pilot so taken to sea shall have and receive ten shillings

No Pilot shall be taken to sea without his consent, except in case of necessity, and then shall receive half a guinea per diem.

and six-pence *per diem*, until he shall be returned to the port or place where he was taken on board, or until he shall have been discharged from the ship for a sufficient time to have enabled him to return there.

Penalty on Masters of vessels piloted by any other than a licensed Pilot.

Exception.

LIX. And be it further enacted, That the Master of every ship or vessel which shall be piloted or conducted by any other person than a duly licensed Pilot, within any limits for which Pilots have been or shall be appointed by any lawful authority, shall forfeit double the amount of the sum which would have been demandable for the pilotage of such ship or vessel, and shall likewise forfeit an additional penalty of five pounds for every fifty tons burthen of such ship or vessel, if the corporation of Trinity House of *Deptford Strond*, as to cases in which Pilots licensed by or under the said corporation shall be concerned, or the said Lord Warden for the time being, or his Lieutenant for the time being, as to all cases in which the Cinque Port Pilots shall be concerned, shall think it proper that the person prosecuting should be at liberty to proceed for the recovery of such additional penalty, and certify the same in writing: Provided always, that nothing in this Act shall extend to subject to penalties any Master of any ship or vessel (not anchoring within the limits of any port or place for which Pilots are or shall be appointed) who shall act himself as Pilot in passing up and down the *English Channel* or elsewhere, in passing by any part of the coast of *England* in the course of any voyage, or within the limits of the port or place to which his ship belongs, not being a port or place in relation to which provision hath heretofore been made by any Act or Acts of Parliament, or by any charter or charters for the appointment of Pilots, or who shall employ any person as a Pilot, or who shall act himself as such for the conduct of his ship or vessel, in any case where and so long as a duly qualified Pilot shall not offer assistance or make a signal for that purpose: Provided also, that this Act shall not extend or be construed to extend to hinder any persons from assisting any ship or vessel in distress at any time or place, nor shall subject such persons, or any Master of any ship or vessel employing such persons, to the penalties of this Act, in respect of such assistance given during the distress of such ship or vessel, or in consequence

consequence thereof, or under any circumstances which shall have rendered it necessary for such Master to avail himself of the best assistance which at the time could be procured; any thing herein contained to the contrary thereof in anywise notwithstanding.

LX. And be it further enacted, That every person having the command or charge for the time being of any ship or vessel, who shall report or be privy or consenting to any other person's reporting to any Pilot taking the charge of such ship or vessel, a false account of the draught of water of such ship or vessel, shall forfeit and pay for every such offence, in addition to the payment of the full rate of pilotage to the Pilot entitled thereto, double the amount of such pilotage; and any person having the command or charge for the time being of any ship or vessel, or having any interest, share, or property therein, who shall fraudulently alter any marks on the stem or sternpost thereof, denoting the draught of water, or shall be privy to and consenting thereto, shall for any such offence forfeit and pay the sum of five hundred pounds.

Penalty for reporting to Pilots a false account of the draught of water of vessels, or altering marks on vessels to denote such draught.

LXI. And in order to prevent or settle controversies concerning the draught of water of ships and vessels which shall be from time to time on the river *Thames* (not having *British* registers); be it further enacted, That whenever any difference about the draught of water of any ship or vessel shall arise between the Master or other person having the command of any such ship or vessel, and any person who shall have piloted the same into the said river, or who shall be required to pilot the same therefrom pursuant to the directions of this Act, the said corporation of Trinity House, or some proper officer or person appointed by them, shall admeasure the draught of water of such ship or vessel, and shall settle and determine the same between the parties, upon application made by either of them to the said corporation within twelve hours after such ship or vessel shall have arrived at her moorings in the river, or before the cargo thereof shall be begun to be unladen, or before such ship or vessel shall quit her moorings on any outward voyage; for which admeasurement the officer or person making the same shall be paid one guinea if the ship

How controversies respecting the draught of water of vessels shall be settled.

ship or vessel shall be below or in the Pool, and half a guinea if above the Pool, by the person requiring such admeasurement, or making application for the same to the said corporation.

Names of
Pilots to be
inserted in
the report of
ships coming
into the port
of London,
and reported
monthly to
the Trinity
House.

LXII. And be it further enacted, That every Master or other Person having the command for the time being of any ship or vessel required to be piloted according to the directions of this Act, shall, on coming into the port of *London*, and in making the entry or report of his ship or vessel inwards, insert or cause to be inserted in such entry or report, the name of the Pilot or Pilots employed or engaged by him or by the Owner of such ship or vessel to pilot the same into the said port of *London*; and which insertion shall be made (without fee or reward) by the proper Officer of the Customs in the said entry or report, who shall also report the same to the corporation of the Trinity House monthly; and also that the principal Searcher or Clearing Officer of the Customs at *Gravesend* shall demand and take the name or names of the Pilot or Pilots of all ships or vessels clearing outwards from the port of *London*, and shall transmit monthly lists of such names to the said corporation of the Trinity House, on pain of forfeiting a sum not exceeding ten pounds, nor less than five pounds, to be paid by every person who shall neglect to comply with the foregoing regulations respectively.

Like reports
to be made of
vessels clear-
ing outwards.

Provisions of
former Acts
for preserva-
tion of bea-
cons, shall
extend to all
vessels ap-
pointed to ex-
hibit Lights,
&c.

LXVII. And be it further enacted, That all the provisions, clauses, penalties, and forfeitures, contained in an Act passed in the eighth year of the reign of Queen *Elizabeth*, or any other Act or Acts made and in force for the preservation of beacons and sea marks, shall extend and be construed to extend to all vessels duly appointed to exhibit lights therein for the preservation of ships and vessels at sea, and to all persons removing, injuring, or destroying such vessels or lights; which offences may be laid and tried in any county in *England*.

Penalty for
riding by,
&c. such
vessels, or
any buoy or
beacon.

LXVIII. And be it further enacted, That every person who shall ride by, make fast to, or remove, or wilfully or negligently run down or run foul of any vessel appointed or placed to exhibit lights, or any buoy or beacon belonging to the said corporation of Trinity House of *Deptford*

Deptford Strond, or belonging to or placed by any other corporation having lawful authority to place the same, shall forfeit for every such offence any sum not exceeding fifty pounds, nor less than ten pounds, together with the expense of replacing or making good any damage occasioned by such misconduct.

SCHEDULES to which
Schedule

*Table of the Rates of Pilotage for piloting Ships from the River to the Downs and up and down the
and to Sea*

FROM	TO	7 Feet and under.	8 Feet.	9 Feet.	10 Feet.	11 Feet.	12 Feet.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
The Sea, Orfordness, the Downs, Hosely Bay, and vice versa	Nore or Warps	4 0 0	4 10 0	5 0 0	5 10 0	5 15 0	6 16 0
	Gravesend, Chatham, Standgate Creek, or Blackstakes	5 0 0	5 17 0	6 14 0	7 10 0	8 5 0	9 0 0
	Longreach	5 5 0	6 2 0	6 19 0	7 15 0	8 12 0	9 10 0
	Woolwich or Blackwall	5 15 0	6 12 0	7 9 0	8 5 0	9 5 0	10 0 0
	Moorings or London Docks	6 6 0	7 1 0	7 16 0	8 11 0	9 15 0	10 10 0
The Nore, or Warp, or thereabouts, and vice versa	Gravesend, Standgate Creek, or Blackstakes	2 2 0	2 7 0	2 11 0	2 15 0	3 5 0	3 12 0
	Longreach or Chatham	2 10 0	2 15 0	3 0 0	3 5 0	3 15 0	4 5 0
	Woolwich or Blackwall	3 0 0	3 7 0	3 14 0	4 0 0	4 10 0	4 18 0
	Moorings or London Docks	3 10 0	3 17 0	4 4 0	4 10 0	5 5 0	5 15 0
Gravesend Reach, and vice versa	Longreach	0 10 0	0 16 0	1 2 0	1 7 6	1 12 6	1 17 6
	Woolwich or Blackwall	1 5 0	1 10 0	1 15 0	2 0 0	2 8 0	2 18 0
	Moorings or London Docks	1 10 0	1 17 0	2 4 0	2 10 0	3 0 0	3 10 0
	Sheerness or Blackstakes	3 0 0	3 4 0	3 7 0	3 10 0	4 0 0	4 10 0
	Chatham	3 10 0	3 14 0	3 17 0	4 0 0	4 10 0	5 0 0
Longreach, and vice versa	Woolwich or Blackwall	1 0 0	1 4 0	1 7 0	1 10 0	2 0 0	2 10 0
	Moorings or London Docks	1 10 0	1 14 0	1 17 0	2 0 0	2 10 0	3 0 0
	Sheerness or Blackstakes	3 10 0	3 14 0	3 17 0	4 0 0	4 10 0	5 0 0
	Chatham	4 0 0	4 4 0	4 7 0	4 10 0	5 0 0	5 10 0
Woolwich or Black- wall, and vice versa	Moorings or London Docks	1 0 0	1 4 0	1 7 0	1 10 0	1 12 6	1 15 0
	Sheerness or Blackstakes	4 0 0	4 4 0	4 7 0	4 10 0	5 0 0	5 10 0
	Chatham	4 10 0	4 14 0	4 17 0	5 0 0	5 10 0	6 0 0

Ships not having British Registers are to pay One-fourth more of the Rates of Pilotage than stated in the above
For half a foot exceeding the above draughts of water the medium price between the two limits.
For intermediate distances a proportionate rate.

For removing a Ship or Vessel from Moorings into a Dry or Wet Dock :

For a Ship under 300 tons	£0 15 0
300 to 600	1 1 0
600 to 1000	1 11 6
above 1000	2 2 0

this Act refers.

(A.)

*North Channel, from and to Hosely Bay; or from or off the Entrance of the Thames to London,
from the River.*

13 Feet.	14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	23 Feet and upwards.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
7 5 0	8 0 0	8 10 0	9 10 0	10 5 0	11 16 0	12 10 0	14 0 0	15 10 0	18 0 0	20 0 0
9 15 0	10 10 0	11 5 0	12 0 0	12 15 0	15 6 0	18 2 0	21 0 0	23 2 0	25 4 0	27 6 0
10 5 0	10 17 6	11 15 0	12 10 0	14 6 6	16 16 0	20 4 0	23 2 0	25 0 0	27 0 0	29 0 0
11 0 0	12 0 0	12 15 0	13 10 0	15 8 0	17 14 0	21 5 0	24 0 0	27 0 0	30 0 0	—
11 10 0	12 10 0	13 10 0	14 5 0	16 0 0	18 10 0	22 6 0	25 5 0	—	—	—
3 18 0	4 2 0	4 10 0	4 18 0	5 10 0	6 6 0	7 0 0	8 8 0	9 9 0	10 10 0	11 11 0
4 10 0	4 14 6	5 2 0	5 14 0	6 6 0	7 7 0	9 0 0	10 10 0	11 11 0	12 12 0	13 13 0
5 7 6	5 18 0	6 6 0	6 15 0	7 15 0	8 18 0	10 0 0	12 12 0	13 13 0	15 0 0	—
6 5 0	6 15 0	7 5 0	7 15 0	8 15 0	10 0 0	12 0 0	14 0 0	15 0 0	—	—
2 2 6	2 7 6	2 12 6	2 17 6	3 2 6	3 7 6	3 12 6	3 17 6	5 0 0	6 0 0	—
3 8 0	3 18 0	4 5 0	4 13 0	5 2 0	5 10 0	6 15 0	8 5 0	9 15 0	10 10 0	—
4 0 0	4 10 0	5 0 0	5 10 0	6 0 0	6 10 0	8 0 0	9 10 0	—	—	—
5 0 0	5 10 0	6 0 0	6 10 0	7 0 0	7 10 0	8 0 0	8 10 0	—	—	—
5 10 0	6 0 0	6 10 0	7 0 0	7 10 0	8 0 0	8 10 0	9 0 0	—	—	—
3 0 0	3 10 0	4 0 0	4 10 0	5 0 0	5 12 6	6 6 0	7 0 0	9 0 0	10 0 0	—
3 10 0	4 0 0	4 10 0	5 0 0	5 12 6	6 6 0	7 0 0	8 0 0	10 0 0	—	—
5 10 0	6 0 0	6 10 0	7 0 0	7 10 0	8 0 0	8 10 0	9 0 0	9 10 0	—	—
6 0 0	6 10 0	7 0 0	7 10 0	8 0 0	8 10 0	9 0 0	9 10 0	10 0 0	—	—
2 0 0	2 5 0	2 10 0	2 15 0	3 0 0	3 5 0	3 10 0	3 15 0	—	—	—
6 0 0	6 10 0	7 0 0	7 10 0	8 0 0	8 10 0	9 0 0	9 10 0	—	—	—
6 10 0	7 0 0	7 10 0	8 0 0	8 10 0	9 0 0	9 10 0	10 0 0	—	—	—

Table, (except chiefly laden with corn or other provisions) and which is to be paid at the Custom-House.

In the river Thames above Gravesend	{	For a Boat of a class carrying an anchor of above 4 cwt. with a corresponding tow-line, the rate	£2 2 0	} Per trip for the whole distance from Gravesend to London; and in proportion for any part of that distance.
		For a Boat of a class with an anchor above 2 cwt. and cor- responding tow-line	1 11 6	
		For a Boat of a class with an anchor under 2 cwt. &c.	1 1 0	
And for each man's service in those boats, 10s. 6d. per day.				

SCHEDULE

A Table of the respective Rates to be received by the Pilots of the Cinque

FROM	TO	Under 7 Feet.	From 7 Feet to 10 Feet.	11 Feet.	12 Feet.	13 Feet.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
The Downs	Nore, Sheerness, Standgate Creek, Gravesend }	5 5 0	7 17 6	8 13 3	9 9 0	10 4 9
	Longreach	5 16 0	8 8 6	9 9 0	10 4 9	11 3 0
	Blackwall or London ..	6 12 3	8 19 6	10 4 9	11 0 6	12 1 6
Standgate Creek ..	Gravesend	3 6 2	3 17 0	4 8 2	4 19 0	5 10 3

For every half foot exceeding 10 feet of the above draughts of water an

For intermediate distances a proportionate rate equal to half the difference

Ships and vessels which shall be boarded by Pilots westward

- For putting a Pilot on board, and for pilotage to the anchorage in the Downs
1. From off Dungeness to the Downs

2. From the westward of Folkestone to the Downs

3. From the westward of Dover to the Downs, a on the South Pier-Head on with the Citadel on

4. From off Dover and westward of the South

5. From off the South Foreland, and to the northward or for coming on board when at anchor there ..

Ships not having British registers, to pay one-fourth more of the rates of Pilotage than is stated in this Table, except when the number of Cinque Port Pilots shall be increased to 160, and £20 per cent. when they shall be increased to 180; of London Gazette, and in one or more newspapers circulated in the counties of Middlesex and Kent.

In the River above Gravesend ..

For a Boat of a class carrying an anchor of above 4 cwt. with a corresponding

Ditto with an anchor above 2 cwt. and corresponding

Ditto with an anchor under 2 cwt. &c.

And for each man's service in those Boats, 10s. 6d. per tide.

(B.)

Port Establishment, according to the Regulations established by this Act.

14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	23 Feet and upwards.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
11 0 6	11 16 3	12 12 0	13 7 9	16 1 3	19 0 0	22 1 0	24 5 0	26 9 2	28 13 3
11 18 10	12 18 3	13 14 0	15 0 9	17 14 4	21 4 2	24 5 1	26 9 2	28 13 3	30 17 4
12 17 3	14 0 4	14 16 0	16 13 9	19 7 5	23 8 3	26 9 2	28 13 3	—	—
6 1 3	6 12 3	7 3 3	7 14 4	8 5 4	8 16 4	9 7 4	—	—	—

Increased rate, equal to the medium between the two limits is to be paid.

between the two limits.

of the Downs are to pay the several rates following :

	£. s. d.
.. .. .	5 5 0
.. .. .	4 4 0
Ship to be deemed west of Dover until she shall have passed the Flag-Staffs the eastern Redoubt on the Heights	3 3 0
Foreland to the Downs	2 2 0
of that Promontory to the Anchorage in the Downs,	1 1 0

such as are chiefly laden with corn or other provisions. To all the several rates above-mentioned shall be added £10 per cent. which increased numbers respectively notice shall be given by the Lord Warden of the Cinque Ports, or by his authority, in the

tow-line, the rate	£. s. d.	2 2 0	Per trip for the whole distance from
tow-line	1 11 6		Gravesend to London, and in pro-
.. .. .	1 1 0		portion for any part of this distance.

SCHEDULE

A Table of the respective Rates to be received by the Pilots of the Cinque

FROM	TO	Under 7 Feet.	From 7 Feet to 10 Feet.	11 Feet.	12 Feet.	13 Feet.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
The Downs	Nore, Sheerness, Standgate Creek, Gravesend	5 5 0	7 17 6	8 13 3	9 9 0	10 4 9
	Longreach	5 16 0	8 8 6	9 9 0	10 4 9	11 3 0
	Blackwall or London ..	6 12 3	8 19 6	10 4 9	11 0 6	12 1 6
Standgate Creek ..	Gravesend	3 6 2	3 17 0	4 8 2	4 19 0	5 10 3

For every half foot exceeding 10 feet of the above draughts of water an

For intermediate distances a proportionate rate equal to half the difference

Ships and vessels which shall be boarded by Pilots westward

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1. From off Dungeness to the Downs
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 3. From the westward of Dover to the Downs, and on the South Pier-Head on with the Citadel on
 4. From off Dover and westward of the South
 5. From off the South Foreland, and to the northward or for coming on board when at anchor there

Ships not having British registers, to pay one-fourth more of the rates of Pilotage than is stated in this Table, except when the number of Cinque Port Pilots shall be increased to 160, and £20 per cent. when they shall be increased to 180; of London Gazette, and in one or more newspapers circulated in the counties of Middlesex and Kent.

- In the River above Gravesend ..
- For a Boat of a class carrying an anchor of above 4 cwt. with a corresponding Ditto with an anchor above 2 cwt. and corresponding Ditto with an anchor under 2 cwt. &c.
- And for each man's service in those Boats, 10s. 6d. per tide.

(B.)

Port Establishment, according to the Regulations established by this Act.

14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	23 Feet and upwards.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
11 0 6	11 16 3	12 12 0	13 7 9	16 1 3	19 0 0	22 1 0	24 5 0	26 9 2	28 13 3
11 18 10	12 18 3	13 14 0	15 0 9	17 14 4	21 4 2	24 5 1	26 9 2	28 13 3	30 17 4
12 17 3	14 0 4	14 16 0	16 13 9	19 7 5	23 8 3	26 9 2	28 13 3	—	—
6 1 3	6 12 3	7 3 3	7 14 4	8 5 4	8 16 4	9 7 4	—	—	—

increased rate, equal to the medium between the two limits is to be paid.

between the two limits.

of the Downs are to pay the several rates following:

.. .. .	£. s. d.
.. .. .	5 5 0
.. .. .	4 4 0
Ship to be deemed west of Dover until she shall have passed the Flag-Staffs the eastern Redoubt on the Heights	3 3 0
Foreland to the Downs	2 2 0
of that Promontory to the Anchorage in the Downs,	1 1 0

such as are chiefly laden with corn or other provisions. To all the several rates above-mentioned shall be added £10 per cent. which increased numbers respectively notice shall be given by the Lord Warden of the Cinque Ports, or by his authority, in the

tow-line, the rate	£. s. d.	2 2 0	} Per trip for the whole distance from Gravesend to London, and in proportion for any part of this distance.
tow-line	1 11 6		
.. .. .	1 1 0		

EXTRACTS from an Act (53 Geo. III, cap. 140) to amend an Act passed in the last Session of Parliament, intituled *an Act for the more effectual Regulation of Pilots, and of the Pilotage of Ships and Vessels, on the Coast of England*, and for the Regulation of Boatmen employed in supplying Vessels with Pilots, licensed under the said Act, so far as relates to the Coast of *Kent* within the Limits of the Cinque Ports.

52 G. 3. c. 39.

Warden of Cinque Ports to license Boatmen to assist vessels in distress and carry off Pilots.

WHEREAS an Act passed in the fifty-second year of the reign of His present Majesty, intituled *An Act for the more effectual Regulation of Pilots, and of the Pilotage of Ships and Vessels, on the Coast of England*: And whereas it is necessary for the ensuring a proper supply of Pilots under the said Act for vessels passing *Dover*, and through *the Downs*, to and from the river *Thames* and other places, that further provisions should be made for the licensing and regulation of Boatmen usually employed in putting Pilots on board of vessels from *Dover*, *Deal*, and *Ramsgate* and *Margate*: may it therefore please your Majesty that it may be enacted; and be it enacted by the King's most excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal, and Commons, in this present Parliament assembled, and by the authority of the same, That one hundred and forty Boatmen shall be licensed by the Lord Warden of the Cinque Ports, or by his Lieutenant, or by the Deputy Lieutenant Governor of *Dover Castle*, or such other person or persons as shall be from time to time specially authorized by the Lord Warden for that purpose within the jurisdiction of the Cinque Ports, for the purpose of assisting ships in distress and conducting them into and out of the harbours of *Dover*, *Ramsgate*, *Margate*, and *Folkstone*, and putting licensed Cinque Port Pilots on board of ships and vessels coming from the westward and bound up the river of *Thames* and *Medway*; and fifty of such Boatmen shall constantly reside at *Dover*, fifty at *Deal*, twenty at *Ramsgate*, and twenty at *Margate*; and all such Boatmen shall be respectively required by such licenses so to reside at the respective places to be specified in their licenses

cences, and shall, upon quitting their places of residence or neglecting to use or act under the same for the space of two months, unless prevented by illness, forfeit such licenses: And all such Boatmen, before any such licence shall be given as aforesaid, shall be examined as to their knowledge of the coast, and their ability to conduct ships and vessels into *the Downs*, and the harbours of *Dover*, *Ramsgate*, and *Margate* and *Folkstone*, by the Commissioners of the Lord Warden of the Cinque Ports for settling salvage and the other Commissioners appointed by this Act, at the respective places where such Boatmen shall apply to be licensed at a meeting to be held for the purpose of this Act, upon whose certificate the Lord Warden or his Lieutenant, or the Deputy Lieutenant Governor of *Dover Castle*, or such other person or persons as shall be authorized as aforesaid, shall be, and are hereby authorized and empowered to grant such licences as aforesaid; and if the number of persons so approved and qualified to act as such licensed Boatmen shall exceed the number prescribed by this Act, the names of the persons so approved and qualified shall be entered in a book to be provided for that purpose, together with the times of their approval and examination, in order that they may regularly succeed by rotation to the vacancies that may from time to time occur of such licensed Boatmen; and licences shall thereupon be granted to such Boatmen, in such order and rotation from time to time as vacancies arise by death or forfeiture of licences or otherwise, in order that such number of licensed Boatmen for such respective places as aforesaid may at all times be complete.

Boatmen to be examined before licence granted.

V. And be it further enacted, That every such licence shall be written or printed in large characters, so as to be read with great facility by night as well as by day; and every such licence shall contain a description of the person to whom the same is granted, and his place of residence, and the date of granting thereof, and shall specify by whom the same was granted; and any Boatman so licensed shall, when on float, have with him his proper licence, and shall, whenever the same shall be demanded by any Officer of Custom or Excise, or the Master or other person having the command of any merchant ship or vessel, produce

Licence to describe the person, and to be produced to Officer of Customs, &c.

Licence may be forfeited if altered or lent.

produce the same for inspection: And any Boatman who shall alter any such licence, or obliterate the same, or knowingly permit or suffer any alteration or obliteration to be made in such licence, or who shall transfer or lend any such licence to any other person or persons, or who shall refuse to produce his licence for inspection, shall for every such offence forfeit such licence, or forfeit and pay any sum not exceeding ten pounds, at the discretion of the said Commissioners.

Licence and regulation of Act not to affect provisions for prevention of smuggling, &c.

VI. Provided always, and be it further enacted, That no such licence, or any provision relating thereto or contained in this Act, in relation to any such Boatmen, and no rules or regulations made under the authority thereof, shall have any effect, or be deemed or construed to affect, or in any manner to alter or interfere with any provision, claim, penalty, forfeiture, relation, matter or thing contained in this Act, or in any Act passed and now in force, or which may hereafter be passed; for the prevention of smuggling; or to exempt any such licensed Boatman from any of the provisions of any such Act, or any Act or Acts of Parliament relating to His Majesty's Customs or Excise.

Licensed Boatmen offending against revenue laws, to forfeit licence, and be suspended at discretion of Commissioners.

VII. Provided also, and be it further enacted, That if any Boatman licensed under the provisions of this Act shall be convicted of any offence against any law or laws relating to the revenue of Customs or Excise, or shall be concerned in or shall wilfully connive at any indirect practice or frauds against the revenues of Customs or Excise, or shall procure, abet, connive at or participate in any dishonest spoil, concealment, fraud, exaction or corrupt practice, relating to ships or vessels, or persons in distress at sea or by shipwreck, or relating to the tackle, apparel, furniture or cargoes of any such ship or vessel, or relating to the crew or passengers belonging thereto, or the monies, goods or chattels of any of them; then and in every such case, any such licensed Boatman shall, over and above all other punishments, mulcts, or penalties, for such offences forfeit his licence, or be suspended from acting as a licensed Boatman, at the discretion of the said Commissioners.

Rates to Boatmen for putting Pilots on board of vessels:

VIII. And be it further enacted, That all such licensed Boatmen shall be paid the rates now allowed for putting Cinque Ports Pilots on board ships or vessels, but shall not be entitled to any such rates unless the

the Pilot is actually shipped and put on board of such ships or vessels, and such Boatman shall be entitled to demand, have, and receive the sum of five shillings for every foot of the draft of water of any vessel piloted by them into any of the said harbours, and three shillings for every foot draft of water for piloting out of any of the said harbours; and such payments shall in both cases include the hire of the boat and crew in moderate weather; but if such pilotage or assistance shall take place under any circumstances of distress, then such Boatmen shall be allowed such sum as the said Commissioners of Salvage of the Lord Warden shall in each such case award.

In cases of distress, to be settled by Commissioners.

IX. And whereas impositions are often practised upon passengers landed from vessels, and disputes often arise as to the sums proper to be paid in such cases; for remedy whereof, be it further enacted, That it shall be lawful for the Commissioners of Salvage at any of the ports and places for which Commissioners of Salvage shall be appointed, upon the application of any Boatman or of any passenger or passengers landed by any Boatman at any such ports or places respectively, to hear and in a summary manner to settle any dispute which shall arise between any such Boatman or passenger, and to fix and adjust the sum to be paid by such passenger or passengers respectively, for any service which shall have been performed by such Boatman or Boatmen in the bringing on shore or landing from any ship or vessel any passenger or passengers, or the goods or baggage of any passenger or passengers, and to make such order in relation thereto as shall appear to the said Commissioners to be necessary and proper; and such Commissioners shall for that purpose use and exercise all such and the like powers and authorities as are given to them in case of salvage, by the said recited Act of the forty-eighth year aforesaid.

Commissioners may settle dispute between Boatmen and Passengers, as to sums to be paid for landing such Passengers from ships.

X. And be it further enacted, That no more than two licensed Boatmen shall be allowed to go in each boat; and in every case in which any such licensed Boatmen shall be cruising without any licensed Cinque Ports Pilot, and shall fall in with any ship or vessel requiring a licensed Cinque Ports Pilot, one of the licensed Boatmen shall be left on board the ship or vessel wanting such Pilot, as a guarantee for a proper licensed

Licensed Boatmen cruising without a Pilot, to have one of the licensed Boatmen on board of any ship as guarantee

for bringing
off Pilot.

licensed Cinque Ports Pilot being brought or sent off the shore to such ship or vessel; and the Boatman so left shall not be entitled to any sum of money or payment for being so left, or being on board of such ship or vessel.

Boats of li-
censed Boat-
men to be
marked on
the sails with
distinguish-
able letters.

XI. And be it further enacted, That every such licensed Boatman having a boat, shall cause the number of his licence to be distinctly painted in figures on each bow and quarter of such boat, and on both sides of every one of the sails thereof, with the addition for the *Dover* boats, of the Roman letters D. R. in black; the *Deal* boats, the letter D. in black; the *Ramsgate* boats, the letter R. in black; the *Margate* boats, the letter M. in black; which figures and letters shall be at least eighteen inches in length, and twelve inches in breadth: And every licensed Boatman who shall not have the proper number and mark distinctly painted in manner aforesaid, on the sails of his boat, or who shall have any sails on board not duly numbered and marked as aforesaid, or improperly numbered and marked, or who shall in any manner evade or attempt to evade any of the provisions of this Act, shall forfeit his licence, and also a sum not exceeding ten pounds.

Boatmen not
licensed for-
feit 10l. for
carrying the
distinguish-
ing marks.

XII. And be it further enacted, That if any boat or vessel not having a licensed Boatman on board, shall without lawful authority carry such distinguishing numbers and marks as aforesaid, the Owner or Owners, or the Master or other person having charge of such boat or vessel displaying or carrying any such number or mark, shall for every such offence forfeit and pay the sum or ten pounds.

Licensed
Boatmen re-
fusing to take
off licensed
Pilots to lose
licence.

XIII. And be it further enacted, That every such licensed Boatman as aforesaid, who shall, on being applied to by a licensed Cinque Port Pilot to take him off to any ship or vessel, refuse so to do, unless prevented by illness, shall, upon due proof thereof to the satisfaction of the Commissioners for executing this Act, in the place where he shall be licensed, forfeit his licence, and any sum of money not exceeding the sum of twenty pounds for each offence.

The Privy
Council em-
powered to
suspend pro-

XVII. And whereas by the said recited Act passed in the last session of Parliament, it is (amongst other things) enacted, that a proper and sufficient number of the Cinque Port Pilots, not less than eighteen

at

at any one time, and in succession from time to time, without intermission or any unnecessary delay, should at all seasonable times by day and night constantly ply at sea, or be afloat between the *South Foreland* and *Dungeness*, to take charge of ships and vessels coming from the westward: And whereas it may be expedient to suspend the carrying into execution that part of the said recited Act; be it therefore enacted, That it shall be lawful for His Majesty in Council by any order or orders made for that purpose, and published by proclamation in *the Gazette*, to suspend so much of the said recited Act as directs the Cinque Ports Pilots constantly to ply at sea, and be afloat, between the distances in the said Act specified, either for any period His Majesty shall think proper, and to be in such case specified in such order or orders, and proclamation, or until any further order of His Majesty in Council shall be issued for again carrying the said provision of the said recited Act into effect and execution; and all the provisions, penalties, and forfeitures in relation to such specified number of Pilots constantly plying at sea, and clauses and regulations for enforcing the same, shall, upon the issuing of such proclamation, remain and continue so suspended.

vision in Pilot
Act of last
session, as to
a certain
number of
Cinque Port
Pilots being
constantly
afloat.

APPENDIX, No. IX.

INSTRUCTIONS for sailing into Torbay, anchoring there, Depth of Water, Bearings of Headlands, &c., and of sailing out therefrom (not laid down in any Map or Chart), carefully revised, corrected, and attested by the most accurate Pilots belonging to that Place.

Dedicated to the Captains of the Honourable East-India Company's Ships; by their most obedient humble servant, GEORGE SANDERS, Agent to the said Honourable Company, at Brixham Quay, in Torbay.

It is a general complaint among the Captains and Commanders of different ships, that such a large commodious bay, having such good and engaging entrance, should be laid down in different maps and charts so difficult, which prevent strangers (especially in the night) from coming in without a Pilot; when we, the undersigned, can attest, that the entrance from *Berry-Head* to *Hob's Nose* is nearly four miles; and in coming in with the customary winds of S.W. or S. S.W. you may safely run even within a cable's length of the *Berry*, there being fifteen or sixteen fathoms of water close home; and after running in the Bay, bring the *Berry* to bear S.S.E. or S.E. by S. and the steeple of *Brixham Church* to bear S.W. (which steeple is lately made very visible) and then come to at any time of tide in about eight fathoms of water, where you will have some of the best anchorage in the world, being a kind of bluish clay. If the wind, in coming in, should be from the W. to N.W. by W. you will be under an obligation of reaching in long the Bay, which you may in safety, and the further you reach to the northward (in reason) the better; you will lessen your depth of water as you run on to the northward, and after being well there, you will easier obtain the afore-mentioned anchorage. You will see another white tower to the northward of the Bay, called *Paington Tower*, bearing, by compass, from the *Berry-Head* due N.W. and S.E. When you come to weigh anchor, and have the wind from E. or from E.N.E. to S.E., and cannot conveniently

conveniently weather the *Berry* the first trip, it is not safe to borrow too near, as the last quarter ebb sets direct on upon the *Berry*, and too often the wind flatters there, owing to the high land; therefore it is best and safest to reach to the northward, and keep that shore on board till you can weather the *Berry*, there being nothing to oppose on that shore, saving one Sunken Rock, which lies within a cable's length of the Great Rock, and bears due S.W. by compass, and the said Great Rock and *Brixham Pier* bear N.E. and S.W. Any Commanding Officer, attending to these instructions, may work any vessel in or out of *Torbay* with ease and safety.

Witness our hands, June 3d, 1793,

JOHN REEVE, harbour master.

JEFFERY SANDERS,

The mark ✚ of

WILLIAM DECENT,

The mark ✚ of

GEORGE HAYDEN,

} Pilots.

GEORGE SANDERS, Agent, }
WILLIAM COLLIER, Clerk. } Witnesses.

APPENDIX, No. X.

REGULATIONS *for the Preservation of good Order on board
the Company's Ships.*

AT A

COURT OF DIRECTORS,

HELD ON

Thursday, the 17th January, 1799.

IT having come to the knowledge of this Court, that the good order and wholesome practices, formerly observed in the Company's ships, have been laid aside, and late hours and the consequent mischiefs introduced, by which the ship has been endangered, and the decorum and propriety, which should be maintained, destroyed; they have thought proper to frame the following regulations on these points, to which the readiest acquiescence is expected; and any person offending against them will incur the Court's highest displeasure, *viz.*

RESOLVED, therefore, That in order to prevent any accident from the fire and lights being kept up beyond those hours usually observed in all proper disciplined ships, it is strictly enjoined, that no fire be kept up beyond eight at night, unless for the use of the sick, and then only in a stove, and that candles be extinguished by nine between decks, and ten, at latest, in the cabins; and that the utmost precaution be observed, to prevent their being visible to any vessel passing in the night.

That the hour for dinner be not later than two o'clock; and when the Commander of the ship retires from table, either after dinner or supper, the Passengers and Officers of the ship retire also.

That the Captain be strictly enjoined to pay due attention to the comfortable accommodation and liberal treatment of his Passengers, at the same time setting them an example of sobriety and decorum, as he values the pleasure of the Court.

That

That any excess or disorderly behaviour below, being equally repugnant to the good order and discipline of the ship, will on representation, be noticed by the Court of Directors, and not fail to incur their displeasure.

That any improper conduct of the Officers of the ship towards the Passengers or each other, shall be quietly made known to the Commander, who shall weigh the circumstances with impartiality, and if conciliation be ineffectual, decide, according to the best of his judgment, and every person concerned be expected quietly to conform thereto; but should any one think himself aggrieved thereby, he may appeal to the Governor and Council of the first Settlement the ship arrives at; or if homeward-bound, to the Court of Directors.

The diversity of characters and dispositions which must meet on ship-board makes some restraint upon all necessary; and any one offending against good manners, or known usages and customs, will, on representation to the Court, be severely noticed.

RESOLVED, That the said regulations be printed and delivered to every Passenger, proceeding to or from India or China, previous to their going on board; that they be enjoined a strict observance thereof; and that the Commanders have the most positive orders to conform thereto.

(Signed by Order of the said Court)

JAMES COBB,

SECRETARY.

APPENDIX, No. XI.

RESOLUTIONS of the Court of Directors respecting Salutes.

AT, A

COURT OF DIRECTORS,

HELD

The 20th of December, 1758.

The Committee of Shipping, under this day's date, reporting the regulations necessary to be made in salutes with guns, on board the ships in the Company's service,

Resolved, That it be a standing order, in future, that no other salutes with guns be allowed of, than those mentioned in the said Committee's report, and that, upon all other occasions, the Commanders do salute with cheers, according to their own discretion, and the present rules of the navy; and that the above-mentioned regulations be printed, and inclosed in the Company's packets to them, for their strict compliance therewith: which regulations are as follow:

On the King's birth day, a royal salute from the Commodore..... } Twenty-one guns.

A Governor, at his coming on board or going on shore at any of the principal settlements in India, at St. Helena, or in England, to be saluted with..... } Nineteen guns.

One of the Council taking passage for Europe, on his coming on board..... } Nine guns.

N. B. Any person dismissed the Company's service is not to be saluted.

A Chief going on shore to take charge of a Factory, or quitting the same..... } Eleven guns.

One of the Council of any Settlement in India quitting the ship when dispatched } Seven guns.

English

English ships to salute each other in ports belonging to Foreign powers only..... } Seven guns.
And if more than one ship there, the salute of the arriving ship to be returned by the Commodore only.

All foreign salutes to be continued in the usual manner.

Upon the ship's arrival in any port in India, to salute the Fort with..... } Nine guns.
And the ship to return the same salutes as given by the Forts in India, at the Commanders going ashore or coming off.
An Europe ship being saluted by a country vessel, to return two guns less.

N. B. No salutes at the Island of St. Helena.

APPENDIX, No. XII.

REGULATIONS of the Court of Directors, for loading the Company's Ships from Bombay to China, Madras to China, Bengal to China, and from Port to Port in India.

AT A

COURT OF DIRECTORS,

HELD

The 8th March 1805.

It is determined, That in most cases, cotton shall be sent on the Company's account from Bombay, Madras, and Bengal, to China, to the extent of three-fifths of the whole tonnage, builder's measurement, without reckoning as part of that tonnage the kintledge, and one hundred and fifty tons of dead weight, which may be laden in England; and that the remainder of the tonnage the ship may be capable of conveying, shall be allowed to the Commanders and Officers, on their entering

entering into the usual Bonds, to guarantee the Company against any claims their Owners may make, for the port to port freight of such tonnage, and on their undertaking that the Company shall not be subjected to any expense whatever, whether for screwing the Company's cotton or otherwise.

If, at any period, the Company shall have a larger quantity of cotton than the tonnage reserved for their own use will stow, and may not otherwise have occasion for, the Government may dispose of the same to the Commanders and Officers at prime cost.

In the event of the trade being relinquished by the Company for the season, the tonnage reserved, as before-mentioned, for the Company, is to be disposed of to the best bidder, at a specific rate per ton of fifty cubical feet, after the ship's arrival at Bombay, Madras, or Bengal, giving due notice of such determination, and of the period fixed for receiving proposals in writing for the letting of the same; and if the Commander and Officers offer a rate per ton equal to the highest bidder, the preference is to be always given to them, but they are to deliver their proposals at the same time with the other tenderers, and are not to be allowed to amend their tender after their proposals have been opened.

If the Company's proportion of the tonnage should be disposed of to the Commanders and Officers, it must be under a condition that the freight, together with the proceeds of the cotton, shall be paid into the Canton Treasury, for the latter of which bills on England will be granted, at the current rate of exchange; and this condition is also to extend to the proceeds of the regular privilege of the Commanders, &c.

That in voyages from one Presidency to another, in India, if the Governor and Council have nothing, or only a proportion of her free tonnage to lade, the Commander shall have a fair and reasonable preference given him to occupy it; and that no person whatever shall have it on the same or lower terms: or in the event of the Commander paying the ships demorage from the beginning of her lading to the delivery of the cargo at each consigned port, he shall have the option to occupy the ship on such terms (if the Company do not provide a cargo), or on his

his paying such proportion of the demorage as he may occupy of the outward tonnage she is engaged for.

In all cases the Commander is to exonerate the Company from all claims of the Owners in respect of the outward tonnage, or any part thereof, so occupied.

Proper covenants are to be entered into at the Presidency where the ship lades, for the payment of the demorage that may be due at the consigned port.

APPENDIX, No. XIII.

EXTRACTS from several ACTS OF PARLIAMENT for producing Manifests, preventing Smuggling, &c.

EXTRACT from an Act (31 Geo. II, cap. 36) for continuing certain Laws relating to *British* Sail-cloth, &c. &c. and for regulating the Payment of the Duties on foreign exciseable Liquors, &c. &c.

SECT. VII. And it is hereby further enacted, by the authority aforesaid, That in all entries or reports of any foreign liquors, liable to the Duties of Excise, to be made by the Master or Purser of any ship or vessel, in pursuance of the said Act of the thirteenth or fourteenth years of the reign of King *Charles* the Second, the number of casks, or other package, with the particular numbers and marks of each of them, and the particular kind of liquors contained in each cask, or other package, on board of each respective ship or vessel, shall be inserted in such entries or reports, on pain, for every neglect or refusal thereof, to forfeit such liquor, with the cask or other package wherein the same shall be contained, which shall and may be seized by any Officer of the Excise; any law, custom, or usage to the contrary thereof in anywise notwithstanding: And that all seizures to be made in pursuance of any of the powers given by this Act, shall (all necessary charges for the recovery

In entries of foreign liquors, pursuant to Act, 13 and 14 Car. II., the number of casks, or other package, with the numbers and marks thereon, and the contents, are to be inserted, on forfeiture of the liquor and package; one moiety to go to the

King, the
other to the
seizer.

thereof being first deducted) be employed, one moiety thereof to and for the use of His Majesty, his Heirs and Successors, and the other moiety to the seizer or prosecutor.

EXTRACTS from an Act (24 Geo. III, cap. 47) for the more effectual Prevention of Smuggling in this Kingdom.

Goods re-
ported con-
tents un-
known, may
be opened,
&c.

SECT. XXVIII. And whereas the Masters of ships and vessels trading from several foreign parts in *Europe* to this kingdom, do frequently bring great quantities of prohibited and other goods, which are liable to high duties, for the purpose of smuggling such goods in this kingdom, and if they are prevented, by the vigilance of the Officers of the Revenue, from landing such goods, before they arrive at the port or place of their discharge, such masters do then report the bales and packages of such goods, contents unknown, to be exported again, and carried back in the same ship or vessel to gain an opportunity of running the same on shore in this kingdom, or unshipping them into boats and other vessels for that purpose, in their passage outwards, to the great prejudice of the public revenue and the fair merchants: And whereas goods are often found on board such ships or vessels, of which the Master hath not made any report; for remedy whereof it is hereby further enacted, by the authority aforesaid, That from and after the said first day of October, one thousand seven hundred and eighty-four, where the Master of any ship or vessel shall report any bales or other packages of any goods, *contents unknown*, for exportation in the same ship or vessel, it shall and may be lawful for any Officer of His Majesty's Customs to open such bales and packages on board such ship or vessel, so reported, and examine the contents thereof, or to bring them on shore to His Majesty's warehouse at the Custom House for the port where such report is made, if it shall be necessary, and such officer shall be, and is hereby indemnified, and shall not be liable to any action for so doing: And in case it shall appear on such examination, that such bales or packages, the contents

tents of which shall have been reported unknown, as aforesaid, shall contain any goods which are prohibited to be imported or are liable to forfeiture, upon being imported into this kingdom, by any law then in force, all such goods, and the package thereof, shall be forfeited; and in case such goods shall not be so prohibited, such goods shall be chargeable with the duties due thereon, and shall not be permitted to be exported or delivered for that purpose, before the legal duties are regularly paid for the same, without the particular leave and direction of the Commissioners of His Majesty's customs, or any three or more of them, in *England* or *Scotland* respectively; and all goods found on board any ship or vessel, of which no report hath been made by the Master, as aforesaid, shall be forfeited; any law, custom, or usage, to the contrary notwithstanding.

XXIX. And whereas by an Act made in the twenty-first year of His Majesty's reign and other subsequent Acts of Parliament now in force, the Officers of Excise are impowered to seize tea and spirits removing without permits, and the vessels, boats, horses, and other cattle or carriages used in the removing thereof, contrary to the said Act; and it is expedient that His Majesty's Officers of the Customs should have the like power; be it therefore further enacted, by the authority aforesaid, that any Officer or Officers of His Majesty's Customs shall have the like power to seize and prosecute any tea or spirituous liquors, removed or found removing, contrary to the directions of the said recited Act, or to any other Act now in force, and the vessels, boats, horses, and other cattle and carriages employed in removing the same, as is granted by the said recited act, or any other act or acts, in force, to any officer or officers of excise; any thing therein contained to the contrary notwithstanding.

XLVI. Provided also, That nothing in this Act contained shall extend, or be construed to extend, to acquit, release, or discharge any Commander, Captain, or other Officer employed in the service of the *East-India* Company, or to any tradesman, manufacturer, or shopkeeper, having a known residence in this kingdom, from any penalty of forfeiture which he may be liable to, by virtue of any law now in force, for any offence committed in the course of the trade or manufacture in which he

is concerned, contrary to any Act or Acts of Parliament made for security of the revenue of Customs or Excise.

Compositions for penalties to be made good, or the parties excluded from all benefits of this Act.

XLVII. Provided also, That all persons who have compounded with, or agreed or offered to pay any sum of money, by way of composition or charges to His Majesty, or to the Lords Commissioners of His Majesty's Treasury, or to the Commissioners of the Customs or Excise for the time being, on His Majesty's behalf, for or in respect of any of the above-mentioned offences, or for the forfeitures and penalties arising thereby, shall make good such compositions, agreements, and offers, as have been by them respectively made; or in default thereof, all and every such persons shall be excluded and deprived of and from all benefit and advantage of this Act.

EXTRACTS from an Act (26 Geo. III, cap. 40) for regulating the production of Manifests, and for the more effectual preventing fraudulent Practices in obtaining Bounties and Drawbacks, and in the clandestine relanding of Goods.

Preamble.

SECT. I. Whereas the laws now in force made to secure the payment of the duties due on such Goods as are admissible to an entry upon importation into this kingdom from foreign parts, and to prevent the clandestine and fraudulent importation and exportation of prohibited goods, and the relanding of goods shipped for exportation, entitled either to bounty or drawback, have been found insufficient to answer the good purposes thereby intended; be it therefore enacted by the King's most excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal, and Commons, in this present Parliament assembled, and by the authority of the same, That from and after the times herein after mentioned, no goods or commodities shall be imported or brought into *Great Britain*, from any port or place whatever, in parts beyond the seas, in any ship or vessel whatever, belonging in the whole or in part to His Majesty's subjects, unless the Master or other person having

No goods to be imported into Great Britain, in any vessel belonging to

having or taking the charge or command of every such ship or vessel respectively, importing such goods, shall have on board a manifest or manifests, or content or contents, in writing, signed by such Master or other person, containing the name or names of the several and respective ports or places where the goods in such manifest or manifests, or content or contents mentioned, shall have been respectively laden or taken on board, the name and built of such ship or vessel, and the true admeasurement or tonnage thereof, according to the register of the same, together with the christian and surname of the Master, or other person having or taking the charge or command of such ship or vessel, and the port or place to which such ship or vessel truly belongs; and a just, true, correct, and particular account of all the cargo, and of all packages of goods so laden or taken on board, with the several and respective marks thereon; and of the particulars of the cargo which is stowed loose; and of the following particulars, in words at length; (that is to say) the several and respective numbers of the packages, with a particular description thereof, whether leaguer, pipe, butt, puncheon, hogshead, barrel, or other cask or package, describing such other cask or package by its usual or ordinary name, or whether case, bale, pack, truss, chest, box, bundle, or other package, or by such other name or description as the same is usually called or known.

II. And be it further enacted by the authority aforesaid, That no wine of any sort shall be imported or brought into *Great Britain*, from any port or place whatever in foreign parts, not belonging to or under the dominion of the Crown of *Great Britain*, in any ship or vessel whatever, unless the Master, or other person having or taking the charge or command of the ship or vessel in which such wine shall be laden, shall have on board, in like manner, a manifest or manifests, or content or contents, in writing, made out and signed by such Master or other person, on or before the clearing or departure of every such ship or vessel from each and every such port or place where such wine shall be laden on board, containing the name of the several and respective ports or places where the wine mentioned in such manifest or manifests, or content or contents, shall have been so respectively laden or taken on board;

British subjects, unless the Master have on board a manifest, containing the particulars herein-mentioned.

No wine to be imported from any place not subject to the Crown of Great Britain, unless the Master has a proper manifest on board.

Certificates
requisite on
the Import-
ation of
Goods as
heretofore.

Masters of
vessels, be-
fore clearing
out for Great
Britain, from
any of the
British do-
minions in
foreign parts,
to deliver a
manifest to
the chief Of-
ficer of the
Customs, &c.

board; the name and built of such ship or vessel, and the true admeasure-
ment or tonnage thereof, together with the christian and surname of the
Master, or other person having or taking the charge or command of such
ship or vessel, and the port or place to which such ship or vessel truly
belongs; and a just, true, correct, and particular account of the whole
quantity of wine, distinguishing the quality of each different kind, so
taken on board, as aforesaid, and of the several and respective marks
upon the different packages respectively; and, if known, the names of the
person to whom the wines are respectively consigned; and also, in words
at length, the several and respective numbers of the packages, with a
particular description thereof whether leaguer, pipe, butt, puncheon,
hogshead, barrel, or other cask or package, or by what name or descrip-
tion such other cask or package may be usually called or known: Provi-
ded always, that nothing in this Act contained shall extend, or be
construed to extend, to permit any goods or commodities whatever,
which are now by law required to be accompanied with certificate or other
documents, to be imported into *Great Britain*, without all and every
such certificate or certificates, or other document or documents, so re-
quired; but the same shall, and are hereby directed and required to be
accompanied, as well with such certificate or other documents, as with
the manifest or manifests, or content or contents, herein-before directed;
and, on failure thereof, the goods shall respectively continue to be liable
to all and every the duties, regulations, and restrictions, and to the fines,
penalties, and forfeitures, in all respects, to which the same are or shall
be subject and liable by law, as if this Act had not been made.

III. And be it further enacted, That before any ship or vessel shall
be cleared out for *Great Britain*, with any goods or commodities what-
ever, from any port or place in any colony, plantation, island, or
territory in foreign parts, belonging to or under the dominion of the Crown
of *Great Britain*, the Master, or other person having or taking the
charge or command of every such ship or vessel, shall deliver the mani-
fest or content, in writing, herein-before required, to the Collector of the
Customs (if there be such an officer at or near to such place), and if
there shall not be a Collector of the Customs there, then to the chief
Officer

Officer of the Customs; and, if there shall not be an Officer of the
Customs there, then to the principal Officer or Magistrate, or some other
person by him especially appointed for that purpose, resident at or near-
est to such place; which said Collector, or other chief Officer or Magis-
trate, or other person by him appointed as aforesaid, shall respectively
cause a duplicate thereof to be forthwith made, and shall indorse upon
the original manifest or content his name, with the day and year on
which the same was produced to such Collector, or other chief Officer or
Magistrate, or person by him appointed as aforesaid, and shall then re-
turn the said original manifest or content to the said Master or other
person, on or before the clearing of any such ship or vessel; and such
Collector or other chief Officer or Magistrate or other person, especially
appointed as aforesaid, shall respectively, at and upon the clearing of
every such ship or vessel as aforesaid, immediately transmit the said
duplicate of such manifest or content, so made as before directed, under
his hand and seal, to the Collector and Comptroller of His Majesty's
Customs at the port of *Great Britain* to which the goods are consigned,
and to which the manifests respectively refer.

IV. And be it further enacted by the authority aforesaid, That no
sort of wine shall be admitted to an entry, on the importation thereof
into *Great Britain* in any ship or vessel whatever, from any port or
place in parts beyond the seas, not belonging to or under the dominion
of the Crown of *Great Britain*, unless the Master, or other person
having or taking the charge or command of each and every ship or
vessel importing the same, shall, before his departure from the port or
place where such wine is shipped or laden on board, verify upon oath
the truth of the contents of the said manifest or manifests, in respect of
the said wine, before the *British* Consul, or other chief *British* Officer,
if there shall be any such resident at or near to the port or place where
such wine shall be laden or taken on board; which oath the said *British*
Consul, or other chief *British* Officer, is and are hereby respectively
authorized and required to administer.

V. And be it further enacted by the authority aforesaid, That if
any goods shall be imported or brought into *Great Britain*, in any ship
or

Truth of the
manifests to
be verified on
oath, before
the Consul,
&c. relative
to wine
shipped in
foreign ports
for Great
Britain.

Penalty on
Masters of

vessels importing goods without a proper manifest.

or vessel whatsoever, belonging in the whole or in part to His Majesty's subjects, from any port or place whatever in foreign parts, without such manifest or manifests, or content or contents, in writing, or shall not be included and described therein, or shall not agree therewith, or if any wine shall be imported or brought into *Great Britain* by any such ship or vessel, without a manifest or manifests, content or contents, so verified as aforesaid; in each and every such case, the Master, or other person having or taking the charge or command of such ship or vessel, shall forfeit a sum of money equal to double the value of such goods, together with the full duties payable on the same.

Masters of vessels on arrival within four leagues of the British coast, are to produce their manifests to the first Officer of the Customs who shall come on board, and give him a copy thereof.

Officer to certify such production on the back of the original manifest, and to transmit the copy to the proper Officers at the port of consignment, &c.

VI. And be it further enacted by the authority aforesaid, That every Master, or other person, having or taking the charge or command of any ship or vessel, belonging in the whole or in part to His Majesty's subjects, laden with goods as aforesaid, and bound to any port or place in *Great Britain*, shall, on his arrival within four leagues of the coast thereof upon demand, produce all and every such manifest or manifests, content or contents, in writing, which such Master or other person is herein-before directed and required to have on board his said ship or vessel, to such Officer or Officers of His Majesty's Customs as shall first come on board his said ship or vessel, for his or their examination and inspection, and shall deliver to such Officer or Officers a true copy thereof respectively (which copy shall be provided and subscribed by the said Master, or other person having or taking the charge or command of such ship or vessel); and that the several and respective Officer or Officers to whom the original manifest shall have been so produced, shall certify upon the back thereof that the same was produced, and also the day and year on which the same was or were so produced, and such copy or copies as aforesaid were to him or them delivered; and shall likewise certify upon the back of such copy or copies the day and year in which the same was or were produced, and shall forthwith transmit such copy or copies to the respective Collectors and Comptrollers of the several ports to which the goods, by such manifest or manifests, shall appear respectively to be consigned; and that the said Master, or other person so having or taking the charge or command of any such ship or vessel, shall

shall in like manner produce to the Officer or Officers of His Majesty's Customs who shall first come on board such ship or vessel, upon her arrival within the limits of any port of *Great Britain*, in which the cargo, or any part thereof, is intended to be discharged or landed, such manifest or manifests, or content or contents, in writing, as aforesaid, and shall also deliver to him or them a true copy or copies thereof (such copy or copies also to be provided and subscribed by the said master, or other person having or taking the charge or command of such ship or vessel), the production of which said manifest or manifests, or content or contents, in writing, and the delivery of such copy or copies thereof, to be delivered as herein-before directed, shall also be certified to have been so produced and delivered as aforesaid, by the said Officer or Officers of His Majesty's Customs who shall so first come on board the said ship or vessel, on her arrival within the limits of any such port, upon the back of the said original manifest or manifests, or content or contents, in writing, with the particular day and year, and the time when such manifest or manifests, or content or contents, in writing, was or were produced to such Officer or Officers, or when he or they so received the said copy or copies thereof; and such Officer or Officers is and are hereby required forthwith to transmit, or cause to be transmitted, the said copy or copies of the said manifest or manifests, or content or contents, in writing, to the Collector and Comptroller of that port: Provided always, That nothing herein contained shall be construed to extend to require of such Master, or other person having or taking the charge or command of such ship or vessel, the delivery of more than one copy of the manifest or manifests, or content or contents, respectively, which he is hereby directed to have on board, to the Officer or Officers aforesaid, who shall first come on board of such ship or vessel, within four leagues of the coast of *Great Britain*, and to none other who shall afterwards come on board, within the distance aforesaid; and one other copy to such other Officer or Officers as shall first come on board within the limits of any port of *Great Britain*, and to none other who shall afterwards come on board within such limits, if such Master or other person so having or taking the charge or command of any such ship or vessel, shall

Master not required to give more than two copies of his manifest.

shall produce to such Officer or Officers respectively his manifest or manifests, content or contents, with a certificate on the back thereof, as aforesaid: Provided also, That if any manifest or content, hereinbefore directed to be delivered up to the Collector and Comptroller of any port where such ship or vessel arrives, shall contain an account of goods, not there to be landed, but which shall appear to be consigned to some other port or place in *Great Britain*, then and in such case, that the Collector or Comptroller shall certify upon such manifest, under their hands, such part of the cargo as shall there have been delivered, and shall then deliver back the original manifest to the Master, or other person having or taking the charge or command of the ship or vessel; and so in like manner, as often as the case shall require, until such ship or vessel shall arrive at her last port or place of discharge.

Penalty on Master neglecting to produce his manifest, or to give a copy thereof to the proper Officer, &c.

and an Officer neglecting to certify the production thereof, &c.

VII. And be it further enacted by the authority aforesaid, That if the Master, or other person having or taking the charge or command of any ship or vessel laden as aforesaid, and bound to any port or place in *Great Britain*, shall not, upon his arrival within the limits of any port in *Great Britain* as aforesaid, or within four leagues of the coast thereof, produce such manifest or manifests, or content or contents, in writing, to the Officer or Officers of His Majesty's Customs as aforesaid, upon demand thereof, and also to give such copy or copies thereof as aforesaid to the Officer or Officers of His Majesty's Customs who shall first come on board such ship or vessel, upon her arrival as aforesaid, within any port in *Great Britain*, where the cargo, or any part thereof, is intended to be discharged or landed, or shall not give an account of the destination of such ship or vessel, or shall give a false account of the destination thereof in order to evade the production of the manifest or manifests, or content or contents, in writing, the Master, or other person having or taking the charge or command of such ship or vessel, shall forfeit a sum equal to double the value of the goods, together with the full duties due and payable thereon; and if such Officer or Officers first coming on board within the distance or limits aforesaid, shall neglect or refuse to certify on the back of such manifest or manifests, or content or contents, the production thereof, and the delivery of such copies respectively, as are

are hereinbefore directed and required to be delivered to such Officer or Officers, every such Officer, so neglecting or refusing, shall forfeit and pay the sum of one hundred pounds.

VIII. And be it further enacted by the authority aforesaid, That if, after the arrival of any ship or vessel so laden with goods, as aforesaid, and bound to *Great Britain*, either when within the limits of any of the ports of *Great Britain*, or within four leagues of the coast thereof, bulk shall be broken, or any part of the cargo of such ship or vessel shall be unladen or unshipped, with intention to be laid on land, or unshipped for any other purpose whatever, out of such ship or vessel as aforesaid, within the limits, or distance as aforesaid, before such ship or vessel shall come to the proper place for the discharge of her cargo, or any part thereof, and shall be there duly authorized by the proper Officer or Officers of the Customs to unlade the same, the Master, or other person having or taking the charge or command of such ship or vessel, and the Mate or other person next in command, shall respectively forfeit and lose the sum of two hundred pounds: Except in case of unavoidable necessity and distress of weather, or other unavoidable accident, necessity or distress; of which necessity and distress, or other unavoidable accident, the Master, or other person having or taking the charge or command of such ship or vessel, shall give notice to, and (together with two or more of the mariners on board such ship or vessel) shall make proof upon oath, before the Collector or other chief Officers of the Customs of the port within the limits of which such accident, necessity or distress shall happen, or before the Collector or other chief Officer of the port in *Great Britain*, within the limits of which such ship or vessel shall afterwards arrive, if the said accident, necessity, or distress shall have happened not within the limits of any port, but within four leagues of the coast of *Great Britain*, (which oath the said Collector or other chief Officer is hereby authorized and required to administer).

Master and Mate of any such vessel, who shall suffer bulk to be broken within the said limits, unauthorized by the proper Officer, shall forfeit each £200.

Except, &c.

IX. And be it further enacted by the authority aforesaid, That if upon the arrival of any ship or vessel within the limits of any port in *Great Britain*, for the discharge of the cargo, or any part thereof, there shall be any goods which from necessity, or from the nature of the cargo,

Directions relative to goods not stowed in the main hold.

must be unavoidably stowed, either in the cabin, or between the decks, or upon the decks, or in the steerage, forecastle or other place or places out of the main hold of any such ship or vessel (save and except such part of the cargo as is stowed in the chains, or in other parts on the outside of such ship or vessel), in such case the Officer or Officers of the Customs who shall first go on board, shall, before he or they shall leave the ship or vessel, mark or seal such several and respective packages, in such manner as such Officer or Officers shall be directed by the Commissioners of the Customs, or any four or more of them, in *England*, or the Commissioners of the Customs, or any three or more of them in *Scotland*, for the time being, and shall keep a particular account thereof; which mark or seal shall not be altered, defaced, or broken, before the goods contained in such packages shall be respectively landed, either at the lawful quays, or at such other places as shall, from time to time, be allowed for that purpose, by special sufferance and leave from the Commissioners and Officers of His Majesty's Customs, and under the authority of an order from the proper Landing Waiters, and likewise in the presence of such superior Officer or Officers as the said Commissioners of the Customs in *England* and *Scotland*, respectively, shall appoint to see such packages opened.

If any marks on such goods shall be defaced with the privy of the Master and Mate, they shall forfeit £200 each.

X. And be it further enacted by the authority aforesaid, That if any of the marks or seals which shall have been put upon any of the packages, as before directed, shall be altered, defaced or broken, by the Master or other person having or taking the charge or command of the ship or vessel, on board of which such offence or offences shall be committed, or by any of the crew, or shall be committed by any other person, with the privy or consent of the said Master, or other person having or taking the charge or command of such ship or vessel, every such Master, or other person having or taking the charge or command of such ship or vessel, and also the Mate, or such person as shall be next in command of such Master or other person having the charge or command as aforesaid, shall for each and every offence so committed, forfeit two hundred pounds.

XI. And

XI. And be it further enacted by the authority aforesaid, That the Master of every vessel importing such goods to make entry upon oath of her burthen, lading, &c. before the chief Officer at the port of importation. master, or other person having or taking the charge or command of any ship or vessel, in which such Goods shall be so imported or brought, as aforesaid, into *Great-Britain*, shall, within twenty-four hours after the arrival of such ship or vessel at such places respectively as shall hereafter be fixed upon and appointed for that purpose by the Commissioners of the Customs, or any four or more of them, in *England*, or the Commissioners of the Customs, or any other three or more of them, in *Scotland*, for the time being, make entry upon oath, of the built, burthen, contents, and lading of such ship or vessel, with the particular marks, number, and contents of every parcel of goods then lading on board such ship or vessel, to the best of his knowledge and belief, and do and perform every act and thing in relation thereto, before the Customer, Collector, or other chief Officer of the Customs, of the said port, openly in the Custom-house at the same port, in the manner directed and required by an Act passed in the thirteenth and fourteenth years of the reign of His late Majesty King *Charles* the Second, intituled, "An Act for preventing Frauds, and regulating Abuses in His Majesty's Customs," under the penalty of the forfeiture of one hundred pounds; and the said Master or other person shall, at the time he so makes his report or entry of his ship, upon oath, at the Custom-house as aforesaid, deliver to the Collector, or other chief Officer of the Customs at the said port, the manifest or manifests, or content or contents, in writing, as before directed to accompany their respective cargoes, and to be on board every ship or vessel in which goods shall be so imported or brought as aforesaid into *Great-Britain*; and if the said Master, or other person having or taking the charge or command of any such ship or vessel, shall neglect or refuse to deliver such manifest or manifests, or content or contents, in writing, as aforesaid, to the said collector or other chief Officer of the Customs, at the time he so makes his report or entry of his ship, upon oath, at the Custom-house as aforesaid; every such Master or other person so having or taking the charge or command of such ship or vessel shall, for every such offence, forfeit and lose the sum of two hundred pounds.

13 and 14 Car. II. and deliver his manifest to him

on penalty of 200l.

XII. And

Penalty on the Master if the goods reported shall not agree with the manifest, &c.

Certain cases in which the penalties shall not be incurred.

XII. And be it further enacted by the authority aforesaid, That if any package whatever, which shall have been reported by the Master, or other person having or taking the charge or command of any ship or vessel in manner herein-before directed, shall be wanting, and not found on board such ship or vessel, in conformity to such report; or if the goods reported shall not agree with the manifest or manifests, content or contents; or if either the report, or manifest or manifests, shall not agree with the cargo found on board of such vessel or vessels; then, and in every such case, the Master or other person having or taking the charge or command of such ship or vessel, shall forfeit and lose the sum of two hundred pounds: provided nevertheless, that in case any goods shall be imported without such manifest or manifests, or content or contents, in writing, as herein-before directed, or in case the manifest, or manifests, or content or contents, accompanying the goods, shall not agree with the report, or shall be defaced or incorrect, or shall not agree with the goods on board, and it shall be made to appear, to the satisfaction of the Commissioners of the Customs, that the cargo imported was wholly taken on board in foreign parts, naming the particular places where it was taken on board respectively, and that no part of the cargo has been unshipped since it was taken on board, and that the manifest or content has been lost or mislaid, without fraud or collusion, or that the same was defaced by accident, or incorrect by mistake; in such case, the penalties and forfeitures herein-before inflicted shall not be incurred: Provided also, That in case any goods shall, from urgent necessity, be taken on board of any ship or vessel in any foreign port or place, for *Great-Britain*, after such manifest or manifests, or content or contents, as required by this Act, shall have been attested in manner herein-before directed, the Master, or other person having or taking the charge or command of such ship or vessel, shall make out, or cause to be made out, and shall sign, a separate manifest or manifests, or content or contents, of all such goods as shall be so taken on board; which manifest or manifests, or content or contents, shall be subject to all and every provision in this Act contained to all intents and purposes, in like manner as the manifest or manifests, or content or contents, so attested as aforesaid, are subjected; and in such case, the penalties and forfeitures herein-

herein-before inflicted, with respect to goods imported without a manifest or content, shall not be incurred, if the urgent necessity of so taking such goods on board, shall be made to appear to the satisfaction of the Commissioner of the Customs in *England* and *Scotland* respectively.

XIII. And be it further enacted by the authority aforesaid, That if any goods so taken on board any ship or vessel, in any foreign port or place, shall, after the arrival of such ship or vessel within the limits of any port in *Great-Britain*, or within four leagues of the coast thereof, or after the first production of the manifest or manifests, or content or contents, to the Officers of the Customs, in manner herein-before directed (whether such goods shall be inserted in the said manifest or manifests, or content or contents, herein-before directed to accompany such goods or not) be thrown overboard, or staved, or otherwise in any manner destroyed (except in case of unavoidable necessity, proof of which shall be made, to the satisfaction of the Commissioners of His Majesty's Customs in *England* and *Scotland*, respectively), the Master, or other person having or taking the charge or command of the ship or vessel on board of which such offence shall be committed, shall forfeit two hundred pounds.

XIV. And be it further enacted by the authority aforesaid, That all and every importer or importers, proprietor or proprietors, or consignee or consignees, of any goods imported or brought into *Great-Britain* as aforesaid, shall severally and respectively, within twenty days after the Master, or other person having or taking the charge or command of such ship or vessel, shall have made his report or entry upon oath, in manner herein-before directed, or after the expiration of the time within which he is required by law so to do, make a due entry, in writing, in the usual and accustomed manner, with the Collector or other chief Officer of the Customs, at the port in *Great-Britain* where the ship or vessel, so laden as aforesaid shall arrive, of all the goods so by them, and each and every of them, respectively imported in such ship or vessel, or of which they and each and every of them are the importers, proprietors, or consignees respectively, and shall pay the full duties due and payable, in ready money, for such goods, within the time aforesaid; and that if he or

Penalty on Master's permitting goods to be thrown overboard, &c. after arrival within the aforesaid limits.

Importers, &c. within 20 days after the Master's report, to make entry with the proper Officer, of all goods imported, &c. by them, and pay the duties.

or they respectively shall fail in so doing, it shall and may be lawful for the Officers of the Customs, to convey such goods to His Majesty's warehouse at the Custom-house for security of the duties; and if the full duties are not paid for such goods within the space of three calendar months from the time they shall be so brought to the said warehouse at the Custom-house, they shall and may be then forthwith sold, and the produce applied, agreeably to an Act passed in the twelfth year of the reign of Her late Majesty Queen Anne, intituled, "An Act for encouraging the Tobacco Trade;" any law, usage, or custom, to the contrary notwithstanding; Provided nevertheless, That nothing herein-before contained shall extend, or be construed to extend, to the selling of any goods which may by law be entered and warehoused, upon bond or security being given for the whole of the duties due thereon.

12 Annæ,
cap. 8.

From Aug. 1,
1786, no ves-
sel shall be
cleared out
for foreign
parts, until
the Master
and Mate
have given
bond not to
land illegally
any goods on
board, &c.

XV. And be it further enacted by the authority aforesaid, That from and after the first day of August, one thousand seven hundred and eighty-six, it shall not be lawful for any Officer or Officers of His Majesty's Customs in Great Britain, to permit or suffer any ship or vessel, to be cleared out for foreign parts, from any port or place whatever in Great Britain until the Master or other person having or taking the charge or command of such ship or vessel, and the Mate of such ship or vessel, shall severally and respectively give security to His Majesty, his heirs and successors, in the penalty of two hundred pounds (which security shall be taken by the Collector or other principal Officer of the Customs at such port or place, to whom they are bound and required to take such security), with continuing the Master, or other person having or taking the charge or command of such ship or vessel, or such Mate, as the case may be, will not at any time thereafter land, or cause to be landed, any goods in any part of this kingdom, in any manner which is or shall be prohibited by law, or take the same on board in order to their being so landed, nor be anywhere concerned in aiding or assisting in fraudulently importing, unshipping, or landing the same, and will not hinder, molest or oppose any of His Majesty's Officers of the Customs or Excise, or any other person or persons assisting them, or either of them, in the due execution of their respective office or employments; or until such Mas-

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ter, or other person having or taking the charge or command of such ship or vessel, shall produce a certificate, under the hand of the Collector, or other principal Officer of the Customs, at some other port or place in Great Britain, of such security having been before given at such other port or place, to such Collector or other principal Officer, by such Master and Mate.

XVI. And be it further enacted by the authority aforesaid, That there shall not be paid or allowed to any person whatsoever, upon the exportation of any goods entitled to either drawback or bounty upon exportation, any drawback, bounty, or allowance whatever, if the goods are in bales, press-packed, unless the several different names and species of the goods, and the quantities and qualities thereof respectively, shall be verified by the respective Master-packer or Master-packers thereof or one of them, or in case of the absence of such Master-packer or Master-packers, or one of them, from sickness, or other unavoidable necessity, by the foreman or other servant of such Master-packer or Master packers respectively, who shall have actual knowledge of the contents of the bales so respectively press-packed, in the following manner; (that is to say), if the goods are packed at the port whence they are to be exported, or within ten miles thereof, then by oath made and subscribed upon the entry or cocquet, before the Collector or Comptroller, or other chief Officer of the Customs at such port (who is and are hereby respectively authorized to administer the same), and if such Goods are packed at any greater distance than ten miles from the port from whence the goods are to be exported, then on the like oath made and subscribed in manner aforesaid, before some Magistrate or Justice of the Peace for the county or place where such Master-packer or Master-packers shall reside.

Clause rela-
tive to goods
exported in
bales, press-
packed, &c.

XVII. And be it further enacted by the authority aforesaid, That every Master or other person having or taking the charge or command of any ship or vessel, on board of which any goods shall be shipped for exportation to foreign parts from any port or place in Great Britain, shall upon demand, produce and deliver to each and every Officer or Officers of His Majesty's Customs, who shall come on board his ship or vessel, either within the Limits of any port in Great Britain, or within four

Penalty on
Masters who
shall not deli-
ver cocquets
to the proper
officers;

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or they respectively shall fail in so doing, it shall and may be lawful for the Officers of the Customs, to convey such goods to His Majesty's warehouse at the Custom-house for security of the duties; and if the full duties are not paid for such goods within the space of three calendar months from the time they shall be so brought to the said warehouse at the Custom-house, they shall and may be then forthwith sold, and the produce applied, agreeably to an Act passed in the twelfth year of the reign of Her late Majesty Queen Anne, intituled, "An Act for encouraging the Tobacco Trade;" any law, usage, or custom, to the contrary notwithstanding; Provided nevertheless, That nothing herein-before contained shall extend, or be construed to extend, to the selling of any goods which may by law be entered and warehoused, upon bond or security being given for the whole of the duties due thereon.

12 Annæ,
cap. 8.

From Aug. 1,
1786, no ves-
sel shall be
cleared out
for foreign
parts, until
the Master
and Mate
have given
bond not to
land illegally
any goods on
board, &c.

XV. And be it further enacted by the authority aforesaid, That from and after the first day of August, one thousand seven hundred and eighty-six, it shall not be lawful for any Officer or Officers of His Majesty's Customs in *Great-Britain* to permit or suffer any ship or vessel, to be cleared out for foreign parts, from any port or place whatever in *Great Britain* until the Master or other person having or taking the charge or command of such ship or vessel, and the Mate of such ship or vessel, shall severally and respectively give security to His Majesty, his heirs and successors, by bond, in the penalty of two hundred pounds (which security shall be taken by the Collector, or other principal Officer of the Customs, at such port or place, who is hereby authorized and required to take such security), with condition that such Master, or other person having or taking the charge or command of such ship or vessel, or such Mate, as the case may be, will not at any time thereafter land, or cause to be landed, any goods, in any part of this kingdom, in any manner which is or shall be prohibited by law, or take the same on board in order to their being so landed, nor be anywise concerned in aiding or assisting in fraudulently importing, unshipping, or landing the same, and will not hinder, molest or oppose any of His Majesty's Officers of the Customs or Excise, or any other person or persons assisting them, or either of them, in the due execution of their respective office or employments; or until such Mas-

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ter, or other person having or taking the charge or command of such ship or vessel, shall produce a certificate, under the hand of the Collector, or other principal Officer of the Customs, at some other port or place in *Great-Britain*, of such security having been before given at such other port or place, to such Collector or other principal Officer, by such Master and Mate.

XVI. And be it further enacted by the authority aforesaid, That there shall not be paid or allowed to any person whatsoever, upon the exportation of any goods entitled to either drawback or bounty upon exportation, any drawback, bounty, or allowance whatever, if the goods are in bales, press packed, unless the several different names and species of the goods, and the quantities and qualities thereof respectively, shall be verified by the respective Master-packer or Master-packers thereof or one of them, or in case of the absence of such Master-packer or Master-packers, or one of them, from sickness, or other unavoidable necessity, by the foreman or other servant of such Master-packer or Master packers respectively, who shall have actual knowledge of the contents of the bales so respectively press-packed, in the following manner; (that is to say), if the goods are packed at the port whence they are to be exported, or within ten miles thereof, then by oath made and subscribed upon the entry or cocquet, before the Collector or Comptroller, or other chief Officer of the Customs at such port (who is and are hereby respectively authorized to administer the same), and if such Goods are packed at any greater distance than ten miles from the port from whence the goods are to be exported, then on the like oath made and subscribed in manner aforesaid, before some Magistrate or Justice of the Peace for the county or place where such Master-packer or Master-packers shall reside.

Clause rela-
tive to goods
exported in
bales, press-
packed, &c.

XVII. And be it further enacted by the authority aforesaid, That every Master or other person having or taking the charge or command of any ship or vessel, on board of which any goods shall be shipped for exportation to foreign parts from any port or place in *Great Britain*, shall upon demand, produce and deliver to each and every Officer or Officers of His Majesty's Customs, who shall come on board his ship or vessel, either within the Limits of any port in *Great Britain*, or within four leagues

Penalty on
Masters who
shall not deli-
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to the proper
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proper Officers of the Revenue), other than such person or persons as shall be authorized for that purpose, by licence under the hands of the Commissioners of His Majesty's Customs, or any four or more of them, for the time being, who are hereby authorized to grant the same, and to require such security as they may deem necessary, by bond or otherwise, to be given by the person or persons to whom they shall grant such licence, for the actual delivery of the whole of the goods on board such ship or vessel to the Officers of the Revenue stationed on board, and for the faithful and incorrupt dealing in every respect, of such person or persons in regard to such goods; which said persons, so to be licensed as aforesaid, shall, and are hereby required, upon carrying such goods on board any ship or vessel, to give clear and full information thereof, in writing, to the Master or other person then in charge of such ship or vessel, for the better enabling the Master to give notice, as required by this Act, previous to his clearing out with drawback or bounty goods; which licence, when granted by the Commissioners of the Customs, shall not be withdrawn by them, or the operation under the same in any manner hindered, obstructed or prevented, unless either the person or persons to whom such licence shall have been granted, or some other person or persons employed by them, and with his or their privity or consent, shall commit some act against any law now made, or hereafter to be made, to secure the revenue of Customs or Excise, and shall be convicted thereof, in which case the said Commissioners shall and are hereby authorized and required to withdraw such licence.

XXI. Provided always, and be it further enacted by the authority aforesaid, That the Commissioners of His Majesty's Customs shall, and are hereby required to grant such licence, as aforesaid, to all and every person or persons who is or are now, by law, entitled to carry or put on board such goods, and who shall give such security as the said Commissioners, or any four or more of them shall deem necessary, and to no other person or persons whatever.

XXII. And whereas it has frequently happened, that ships or vessels, as well bound to *Great Britain* from foreign parts, as from *Great Britain* to foreign parts, have passed the usual places appointed for stationing

tioning Officers of the Revenue on board of vessels and for relieving or landing such Officers, without bringing to for such purpose; be it therefore enacted by the authority aforesaid, That the Master, or other person having or taking the charge or command of any ship or vessel, coming or arriving from foreign parts, shall not presume to pass such usual places, or such other places as may hereafter be appointed for that purpose by the Commissioners of His Majesty's Customs, or any four or more of them, for the time being, without bringing to and receiving the Revenue Officers on board; or being outward-bound for foreign parts, shall not presume to pass, without bringing to at such usual places or such places as shall be appointed as aforesaid; for the purpose of the cargo being examined, and of relieving or landing such Officers, unless in case of unavoidable necessity or distress of weather, or other unavoidable accident, to be made appear to the satisfaction of the Commissioners of the Customs; and that every such Master, or other person, who shall so pass, without bringing to for the purposes aforesaid, either inward or outward-bound, shall, for each and every such offence, forfeit and lose the sum of one hundred pounds.

XXIII. And be it further enacted by the authority aforesaid, That from and after the passing of this Act, any Officer or Officers of His Majesty's Revenue, properly authorized to examine any ship or vessel, or the cargo on board thereof, shall, at all times have free access to the cabin, and every other part or place in such ship or vessel; and in case any places within the cabin, fore-castle, steerage, or any other part of the ship, or any boxes, chests, or other thing contained therein, shall be locked, or in any manner fastened, and the keys shall be withheld, or the places shall not be opened for such Officers respectively, on their requiring the same of the Master or other person having or taking the charge or command of such ship or vessel, such Officer or Officers, if they are of a degree superior to Tidesmen or Watermen, shall and are hereby authorized and empowered to open the same in the best manner they can, and are hereby indemnified in so doing, but if such Officers shall only be in the class of Tidesmen or Watermen, they shall, and are hereby required to send for their superior Officer, who is hereby in like manner

To whom
licences for
that purpose
shall be
granted.

Penalties on
Masters of
vessels who
shall neglect

Revenue
Officers on
board to have
free access
to the cabin.

and may
open locks,
&c.

manner authorized to open or cause the same to be opened; and shall be and is, and are hereby indemnified in so doing.

Recital of
9 Geo. III.
chap. 41.

XXIV. And whereas, by an Act passed in the ninth year of His present Majesty's reign, (entituled, "An Act for better securing the duties
" of Customs upon certain goods removed from the Out-ports and other
" places, to *London*; for the regulating the fees of the Officers of His
" Majesty's Customs, in the provinces of *Senegambia*, in *Africa*; for
" allowing to the Receivers General of the Duties on Offices and Em-
" ployments in *Scotland*, a proper compensation for their trouble and
" expenses; for the better preservation of hollies, thorns, and quicksets,
" in forests, chases and private grounds, and of trees and underwoods in
" forests and chases; and for authorizing the exportation of a limited
" quantity of an inferior sort of barley, called *Bigg*, from the port of
" *Kirkwall*, in the Islands of *Orkney*," it is amongst other things en-
acted, that no *Nanquin* cloth, muslins, foreign callicoes, or foreign
dimity, exceeding in quantity one entire piece; and no China earthen-
ware, exceeding in number twelve pieces, if the same shall have been
imported or seized at any Out-port in *Great-Britain*, shall be brought,
removed, or carried either by land or by water, from any Out-
port or other place whatsoever in *Great-Britain*, into the port of
London, or the members thereof, or to any place whatever, within
the distance of twenty miles from the *Royal Exchange of London*,
without a certificate from the Collector, or other proper Officer of His
Majesty's Customs, at the port or place where such goods were
imported or seized, certifying that the duties upon the importation of
such goods have been duly paid or satisfied, or that the said goods have
been before compounded for, or condemned; which facts shall be
verified by the oath of the importer or proprietor thereof, referring
to the times when, and the place where such goods were entered, con-
demned, or compounded for; and if such goods shall have been imported
or seized within the port of *London*, and sent from thence to any Out-
port for sale, they shall not be removed as aforesaid, from any Out-
port into the port of *London*, or the members thereof, or to any place
whatsoever, within the distance of twenty miles from the *Royal Ex-
change*

change of *London*, without a certificate from the Collector or other proper Officer of His Majesty's Customs, at or nearest to the port or place from whence such goods are intended to be removed, certifying that the owner or proprietor of such goods hath made oath before him, that the said goods, and every part thereof hath been sent for such owner or proprietor from *London*, for sale, in the lawful way of trade, referring to the time when, with the name and residence of the person from whom such goods were sent, and that such owner or proprietor verily believed the duties payable upon the importation of such goods had been duly paid and satisfied, or that the said goods had been before compounded for or condemned; and the said respective certificates shall express the quantity and quality of the said goods, with the marks of the package thereof, to what places, and to whom, the same are consigned, and by what carriage the same are intended to be removed; and if the said goods are removed by land, the said certificate shall also express and limit the time for which the same shall continue in force; And whereas further regulations are necessary, to attain the good purposes intended by the said Act; be it therefore enacted by the authority aforesaid, That from and after the passing of this act, no goods or commodities whatever, of the growth, production, or manu-
factory of the countries beyond the *Cape of Good Hope*, shall in any manner, or upon any pretence whatever, be brought, removed, carried, or conveyed, either by land or by water, from any place whatever, into the cities of *London* and *Westminster*, and the liberties thereof, or the borough of *Southwark*, and the several suburbs thereof, or into the parishes of *Mary-le-bone*, and *Saint Pancras*, in the county of *Mid-
dlessex*, without a certificate, as directed by the said last recited act, made in the said ninth year of His present Majesty's reign, or without a certificate from the Collector, or other proper Officer of His Majesty's Customs in the port of *London*, certifying that the duties have been duly paid for the same at the importation thereof, or that the same have been before compounded for or condemned; which shall be verified by the oath of the proprietor or proprietors of such goods, referring to the time or times when such goods were entered, compounded for, or
condemned,

No goods
the growth or
manufacture
of any country
beyond the
Cape of
Good Hope,
shall be,
brought into
London or
Westminster,
&c. without
a proper cer-
tificate that
the duties
have been
duly paid.

condemned, under the penalty of the forfeiture of all such goods, and of the packages, which shall be so brought, removed, carried, or conveyed into, or which shall be found carrying, conveying, or removing to, the said cities and places aforesaid, or any of them, with intent to bring such goods into some or one of the cities or places aforesaid, without such certificate as before directed, together with the boats, carts, horses, cattle, and carriages, made use of in the removal, carriage, or conveyance of the same, and the furniture belonging thereto.

The proof of the place to which such goods were removing to lie on the claimer.

XXV. And be it further enacted by the authority aforesaid, That if from and after the passing of this Act, any dispute shall arise, touching the place to which such goods or commodities, as aforesaid, were removing, carrying, or conveying, the claimer or claimers of such goods or commodities shall prove that they were removing, carrying, or conveying to some place other than the cities and places aforesaid: and that the proof of their being removing, carrying, and conveying to the cities and places aforesaid, shall not lie on the Officer who shall seize or stop such goods.

In certain cases, such goods may be removed without forfeiture thereof.

XXVI. Provided always, and it is hereby enacted by the authority aforesaid, That nothing in this Act, shall extend, or be construed to extend, to forfeit any of the aforesaid commodities which shall be removed, or found removing, as before-mentioned, if it shall appear to the satisfaction of the Commissioners of the Customs, that such goods were brought in lawful and open way of trade, or are the property of private persons, and have been used as their domestic furniture.

Commanders of His Majesty's ships of war, &c. may seize any vessel or goods subject to forfeiture.

XXVII. And be it further enacted by the authority aforesaid, That it shall and may be lawful for the Commanders of any of His Majesty's ships or vessels of war, or any commissioned, warrant, or petty Officer, specially authorized by them, to seize, without having any deputation or commission from the Commissioners of His Majesty's Customs or Excise for that purpose, any goods or commodities whatever; or any ship or vessel whatever, which shall be subject to forfeiture by this Act, or by any other Act or Acts of Parliament now in force, for any offence against the revenue of Customs or Excise: Provided the Commander of such ship or vessel of war shall bring, or cause to be brought,

brought, every such seizure to His Majesty's warehouse at the nearest Custom-house to which such seizure can conveniently be brought, and shall there lodge and deposit the same, in the custody, and under the charge and care of the proper Officer of the Customs, in case the seizure shall be made under any Act for securing the revenue of Customs, or in the custody, and under the charge and care of the proper Officer of Excise, in case it shall be made under any Act for securing the revenue of Excise only; and shall in all respects, in regard to the prosecution or delivery of any such seizure, conform to all and each and every of the rules, regulations, and restrictions, to which the Officers of His Majesty's Customs and Excise are now, in case of such seizures, made by them respectively, subject; any law, custom, or usage to the contrary notwithstanding.

XXVIII. And whereas great difficulties have arisen in ascertaining the truth of facts relative to His Majesty's revenue of Customs, as well as to the conduct of the Officers employed therein, upon examination and inquiries made by the Surveyors General of the Customs; be it therefore enacted by the authority aforesaid, That, from and after the passing of this Act, any person or persons examined before them as a witness or witnesses, or any or either of them, respectively, shall deliver his, her, or their testimony upon oath, to be administered by the Surveyor General, or Surveyors General, respectively, who shall examine them, and such Surveyor or Surveyors General are hereby authorized to administer such an oath accordingly; any law, custom, or usage to the contrary notwithstanding.

Witness to be examined on oath before the Surveyors General of the Customs.

XXIX. And be it further enacted by the authority aforesaid, That if any person or persons whatsoever shall be convicted of making a false oath, touching any of the facts directed or required by this Act to be testified on oath, or of giving false evidence on his, her, or their examination on oath before the Surveyors General of the Customs, or any one or more of them respectively, in conformity to the directions of this Act, such person or persons so convicted as aforesaid shall be deemed guilty of perjury, and shall be liable to the pains and penalties to which persons are liable for wilful and corrupt perjury.

Person making a false oath, &c. to be deemed guilty of perjury.

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XXXII. And

Commence-
ment of this
Act.

XXXII. And be it further enacted by the authority aforesaid, That the several regulations in this Act contained, except where the time for commencement thereof is otherwise in this Act fixed and provided for, shall commence from and after the following periods; *videlicet*, in respect to ships or vessels coming from any part of *Europe*, from and after the twenty-fifth day of *December*, one thousand seven hundred and eighty-six; in respect to ships or vessels coming from any part of *Africa* or *America*, from and after the twenty-ninth day of *September*, one thousand seven hundred and eighty-seven; and in respect to ships and vessels coming from *Asia*, from and after the twenty-fifth day of *March*, one thousand seven hundred and eighty-eight.

EXTRACTS from an Act (27 Geo. III., cap. 32) for making further Provisions in regard to such Vessels as are particularly described in an Act made in the 24th Year of the Reign of His present Majesty for the more effectual Prevention of Smuggling in this Kingdom, and for extending the said Act to other Vessels and Boats not particularly described therein.

SECT. X. And whereas the Officers of His Majesty's Customs are now authorized, in cases where the contents of packages, imported into this kingdom from foreign parts, are not particularly described and set forth in the report of the Master of the vessel, to open and examine such packages; and whereas it is expedient that the said Officers should, in like manner, be authorized to examine, and, if necessary, to bring to His Majesty's warehouse at the Custom-house, for that purpose, any bale, cask, case, trunk, parcel, or other package whatever, reported for exportation, for the purpose of examining the contents thereof, in order as much as possible to prevent the fraudulent unshipping or landing the same in this kingdom on the passage outwards of such vessel from this kingdom; be it therefore enacted by the authority aforesaid, That from and

and after the first day of *June*, one thousand seven hundred and eighty-seven, where the Master or other person having or taking the charge or command of any ship or vessel, shall report any bales, casks, cases, trunks, parcels or other packages whatever, for exportation in the same ship or vessel, whether the contents of such bales, casks, cases, trunks, parcels or other packages whatever, shall be mentioned in such report or not, it shall and may be lawful for any Officer or Officers of His Majesty's Customs to open such bales, casks, cases, trunks, parcels, or other packages whatever, on board such ship or vessel so reported, and examine the contents thereof, or to bring them on shore to His Majesty's warehouse for the port where such report is made, if it shall be necessary; and such Officer or Officers shall be, and is and are hereby indemnified in so doing, and shall not be liable or subject to any action for damages or other prosecution or suit whatever for the same: Provided nevertheless, that this Act shall not extend, or be construed to extend, to any ship or vessel, coming or arriving from any port of *Asia*, *Africa*, or *America*.

From June 1, 1787, the Officers of the Customs may open all bales, &c. on board any vessel wherein any packages for exportation have been reported, &c.

but not to extend to vessels coming from Asia, Africa, or America.

XI. And whereas by an Act made in the twenty-sixth year of His present Majesty's reign, entitled, "An Act for regulating the productions of manifests, and for more effectually preventing fraudulent practices in obtaining bounties and drawbacks, and in the clandestine relanding of goods;" it was (amongst other things) enacted, That from and after the times in the same Act mentioned, no goods or commodities should be imported or brought into *Great-Britain* from any port or place whatsoever in parts beyond the seas, in any ship or vessel whatever belonging in the whole or in part to His Majesty's subjects, unless the Master or other person having or taking the charge or command of every such ship or vessel respectively importing such goods, should have on board a manifest or manifests, or content or contents, in writing, signed by such Master or other person, and containing the particulars in the said Act mentioned; which said manifest was to be delivered to, and authenticated by such person as therein is mentioned; And whereas the mode directed by the said Act for authenticating manifests is not applicable to the case of ships bringing goods from the *East-Indies* and *China*; be it

26 Geo. III. cap. 40, recited,

and the manifests therein required shall for ships within the limits of the East-India Company's charters, be delivered to, and authenticated by, the person who shall deliver the last Dispatches; and for ships from China, by the Company's chief Supra-cargo there.

therefore further enacted by the authority aforesaid, That in respect to ships dispatched from any ports or places within the limits of the charters granted to the United Company of Merchants of *England*, trading to the *East-Indies*, the manifests and contents in the said recited Act mentioned shall be delivered to, and authenticated by, the person who shall deliver the last dispatches for each ship respectively bound for *Great-Britain*, who is hereby required to be a servant of the United Company of Merchants of *England*, trading to the *East-Indies*, of not less than seven years standing; and in respect to ships dispatched from any ports or places in *China*, such manifest or contents shall be delivered to, and authenticated by, the said United Company's chief Supra-cargo there, instead of the Officers of the Customs, or other persons in the said recited Act mentioned; and the said manifests and duplicates thereof respectively, shall be dealt with and used in like manner, and shall be of like force and effect as the manifests and duplicates in the said Act mentioned; and in case of the want thereof, or not conforming to the rules, regulations, and directions relating thereto, and in the said recited Act contained, the offender or offenders, shall be subject to the like penalties and forfeitures as are provided in the said recited Act, respecting the manifests or contents directed to be delivered to, and authenticated by, the persons in the said act mentioned.

EXTRACTS from an Act (17 Geo. III. cap. 41) to prevent the clandestine unshipping from and receiving Goods at Sea on board Vessels employed in the *East India* Company's Service; for ascertaining the Manner of discharging Bonds given for the due Exportation of certain Goods from *Great Britain* to foreign Parts; and to oblige the Masters of *British* or *Irish* Ships sailing from any of His Majestys' Dominions into the *Baltic* to deliver a Manifest of their Cargoes to the *British* Consul residing there.

Preamble.

SECT. I. WHEREAS the laws heretofore made to prevent the clandestine running of goods from on board ships employed in the service of the *East-*

East-India Company on their homeward voyages, and the receiving of goods on board such ships at sea on their outward voyages from this kingdom, are insufficient to answer those purposes, it having been found by experience, that very large quantities of muslins, teas, and other goods, are unshipped from on board such ships into vessels that meet them at sea on their voyages homeward, which goods are afterwards run on shore on the coasts of this kingdom without payment of duties; and also, that large quantities of wine, brandy, and other goods, are clandestinely laden and put on board ships employed in the said Company's service on their outward-bound voyages at sea, from vessels that wait hovering for them on the coasts of this kingdom, laden with such goods from foreign parts, to the great loss of the public revenue, the detriment of the *East-India* Company, and the prejudice of the fair traders: for remedy whereof, may it please your Majesty, that it may be enacted; and be it enacted by the King's most Excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal, and Commons, in this present Parliament assembled, and by the authority of the same, That, from and after the twenty-fourth day of *June*, one thousand seven hundred and seventy-seven, if any muslin, tea, or other goods, wares, or merchandizes whatsoever, shall be unshipped at sea, and taken out of any ship or vessel employed in the service of the said *East-India* Company, on her voyage homewards to this kingdom, at any distance from the coasts thereof (unless in case of apparent necessity, or some other lawful reason, of which the Master, Commander, or other person having charge of such ship or vessel, shall give immediate notice to, and make proof of, before the Collector and Comptroller, or the chief Officer or Officers of the Customs, at the first port of this kingdom where he shall arrive); all such muslin, tea, or other goods, wares, and merchandizes, and every ship, vessel, or boat, into which the same shall be unshipped and taken, or which shall be used in the removing, carrying, or conveying the same shall be forfeited and lost; and the Master, Commander, or other person having charge of such ship or vessel from which such goods shall be so unshipped and taken, knowingly permitting or suffering such goods to be so unshipped and taken out of such ship or vessel, and every other

Penalty on unshipping goods at sea from any homeward-bound vessel employed by the *East India* Company, at any distance from the coasts of this kingdom; unless in case of necessity, &c.

person

person who shall be aiding, assisting, or otherwise concerned in the unshipping or receiving of such goods, shall forfeit treble the value thereof.

or on putting on board any such vessel outward-bound, after she has left the port of London, any wine, brandy, &c. except for the use of the persons on board during the voyage.

II. And it is hereby further enacted by the authority aforesaid, That, from and after the said twenty-fourth day of *June*, if any wine, brandy, or other goods whatsoever, shall be laden or put on board any ship or vessel, employed in the service of the said *East-India Company*, at sea, at any distance from the coasts of this kingdom, after such ship or vessel hath been cleared outwards, and departed from the port of *London* on her outward-bound voyage (excepting such provisions and stores as shall be necessary for the use and sustenance of the persons on board such ship or vessel during the voyage) all such wine, brandy, and other goods, and every ship, vessel, or boat, out of and from which such wine, brandy, or other goods shall be so unladen, shall be forfeited and lost; and the Master, Commander, or other person having the charge of such *East-India* ship, knowingly permitting or suffering any such goods to be so taken on board such ship, and every other person who shall be aiding, assisting, or otherwise concerned in the unshipping or receiving of the said goods, shall forfeit treble the value thereof.

Penalties and forfeitures how to be recovered and applied.

III. And be it further enacted by the authority aforesaid, That all penalties and forfeitures, all well specific as pecuniary, by this act imposed, shall and may be sued for, prosecuted, and recovered, in any of His Majesty's Courts of Record at *Westminster*, by action, bill, plaint, or information, in the name of His Majesty's Attorney-General, or in the name of some Officer or Officers of the Customs, by the same rules, methods, ways, and means, as other penalties and forfeitures inflicted for offences against the laws for securing the revenue of Customs are and may be sued for, prosecuted, and recovered; and that one-third part of all such penalties and forfeitures shall be to the use of His Majesty, his heirs, and successors, one other third part thereof to the use of the said United Company, and the remaining third part thereof to the Officer or Officers of the Customs who shall inform and prosecute for the same.

After Sept. 29, 1777, no bond which

IV. And whereas the provisions made by law for the discharging bonds, entered into for the due exportation of goods which are prohibited

to

to be worn or used in this kingdom, or which are entitled to a drawback, bounty, or premium, upon exportation into foreign parts, have been found insufficient to answer the purposes intended, there being great reason to believe the certificates of such goods being landed abroad have, in many cases, been fraudulently obtained, notwithstanding the goods have been relanded in *Great-Britain*, contrary to the condition of such bonds; for remedy whereof be it enacted by the authority aforesaid, That from and after the twenty-ninth day of *September*, one thousand seven hundred and seventy-seven, no bond, which shall be given in pursuance of any Act or Acts of Parliament, for the due and regular exportation of any goods, which now are or hereafter may be prohibited to be worn or used in *Great-Britain*, or which now are or hereafter may be entitled to any drawback, bounty, or premium, payable out of any money arising by the revenue of Customs upon exportation from this kingdom, into foreign parts, shall be delivered up, cancelled, or discharged, until certificates shall be produced of the exportation to and landing of such goods at the ports and places mentioned in such bonds, or until proof be made upon oath in relation thereto, in such manner and form as is herein-after directed; that is to say, in case any such goods shall be entered for exportation to *Ireland*, the islands of *Guernsey*, *Jersey*, *Alderney*, *Sark*, or *Man*, or His Majesty's colonies or plantations in *America*, a certificate shall be produced, under the hand and seal of the Collector or Comptroller, or other chief Officer of the Customs, where such goods shall be landed, testifying the landing thereof, and describing the number of the casks, chests, or other package containing the same, and the particular mark of such casks, or chests, or package: and the condition of all such bonds to be given for the exportation of such goods to *Ireland*, or the islands of *Guernsey*, *Jersey*, *Alderney*, *Sark*, or *Man*, shall be to produce such certificate within six calendar months from the date of such bond, the dangers of the seas and enemies* excepted; and the condition of all such bonds to be given for the exportation of any such goods to the *British* colonies or plantations in *America*, shall be to produce such certificate in eighteen calendar months from the date of such bond, the dangers of the seas and enemies* excepted:

shall be given for the exportation of prohibited goods or goods entitled to a drawback, shall be discharged, until proper certificates shall be produced of the exportation and landing thereof.

excepted: and in case any such goods shall be entered for exportation to any other part of *Europe*, such bond shall not be delivered up, cancelled, or discharged, until a like certificate shall be produced, under the hand and seal of the *British* Consul, or other person acting as such, who shall be resident at the port or place where such goods shall be landed; or if there be no such *British* Consul, or person acting as such, residing there, then under the hand and common seal of the chief Magistrate for such port or place; and the condition of such last-mentioned bonds shall be to produce such certificate in fifteen calendar months from the date of such bonds, the dangers of the seas and enemies excepted: and if any such goods shall be entered for exportation to any place within the limits of the *East-India* Company's charter, such bonds shall not be delivered up, cancelled, or discharged, until a like certificate shall be produced, under the hands and seals of the Governor and Council at and for the place where such goods shall be landed; and the condition of all such bonds shall be to produce such certificates within thirty calendar months from the date of such bonds, the danger of the seas and enemies excepted: and in case any such goods shall be entered for exportation to any parts beyond the seas in *Africa*, such bonds shall not be delivered up, cancelled, or discharged, until a like certificate shall be produced, under the hand and seal of the Collector or other chief Officer of the Customs, if any such Officer shall be established at the place where such goods shall be landed; and if no such Officer shall be established there, then, and in that case, not until a like certificate shall be produced, under the hand and seal of the *British* Consul, or other person acting as such, at the place where such goods shall be landed; and the condition of all such bonds as shall be given for the exportation of such goods to any part of *Africa*, where any Officer of the Customs shall or may be established, or where any *British* Consul, or person acting as such, may be resident, shall be to produce such respective certificate within eighteen calendar months from the date of such bonds: And if such goods shall be entered for exportation to or landed at any part of *Africa*, where no Officer of the Customs shall be established, or no *British* Consul, or person acting as such, shall be resident, then, and

and in that case, such bonds shall not be delivered up, cancelled, or discharged, until proof is made by the oath of the Master and Mate, or other person having the charge of the ship or vessel during the voyage in which such goods were exported, that the said goods, and every part thereof were fairly landed or disposed in or on some part of the coasts of *Africa*, and had not been relanded in *Great-Britain*, *Ireland*, or the Isles of *Guernsey*, *Jersey*, *Alderney*, *Sark*, or *Man*, or the Islands of *Faro* or *Ferro*; and by the oath of the merchant exporter, if living, that to the best of his, her, or their knowledge and belief, the said goods had been landed or disposed of at the place or places mentioned in the oath made by the Master and Mate, or other person taking the charge of the ship or vessel during the voyage, and have not been brought back again or relanded in any part of *Great-Britain*, *Ireland*, or the Islands of *Guernsey*, *Jersey*, *Alderney*, *Sark*, or *Man*, or the Islands of *Faro* or *Ferro*; which oath shall be made within eighteen calendar months from the date of each respective bond, before the Collector or Comptroller, or other principal Officer of the Customs for the port where such bond was given, who are hereby respectively authorized and empowered to administer the same; And in case no such certificates shall be respectively produced, or proof made as aforesaid, within the respective times herein-before mentioned, it shall and may be lawful for the Commissioners of His Majesty's Customs in *England* or *Scotland*, or any three or more of them respectively, to cause such bonds to be put in suit, unless they shall find sufficient cause to forbear the same, any law, custom, or usage to the contrary notwithstanding.

IV. And it is hereby further enacted by the authority aforesaid, That, from and after the twenty-ninth day of *September*, one thousand seven hundred and seventy-seven, where any *British* or *Irish* ship or vessel shall sail from *Great-Britain* or *Ireland*, or any other part of His Majesty's Dominions, to any port or place in the *Baltic*, where any Consul now is or hereafter may be appointed for His Majesty's subjects trading thither, the Master, Commander, or other person having the charge of such ship or vessel, shall, within ten days after the arrival of such ship or vessel, at such port or place, deliver to the said Consul

Commanders of British or Irish Vessels, within ten days after arrival at any port in the Baltic where a British Consul resides, shall deliver to him in writing, the Particulars of their cargo, &c.

residing there, or to such other person or persons as shall be appointed for that purpose by him, a true manifest, in writing, upon oath, specifying the particulars of the whole cargo of such ship or vessel, with the marks and numbers of the package containing the same, if unloaded or delivered there, or of such part thereof as shall be so unloaded or delivered there; and to whom consigned; which oath such Consul, or other person or persons to be appointed by him, is and are hereby respectively empowered and required to administer *gratis*; and in case any Master, Commander, or other person having the charge of any such ship or vessel, shall neglect or refuse to deliver such manifest in the manner herein directed, such Consul, or other person or persons appointed by him, shall, and they are hereby respectively authorized and required to detain the clearance outwards of such ship or vessel, and not to give or deliver any dispatch, passport or bill of health, for any such ship or vessel.

Defendants,
in any suit re-
lating to this
Act, may
plead the Ge-
neral Issue,

and recover
treble costs.

V. And be it further enacted by the authority aforesaid, That if any action or suit shall be commenced against any person or persons for any thing done in pursuance of this Act, the defendant or defendants in such action or suit may plead the general issue, and give this Act and the special matter in evidence, at any trial to be had thereupon, and that the same was done in pursuance, and by the authority of this Act; And if it shall appear so to have been done, then the jury shall find for the defendant or defendants; and if the plaintiff shall be nonsuited, or discontinue his action after the defendant or defendants shall have appeared, or if judgment shall be given, upon any verdict or demurrer, against the plaintiff, the defendant or defendants shall recover treble costs, and have the like remedy for the same as defendants have in other cases by law.

EXTRACT from an Act (46 Geo. III. cap. 87) more effectually to regulate the Collection of the Duties on Goods, Wares, and Merchandize imported or exported into or from *Ireland*, and the Payment of Bounties, Allowances, and Drawbacks thereon.

SECT. XIV. And be it further enacted, That if any brandy, rum, or other spirits, in any cask, bottle, jar or other vessel or package, under sixty gallons gauge, save and except spirits of vitriol, or other spirits used in the linen manufacture, and cordial waters; or if any teas (except such teas as shall be exported from *Great-Britain* to *Ireland*, in packages containing not less than ten pounds each); or if any tobacco, in any package containing less than four hundred and fifty suttie pounds weight; or if any coffee, in any package containing less than one hundred and twelve pounds weight; or if any goods, wares, or merchandize, by law liable to forfeiture upon importation into *Ireland* shall be found on board any ship, vessel, or boat, in any bay, port, harbour, creek, haven, river, or other place in *Ireland*, or within eight leagues of the shore thereof, or shall be discovered so to have been, although bulk shall not appear to have been broken, or although it shall not appear that any of the said goods, wares, or merchandize, before mentioned, were run, or attempted to have been run out of such ship, vessel, or boat; in every such case, all such goods, wares, and merchandize, so found on board such ship, vessel, or boat; and also such ship, vessel, or boat, with all her guns, tackle, furniture, ammunition, and apparel, shall be forfeited; and if any ship, vessel, or boat, shall be found in any bay, port, harbour, haven, river, creek, or other place in *Ireland*, or within eight leagues of the shore thereof, or shall be discovered so to have been, although such goods, wares, or merchandize, before mentioned, or any of them, shall not be found on board such ship, vessel, or boat, upon proof made that any such goods, wares, or merchandize, have been taken from on board such ship, vessel, or boat, or landed in any part of *Ireland*, then every such ship, vessel, or boat, with all her guns, tackle, furniture, ammunition, and apparel, and all goods, wares, and merchandize on board, shall be forfeited, over and above any other penalty or forfeiture for the said

For prevent-
ing the smug-
gling of Spi-
rits, Tea,
Tobacco, or
Prohibited
Goods.

said offence. Provided always, That no such forfeiture shall be incurred, in case such ship, vessel, or boat, not being bound for any port in *Ireland* shall be driven in by unavoidable necessity and distress, provided the master or other person, having or taking the charge or command of such ship, vessel, or boat, shall immediately after the arrival of such ship, vessel, or boat, in any bay, port, harbour, haven, river, creek, or other place in *Ireland*, give notice in writing, and make satisfactory proof of the Port to which such ship, vessel, or boat, was bound, and also of such necessity and distress, to and before the chief Officer of the Customs at the port or place where such ship, boat, or vessel shall arrive: Provided also, That it shall be lawful to have so much tea, brandy, rum, or other spirits, for the use of the seamen then belonging to and on board such ship, vessel, or boat, as shall not exceed in quantity more than two gallons of spirits, nor more than one pound of tea, nor more than two pounds of tobacco, for each seamen belonging to such ship, vessel, or boat.

EXTRACTS from an Act of the Parliament of *Ireland*, (25 Geo. III.) for continuing and amending several Laws relating to his Majesty's Revenue, and for the more effectually preventing Frauds therein.

XXIII. And whereas it has been for some years past the practice of homeward-bound *East-India* and *China* ships to remain for some time in the ports of this kingdom on their passage home, and the officers and sailors on board such ships do, contrary to the laws now in being, by the assistance and aid of many people going to and coming from the said ships, run very considerable quantities of muslins, calicoes, teas, china-ware, and other goods on shore, to the great prejudice of His Majesty's revenue: for remedy thereof, be it enacted by the authority aforesaid, That from and after the first day of *August*, one thousand seven

seven hundred and eighty-five, it shall not be lawful for any person or persons whatsoever, to enter on board any *East-India* or *China* ship, except the King's Officers, whose duty obliges them to go on board such ship, or such other person or persons as shall receive a permit or licence from the Collector or other superior Officer of the port or place where such ship shall lie or be, under the penalty of five hundred pounds for every time such person or persons shall go on board such ship without such licence as aforesaid: and if any goods shall be found open on board such ship, the same shall be taken account of, and made up in proper packages suited to the nature of such goods, by an Officer or Officers stationed at the port or place where such ship shall be, which said goods, when so packed up, shall be corded and sealed with a lead with the King's arms thereon, and an account of all such goods so packed up, corded, and sealed as aforesaid, shall be transmitted to the Commissioners or Collector of the Customs in the port of *London*, and also to the Chairman of the Court of Directors of the United Company of Merchants of *Great-Britain*, trading to the *East Indies*.

XXIV. And be it further enacted by the authority aforesaid, That every boat or vessel carrying persons to such ship or ships shall be licensed as aforesaid, and that every boat or vessel carrying persons to such ship or ships without such licence shall be forfeited; and that it shall and may be lawful to and for any Revenue Officer or Officers stationed on board such ship or ships, and they are hereby respectively required to prevent any person or persons from going on board the same, unless he, she, or they produce such licence; and that if any person or persons shall resist or obstruct such Officer or Officers in doing his or their duty as aforesaid, such person or persons shall forfeit the sum of five hundred pounds; and if any person or persons whatsoever, shall in any case forge or counterfeit any such licence or permit, as are herein-before mentioned, or shall knowingly use or employ any such forged or counterfeited licence or permit, he, she, or they, shall forfeit and lose the sum of one thousand pounds for every such offence.

EXTRACTS from an Act (54 Geo. III. cap. 36) to repeal the Duties of Customs payable on Goods, Wares, and Merchandize imported into *Great-Britain* from any Port or Place within the Limits of the Charter granted to the United Company of Merchants of *England* trading to the *East-Indies*; and to grant other Duties in lieu thereof; and to establish further Regulations for the better Security of the Revenue on Goods so imported; and to alter the Periods of making up and presenting certain Accounts of the said Company to Parliament; to continue in force until the tenth Day of *April*, one thousand eight hundred and nineteen.

Regulations of former Manifest Act, 26 G. III. c. 40, confirmed; except where altered by this Act.

SECT. III. And whereas it is necessary, for the security of the public revenue, that additional regulations should be established with respect to manifests directed to be brought by Masters of ships or vessels arriving in *Great-Britain*, from any port or place within the limits of the charter granted to the United Company of Merchants of *England* trading to the *East-Indies*, from His Majesty's settlement of the *Cape of Good Hope*, the territories and dependencies thereof, or from the island of *Saint Helena*; be it therefore enacted, That from and after the tenth day of *April* one thousand eight hundred and fifteen, the Master or other person having or taking the command of every ship or vessel, belonging in the whole or in part to His Majesty's subjects, arriving in *Great-Britain* from any of the places before mentioned, shall have on board a manifest or manifests, as described and directed by an Act passed in the twenty-sixth year of His present Majesty's reign, intituled, "An Act for the production of Manifests, and for the more effectually preventing fraudulent practices in obtaining Bounties and Drawbacks, and in the clandestine relanding of Goods;" and shall produce and deliver such manifest or manifests, in the manner prescribed and directed by the said recited Act; and that all the rules, regulations, provisions, penalties, and forfeitures, required and directed by the said recited Act, shall remain in force, and be applied to the purposes of this present Act, as far as they relate or may be applicable thereto; except where any of the

the said rules, regulations, provisions, penalties, and forfeitures, are repealed, or in any wise altered by this Act.

IV. And be it further enacted, That no goods, wares, or merchandize, shall be imported or brought into *Great-Britain*, from any of the ports or places before mentioned, in any ship or vessel whatever, belonging in the whole or in part to His Majesty's subjects, unless the Master or other person having or taking the charge or command of every such ship or vessel respectively, shall have on board a manifest or manifests in writing, signed by such Master, and containing the particulars described and set forth in the said recited act, passed in the twenty-sixth year of His present Majesty's reign; and which manifest or manifests shall also contain the name or names (if the same shall be known) of the person or persons to whom any such goods shall be consigned, the time when and the place where any such goods shall have been taken on board; and distinguishing in every manifest the goods which are stowed in the hold, from those which are stowed in other parts of the ship.

Description of manifest to be delivered in Great Britain.

V. Provided always, and be it further enacted, That all alterations which shall, after the completing of any such manifest, be made in the stowage of any ship or vessel, by the removal of any goods from the hold to any other part of the vessel, or from any other part of the vessel to the hold, or from any one deck of the vessel to any other deck, shall be registered, on the day of such removal, in the Log Book or Journal kept by the Master of the vessel, and also in a supplementary manifest which shall be kept for the purpose of registering any such alterations in the stowage of goods by any such removals as aforesaid; and every such supplementary manifest shall be attached to and kept with the original manifest to which it refers.

Alterations of stowage of goods to be noted in the Log Book and in a supplementary manifest.

VI. And be it further enacted, That before any such ship or vessel shall clear or depart from the port or place wherein the lading or any part thereof shall have been taken on board, the Master or other person having or taking the charge or command of every such ship or vessel, shall prepare and deliver a manifest in writing, as herein before required, to the Officer who shall or may be appointed by the Governor, or by the person

Manifest of goods laden, how to be delivered and authenticated.

person or persons exercising the powers and authorities of government of any such settlement or place; and such Master or other person aforesaid shall verify upon oath the truth of the contents of the said manifest before the said persons so appointed, (which oath the said officer is hereby authorized and required to administer), and also to cause a duplicate thereof to be forthwith made, and to endorse upon the original manifest his name, with the day and year on which the same was produced to him; which said original manifest shall then be returned to the said Master or other person aforesaid, on or before the clearing or departure of any such ship or vessel; and such Officer, so appointed as aforesaid, shall, by the first opportunity other than by the same ship or vessel, transmit the said duplicate of such manifest so made as before directed under his hand and seal, to the Commissioners of the Customs in *England* or *Scotland*, as the case may require.

List of marks and numbers of packages to be delivered on the shipping of goods.

VII. Provided always, and be it further enacted, That every person who shall ship any goods, wares or merchandize on board any such ship or vessel, shall at the time of such shipment deliver to the Master or other person having or taking the charge or command of such ship or vessel, a true and exact list in writing, signed with the name of the person so shipping any such goods, wares or merchandize, describing therein the particular marks and numbers of the several packages; and such master or other person as aforesaid shall insert in the manifest of such ship or vessel the particulars contained in such list, and shall annex such original list to the duplicate of the manifest herein-before described and required to be transmitted to the Commissioners of the Customs.

Manifest of goods laden at other places how to be delivered and authenticated.

VIII. And be it further enacted, That in case the Master or other person having or taking the charge or command of such ship or vessel, shall after having departed from the port or place where the whole or any part of the cargo shall have been first taken on board, shall proceed in such ship or vessel to any other port or place herein-before described, and there discharge any part of the cargo so taken on board, then and in such case, the Officer so appointed as aforesaid shall endorse upon the manifest containing the part of the cargo so discharged, an accurate particular, by numbers, marks, and descriptions, of the part of the cargo so discharged, and verify the same, and make out and transmit a duplicate

cate of such endorsement as required in cases of manifest; and in case any such Master or other person aforesaid shall, at such or any other port or place, take on board any other goods, wares and merchandize, the said Master shall, before his clearance or departure from any such port or place, prepare and deliver to the Officer who may be appointed as aforesaid to receive the same, an additional manifest, containing such and the like particulars of the goods, wares and merchandize, there taken on board, in every respect as is herein-before directed and prescribed; and such additional manifest shall be authenticated, and the duplicate thereof transmitted in such and the like manner, in every respect, as herein-before is directed and required.

IX. And be it further enacted, That if any ship or vessel in the course of the homeward voyage shall touch either at His Majesty's settlement of the *Cape of Good Hope* or at the island of *Saint Helena*, the Master or other person having or taking the charge or command thereof shall produce and deliver to the Officers who may be appointed as aforesaid, all and every the original manifest or manifests so authenticated as aforesaid, and shall again verify on oath, before the said officer, the truth of the manifest or manifests; and the Officer who may be appointed to authenticate such manifest or manifests, at the said settlement of the *Cape of Good Hope* or the said island of *Saint Helena*, shall, upon the clearing of every such ship or vessel, immediately transmit a duplicate of such manifest or manifests to the Commissioners of the Customs in *England* or *Scotland*, as the case may require: Provided always, that in every case wherein goods, wares and merchandize shall have been taken on board either at the said settlement of the *Cape of Good Hope* or at the island of *Saint Helena*, a separate manifest for such goods, wares and merchandize shall be produced and delivered to and authenticated by the said Officer, and duplicates by him transmitted in such and the like manner in every respect as is herein before directed and required with respect to manifests.

Manifest of goods shipped at the Cape of Good Hope, or the island of St. Helena, how to be delivered and authenticated.

X. Provided always, and be it further enacted, That in case the Master or other person having or taking the charge or command of any ship or vessel so trading, shall not intend in the course of the homeward voyage, to touch at any port at

person or persons exercising the powers and authorities of government of any such settlement or place; and such Master or other person aforesaid shall verify upon oath the truth of the contents of the said manifest before the said persons so appointed, (which oath the said officer is hereby authorized and required to administer), and also to cause a duplicate thereof to be forthwith made, and to endorse upon the original manifest his name, with the day and year on which the same was produced to him; which said original manifest shall then be returned to the said Master or other person aforesaid, on or before the clearing or departure of any such ship or vessel; and such Officer, so appointed as aforesaid, shall, by the first opportunity other than by the same ship or vessel, transmit the said duplicate of such manifest so made as before directed under his hand and seal, to the Commissioners of the Customs in *England* or *Scotland*, as the case may require.

List of marks and numbers of packages to be delivered on the shipping of goods.

VII. Provided always, and be it further enacted, That every person who shall ship any goods, wares or merchandize on board any such ship or vessel, shall at the time of such shipment deliver to the Master or other person having or taking the charge or command of such ship or vessel, a true and exact list in writing, signed with the name of the person so shipping any such goods, wares or merchandize, describing therein the particular marks and numbers of the several packages; and such master or other person as aforesaid shall insert in the manifest of such ship or vessel the particulars contained in such list, and shall annex such original list to the duplicate of the manifest herein-before described and required to be transmitted to the Commissioners of the Customs.

Manifest of goods laden at other places how to be delivered and authenticated.

VIII. And be it further enacted, That in case the Master or other person having or taking the charge or command of such ship or vessel, shall after having departed from the port or place where the whole or any part of the cargo shall have been first taken on board, shall proceed in such ship or vessel to any other port or place herein-before described, and there discharge any part of the cargo so taken on board, then and in such case, the Officer so appointed as aforesaid shall endorse upon the manifest containing the part of the cargo so discharged, an accurate particular, by numbers, marks, and descriptions, of the part of the cargo so discharged, and verify the same, and make out and transmit a duplicate

cate of such endorsement as required in cases of manifest; and in case any such Master or other person aforesaid shall, at such or any other port or place, take on board any other goods, wares and merchandize, the said Master shall, before his clearance or departure from any such port or place, prepare and deliver to the Officer who may be appointed as aforesaid to receive the same, an additional manifest, containing such and the like particulars of the goods, wares and merchandize, there taken on board, in every respect as is herein-before directed and prescribed; and such additional manifest shall be authenticated, and the duplicate thereof transmitted in such and the like manner, in every respect, as herein-before is directed and required.

IX. And be it further enacted, That if any ship or vessel in the course of the homeward voyage shall touch either at His Majesty's settlement of the *Cape of Good Hope* or at the island of *Saint Helena*, the Master or other person having or taking the charge or command thereof shall produce and deliver to the Officers who may be appointed as aforesaid, all and every the original manifest or manifests so authenticated as aforesaid, and shall again verify on oath, before the said officer, the truth of the manifest or manifests; and the Officer who may be appointed to authenticate such manifest or manifests, at the said settlement of the *Cape of Good Hope* or the said island of *Saint Helena*, shall, upon the clearing of every such ship or vessel, immediately transmit a duplicate of such manifest or manifests to the Commissioners of the Customs in *England* or *Scotland*, as the case may require: Provided always, that in every case wherein goods, wares and merchandize shall have been taken on board either at the said settlement of the *Cape of Good Hope* or at the island of *Saint Helena*, a separate manifest for such goods, wares and merchandize shall be produced and delivered to and authenticated by the said Officer, and duplicates by him transmitted in such and the like manner in every respect as is herein before directed and required with respect to manifests.

Manifest of goods shipped at the Cape of Good Hope, or the island of St. Helena, how to be delivered and authenticated.

X. Provided always, and be it further enacted, That in case the Master or other person having or taking the charge or command of any ship or vessel so trading, shall not intend in the course of the homeward voyage,

Original manifest to be delivered at any port at

wares, and merchandize imported into *Great Britain* from any port or place within the limits of the charter granted to the United *East-India* Company, His Majesty's settlement of the *Cape of Good Hope*, its territories or dependencies, or the island of *Saint Helena*, or from such other port or place from whence the ship or vessel shall have cleared or departed for *Great Britain* as aforesaid.

Act not to alter the manner in which manifests are now authenticated in China.

XIV. Provided always, and be it further enacted, That nothing in this Act contained shall extend, or be construed to extend, to repeal or in any way alter the manner according to which manifests are directed to be delivered and authenticated, in respect to goods imported into *Great Britain* by the United *East-India* Company, from any port or place within the dominions of the Emperor of *China*, by an Act passed in the twenty-seventh year of the reign of His present Majesty, intituled, "An Act for making further provisions in regard to such vessels as are particularly described in an Act made in the twenty-fourth year of the reign of His present Majesty, for the more effectual prevention of smuggling in this Kingdom, and for extending the said Act to other vessels and boats not particularly described therein; for taking off the Duties on Flasks in which Wine or Oil is imported; for laying an additional Duty on Foreign Geneva imported; for taking off the Duty on Ebony the Growth of Africa, imported into this Kingdom; and for amending several laws relative to the Revenue of Customs."

Hatches to be locked.

XV. And be it further enacted, That from and after the said tenth day of *April* one thousand eight hundred and fourteen, the hatches of all ships and vessels arriving from any of the ports or places before mentioned, in any of the ports of *Great-Britain* which shall have been or shall be declared fit and proper for such importation, shall be secured under the joint locks of the Master of such ship or vessel, and of the Officers of His Majesty's Customs and of the Excise, in cases where that revenue is concerned; and no such hatch or hatches shall be opened on any account or pretence whatever, but in the presence of such Officers respectively; and if any such Officer shall refuse or neglect to attend at the locking up or opening any such hatch or hatches, after due notice shall have been given him for that purpose, every such Officer so offending shall

shall for every such offence, upon being convicted thereof, forfeit and pay the sum of one hundred pounds.

XXVIII. And whereas by this Act duties of Customs are payable on certain articles, according to the true and real value thereof, to be ascertained by the gross price at which such goods shall have been publicly sold at the sales of the United Company of Merchants of *England* trading to the *East-Indies*: and whereas much inconvenience and delay hath arisen in the payment of the duties and delivery of the articles brought from the *East-Indies*, either as presents or for private use, particularly specimens of natural history, models, drawings, and other articles, tending to illustrate or improve the arts or sciences, arising from the necessity of such articles being exposed to public sale by the *East-India* Company, in order to ascertain the value according to which the duties payable by law are to be levied and collected, and such articles are also thereby exposed to great injury and damage: And whereas it is expedient, in order to remedy such inconvenience and delay, that the duties of Customs payable on such goods should be ascertained, without the same being in future exposed to public sale; be it therefore enacted, That from and after the said tenth day of *April* one thousand eight hundred and fourteen, it shall and may be lawful for any person or persons who shall import or bring into *Great Britain*, from any port or place within the limits of the charter granted to the United Company of Merchants of *England* trading to the *East-Indies*, any of the articles before mentioned, or any articles whatever (not being prohibited to be used or consumed in *Great Britain*), on which the duties of Customs are now chargeable according to the value thereof, either as presents or for private use, and not by way of merchandize, to enter the same with the proper Officers of His Majesty's Customs, such goods having been first lodged and housed in warehouses according to law; and that the value of such goods, according to which the duties of Customs are due and payable, shall be ascertained according to the declaration of the value thereof, to be made by the owner or proprietor, or his known agent, in the like manner and form, and under all the rules, regulations, and restrictions, and subject and liable to such and

Articles for private use, to be entered on the declared value.

and the like forfeitures and penalties, as are prescribed, directed, and imposed with respect to goods not imported by the *East-India* Company, and on which the duties of Customs are payable according to the value thereof.

I

ALLES, of *London*, *British* built, of the Burthen of 870 Tons,
bound to *London*.

its of the Packages.	To whom consigned or belonging.
.....	UNITED EAST-INDIA COMPANY.
.....	D ^o
.....	D ^o
.....	D ^o
ng	Capt. Charles Thomas.
.....	D ^o
.....	D ^o
containing Pieces	D ^o
ig	Charles King, Chief Mate.
.....	D ^o
.....	D ^o
.....	William Williams, Esq.
Presen	D ^o
.....	Mr. Edward White.

N. re described, as also all Presents that are sent Home, and the Manifest to be signed the Manifests to be enclosed to the Collector of His Majesty's Customs ; a Second stwo Copies thereof, to be delivered to the two first Revenue Officers who shall cornifest, agreeable to Act 26 *Geo. III.* Chap. 40.

APPENDIX, No. XIV.

EXTRACTS from an Act (54 Geo. III, cap. 169) for making certain Regulations respecting the Postage of Ship Letters, and of Letters in *Great Britain*.

SECT. III. And be it further enacted, That it shall and may be lawful for His Majesty's Postmaster-General and his Deputies to receive Letters and Packets directed to places within His Majesty's dominions, and to kingdoms and countries beyond the seas, from any person or persons who may bring the same to any Post-Office in *Great Britain*, and who may be desirous to forward such letters themselves, and to affix upon each letter or packet such stamp, mark of postage, or designation as the Postmaster-General in his discretion shall think proper, and order, and thereupon to demand and receive for the use of His Majesty, his heirs and successors, a rate of postage of one-third part of the rates and duties payable by law for such respective letters and packets if the same were conveyed by packet-boats, and in cases where no rate of postage is already established, then to demand, have, receive, and take for such letters and packets, rates as near as can be ascertained equal to one-third part of what is now paid for letters sent beyond the seas, and upon payment thereof to return such letters and packets to the person or persons bringing the same, and that it shall and may be lawful for such person or persons to forward such letters and packets to the places to which they may be directed by any ships or vessels that he or they may think proper, not being packet-boats, without incurring any penalty therefore, and without payment of any other rate or duty of postage; any law, statute, custom or usage to the contrary notwithstanding.

Persons bringing such letters to the Post Office and paying a certain rate of postage empowered to forward the same by any vessel, not being a packet-boat.

IV. And

Postmaster-General may authorize persons to collect letters and to forward the same by vessel other than packet-boats, if letters are brought to the Post Office and the postage paid.

IV. And be it further enacted, That it shall and may be lawful for His Majesty's Postmaster-General, by writing under his hand, and under seal of the office of Postmaster-General, to license and authorize any person or persons whatsoever to collect letters and packets in *Great Britain* directed to places within His Majesty's dominions, and to kingdoms and countries beyond the seas, for the purpose of being forwarded according to their directions by any ships or vessels, other than packet-boats, provided that such persons so to be licensed shall previous to forwarding the same bring such letters and packets to the Post-Office of the town or place to have a stamp, mark of postage, or designation put thereon, which stamp, mark of postage, or designation, the Postmaster-General and his Deputies are hereby authorized and required to put thereon, and to demand, receive, and take, for the use of His Majesty, his heirs and successors, the same rates of postage as are hereby made payable for letters and packets to be forwarded by persons bringing the same in manner herein-before provided; and upon such payment being made to return such letters and packets to the persons so to be licensed, and that it shall and may be lawful for such authorised persons to forward such letters and packets by any ships or vessels that he or they may think proper, not being packet-boats, without incurring any penalty therefore, and without payment of any other rate of postage; any law, statute, or usage to the contrary notwithstanding.

Masters of vessels to deliver letters to authorised persons, who, on receiving 3s. for every 50 of such letters, shall put them into a sealed bag and return them.

V. And be it further enacted, That it shall be lawful for any person or persons authorised by the Postmaster-General in places within His Majesty's dominions and countries beyond the seas to receive from the Masters of vessels coming from thence into any port in *Great Britain*, letters and packets which may be collected and brought by such Masters to them for the purpose of being transmitted by the authority of the Postmaster-General, and also to receive from such Masters with such letters at the rate of three shillings for every fifty letters or packets, and so in proportion for a greater or lesser number; and such person or persons so authorised by the Postmaster-General shall make up in a bag or parcel all such letters so received, and inclose therein a certificate of the

the number of letters contained in the same, and an impression of the seal which shall be used to seal such bag or parcel, and the date when the same shall be sealed, and shall seal the bag or parcel with the seal of which an impression shall have been so inclosed, and deliver the same bag or parcel to such Masters for the purpose of being brought by them to the port at which they shall arrive in *Great Britain*.

VI. And in order to encourage Masters of ships and vessels, not being packet-boats coming from places within His Majesty's dominions and places beyond the seas; be it further enacted, That it shall be lawful for the Masters of vessels to collect letters and packets in places within His Majesty's dominions and countries beyond the seas, so as such letters shall be collected for the purpose of being transmitted by the authority of the Postmaster-General to *Great Britain*, and provided that such Masters shall deliver all such letters to some person or persons authorised by the Postmaster-General to receive the same for the purposes aforesaid, and that the Masters shall, upon delivering the same, pay unto the person or persons so authorized the sum of three shillings for every fifty letters, or so in proportion for a greater or lesser number, and shall then receive the same back from such person or persons so authorised as aforesaid, in a sealed bag or parcel, and shall upon delivery of such bag or parcel so made up and sealed in such manner as is herein-before mentioned in a perfect state at any Post Office in *Great Britain*, be repaid the sum of money which they shall have so advanced as aforesaid, and also two-pence per letter for every letter which shall be contained in such bag or parcel.

On delivering such bag at the Post Office, the Master of the Vessel shall be repaid the 3s. and receive 2d for every letter.

VII. Provided also, and be it further enacted, That if any Master of such ship or vessel shall open any bag or bags of letters with which he shall have been entrusted, or shall take out of such bag any letter or letters whatsoever, or shall not duly deliver such bag with the letters at the place where he shall arrive, to the person who may be authorised to receive the same without wilful or unavoidable delay after his arrival, every such Master so offending shall forfeit and pay the sum of five hundred pounds.

Penalty on opening the bag, &c. £500.

Penalty on
sending let-
ters not hav-
ing the Post
Office mark.

VIII. And be it further enacted, That if any person whatsoever shall send any letter or packet by any ship or vessel of which he shall not be owner, without having the official mark of the postage having been paid thereon, or if any Master shall have on board or carry any letter, not being the letter of his owners, without such official mark thereon, every such person or persons so offending shall forfeit and pay the sum of five pounds for every letter or packet so sent or found on board, or carried as aforesaid.

Officers of
the Customs
may search
ships for let-
ters,

IX. And be it further enacted, That it shall and may be lawful to and for the Collector, Comptroller, or principal officers of His Majesty's Customs, at any port or place whatsoever, and they are hereby authorised and required to search every ship or vessel in any port or place for letters or packets which may be on board contrary to the provisions of this Act, and to seize and take all such letters and to forward the same to the Postmaster General or his Deputy at the port or place, and that the Officer seizing and sending the same shall be entitled to one moiety of the penalty which may be recovered for any such offence.

and may ad-
minister oath
to Masters of
vessels.

X. And be it further enacted, That it shall and may be lawful for such Collector, Comptroller, or Officer of the Customs, and he is hereby authorised and required to administer an oath to such Master before he departs, that he has not any letters which have not paid the rates of postage hereby imposed on board his ship or vessel, not being the letters of the owners of his said ship or vessel.

Declaration
to be made of
the delivery
of letters be-
fore vessel
breaks bulk.

XI. And be it further enacted, That on the arrival of any ship in port, the Master shall sign a declaration in writing, in the presence of the person authorised by the Postmaster General at the port or place, who shall also sign the same, that to the best of his knowledge and belief he has delivered according to the provisions of this Act, all the letters or bags or parcels of letters on board his vessel, and that until such declaration shall be signed the Officers of the Customs shall not permit such ship or vessel to break bulk, and in case such Master shall wilfully neglect to make such declaration he shall forfeit and pay the sum of fifty pounds, one moiety thereof to be paid to the informer.

XII. And

Penalty £50.

XII. And be it further enacted, That if any Collector, Comptroller, or principal Officer hereby required to prohibit any ship or vessel breaking bulk until the requisites of this Act shall be complied with, shall permit such ship or vessel to break bulk, such Collector, Comptroller, or Officer so permitting such ship or vessel to break bulk, shall forfeit and pay the sum of twenty pounds; one moiety thereof to be paid to the informer.

Penalty on
officers neg-
lecting duty.

XIII. And be it further enacted, That one moiety of the several pecuniary penalties hereby imposed shall be payable to the use of His Majesty, his heirs and successors, and the other moiety to any person who shall and will inform and sue for the same, to be recovered with full costs of suit by action of debt, bill, plaint, or information, in any of His Majesty's Courts of Record in *Great Britain*, wherein no essoin, protection, privilege, or wager of law shall be admitted.

Penalties how
to be applied.

XIV. And be it further enacted, That if any person shall forge or counterfeit, or cause to be forged or counterfeited any stamp, mark of postage, or designation upon any letter hereby authorised to be so stamped, marked, or designated, with intent to avoid the payment of the rate of postage hereby imposed, each and every person and persons so offending shall be deemed and taken to be guilty of a misdemeanor, to be punished by fine and imprisonment, and such offence, if committed within *Great Britain*, shall and may be enquired of, tried, and adjudged, either within the city of *London*, or where the offence shall be committed.

Punishment
of persons for
forging the
Post Office
mark.

XV. Provided always, and be it further enacted, That this Act shall not extend to restrain nor to prevent the *East-India Company*, nor their Court of Directors, from sending and receiving, and causing to be sent and received to and from any of their Governments and servants abroad, all packets, letters, and papers whatsoever, relating to the affairs, business, and concerns of the said Company, and of their several Governments abroad, in the manner heretofore accustomed by the said Company and their Court of Directors, without payment of any postage or duty, nor to subject any person to any penalty or forfeiture in respect thereof.

Not to extend
to the East-
India Com-
pany.

President of
the Board of
Commission-
ers for the
Affairs of In-
dia to send
and receive
letters free
from postage.

XVI. And be it further enacted, That from and after the passing of this Act it shall and may be lawful for the President of the Board of Commissioners for the Affairs of *India* for the time being, to send and receive letters and packets by the post free from the duty of postage within the United Kingdom, in the same manner and under such restrictions as the Lord High Chancellor of *Great Britain* is, by an Act passed in the forty-sixth year of the reign of His present Majesty, authorised to send and receive letters and packets free from postage.

APPENDIX, No. XV.

EXTRACTS from two ACTS OF PARLIAMENT relating to the
East-India Docks.

EXTRACTS from an Act (43 Geo. III., cap. 126) for the further Improvement of the Port of *London*, by making Docks and other Works at *Blackwall*, for the Accommodation of the *East-India* Shipping in the said Port.

LIX. And be it further enacted, That it shall and may be lawful to and for the said Directors, or any five or more of them, and they are hereby required from time to time, as there shall seem to them to be occasion, to nominate and appoint a proper person or proper persons as Dock Master or Dock Masters, and shall and may from time to time, as often as they shall see cause, remove, suspend, or dismiss any such Dock Master or Dock Masters; and each and every such Dock Master, so from time to time appointed, shall have full power and authority (but subject to the regulations and restrictions herein expressed) to direct the mooring, unmooring, moving, or removing of all ships and other vessels, lighters and crafts, coming into, lying, or being in the said docks, and the basons which shall belong thereto, or any of them, and coming into, lying, or
being

being in such part or parts of the river *Thames*, as shall be within the distance of two hundred yards from the extremity of the wing wall of any entrance out of the said river into the said docks and basons and other works of the said Company, or any of them, and to appoint and regulate the time or times and manner of their entrance into, lying in, or going out of or from such docks, basons, and other works, or any of them, and such part or parts of the said river, and to regulate and determine their position, manner of loading, and discharging therein respectively, and the time or times of opening or shutting the several gates of the said several docks, basons, or works; and in case the Owner, Master, or other person having the charge or command of any ship or other vessel shall refuse or neglect to moor, unmoor, place, move, or remove his ship or vessel according to such direction, immediately after notice to him or them given in writing, or left with some person or persons on board the said ship or vessel for that purpose, every such Owner, Master, or other person having the charge or command of such ship or vessel, shall, for every such offence, forfeit and pay any sum not exceeding ten pounds; and it shall and may be lawful to and for the said Dock Master or Dock Masters, or his or their assistants, and he and they is and are hereby required to moor, unmoor, place, move, or remove such ship or vessel, and the charges and expenses thereof respectively shall be repaid by such Owner, Master, or other person having the charge or command of such ship or vessel, to the Secretary for the time being of the said Company, and in case of non-payment thereof on demand, such charges and expenses may be levied and recovered by such ways and means as any penalties or forfeitures may by this act be levied or recovered, or by action of debt, or on the case, together with full costs of suit, in any of His Majesty's Courts of Record at *Westminster*, wherein no essoign, protection, wager of law, or more than one imparlance, shall be allowed; and in case any Master, Commander, Mate, Pilot, or other person or persons taking the command of any ship or other vessel, or the owner, agent, consignee, or any other person or persons whosoever, shall obstruct or hinder the mooring, unmooring, placing, moving, or removing of any ship or other vessel in the said docks, or in the basons which shall belong

belong thereto, or in any such part or parts of the river *Thames* at *Black-wall* aforesaid, as shall be within the distance of two hundred yards from the extremity of the wing wall of any entrance out of the said river there, into the works of the said Company, such person or persons shall, for every such offence, forfeit and pay any sum not exceeding five pounds nor less than forty shillings.

LXI. Provided also, and be it enacted, that the several orders and directions to be from time to time given by the said Directors, or any five or more of them, or by any such Dock Master, or by any person or persons acting by virtue of or under the authority of the said Directors, to the Master or other person having the charge or command of any ship or vessel within the said docks, basons or other works, or any of them, or within any such part or parts of the said river *Thames* as shall be within the distance of two hundred yards from the extremity of the wing wall of any entrance out of the said river into the works of the said Company of Proprietors, shall not extend or be construed to extend to lessen or diminish any responsibility which the said Master, or other person or persons shall be subject or liable to in respect of such ship or vessel, or the cargo thereof.

LXIII. And be it further enacted, That when any such dock or docks, bason or basons, and other works, to be made and built by virtue of this act, shall be so far completed as to be fit and ready for the reception of ships, all the ships and vessels which shall arrive or come from any part of the *East-Indies* or *China*, into the river *Thames*, with cargoes of produce from the *East-Indies* or *China*, shall unload or discharge the whole of their respective cargoes within some or one of the said docks or basons, and not elsewhere, save and except such part or parts thereof as may be directed by any three or more of the Commissioners of His Majesty's Customs to be unloaded or discharged into any lighter or other craft in the employ of the *East-India* Company, at a certain place within the said port of *London* called *Long Reach*, for the purpose of lessening the draught of water of any such ship or vessel, and the goods, wares, and merchandize so unloaded or discharged, being produce from the *East-Indies* or *China*, and in respect whereof any duties

ties shall be payable, shall or may afterwards be stored or deposited in the warehouses of the United Company of Merchants trading to the *East-Indies*, according to the laws now in force in relation to goods wares, and merchandize imported from the *East-Indies* or *China*; and in case any Owner, Master, or other person having the command or charge any ship or vessel in the *East-India* trade, shall unload or discharge, or cause or permit, or suffer to be unloaded or discharged, any such goods, wares, or merchandize, being produce from the *East-Indies* or *China*, at any time or times after any such dock or docks, bason or basons, shall be fit for the reception of ships as aforesaid, from his ship or vessel, in any other place or places, in or near the port of *London*, than within such dock or docks, bason or basons, save and except as herein-before mentioned, then and in every such case every such Owner, Master, or other person having the command or charge of such ship or vessel, shall for every such offence, forfeit and pay the sum of five hundred pounds.

LXXIV. And, for the more effectually preventing accidents by fire in the said docks and dock premises, be it further enacted, That if any person whosoever shall have or keep, or cause to be had or kept, any fire, candle, or lamp lighted within any of the said docks, or of the basons or other works which shall belong thereto, or on board any ship or vessel in such dock or basons respectively, at any time or times whatsoever, save and except such fires or lighted candles or lamps as shall be necessary to be used in the making, building, finishing, repairing, altering, or improving of the same docks, basons and other works, or any of them, unless by the special order, authority, and permission of the said Directors, or any five or more of them, given in writing under their hands, the person so offending shall for every such offence, forfeit and pay any sum not exceeding ten pounds nor less than five pounds.

CI. Provided always, and be it further enacted, That the Owners and Commanders of all the ships and vessels in the service of or employed by the said United Company, shall remain answerable and liable to the said United Company and their successors for the due stowage and delivery of their cargoes, according to the true intent and meaning of

of any contracts, charter-parties, or agreements at any time made or entered into, or to be made or entered into, by and between the said Owners and commanders respectively and the said United Company, in like manner as if the said ships and vessels had continued to be loaded and unloaded in the manner heretofore accustomed, and as if this Act had not been made.

CII. Provided also, and be it enacted, That it shall be lawful for the said United Company and their successors to cause Surveyors and other persons, as they shall see fit, to go and remain on board the said ships and vessels at such times, whilst loading and unloading, as the Officers of the *East-India* Dock Company, or any other person or persons may lawfully go to and remain on board such ships, and to superintend such loading and unloading as they may now lawfully do, this Act or any thing herein contained to the contrary thereof in any wise notwithstanding.

EXTRACTS from an Act (46 Geo. III.) for altering and enlarging the Powers of an Act, made in the forty-third Year of His present Majesty, for the further Improvement of the Port of *London*, by making Docks and other Works at *Blackwall*, for the Accommodation of the *East-India* Shipping in the said Port.

And be it further enacted, That from and after such publication of such certificate as aforesaid, no person whatsoever shall be permitted to remain within such part of the said docks, quays, and other premises, as are to be inclosed within the wall or walls, as herein-mentioned, during any part of such hours and times respectively, as such premises are by this Act directed to be kept shut and locked up; but in case it shall hereafter appear to the *East-India* Dock Company, or to their Directors, that a guard or watch may be necessary to be kept and maintained within the said premises, then and in such case it shall and may be lawful to and for the said *East-India* Dock Company, or their Directors, and they are hereby empowered to appoint and place within the same, or any part thereof

thereof such guard or guards, watchman or watchmen, for and during such hours as they the said *East-India* Dock Company, or their Directors, shall think right and proper.

And be it further enacted, That from and after such publication of such certificate as aforesaid, upon the arrival of any ship or vessel in the river *Thames* with a cargo of produce from the *East-Indies* or *China*, the Master or Commander, Chief Mate or Second Mate of such ship or vessel, shall, on or before the arrival of such ship or other vessel at *Gravesend*, well and securely lock down and fasten with strong and sufficient locks and other fastenings, to be provided at the expense of the Owner or Owners of such ship or vessel, all the hatches leading to or connected with the cargo of such ship or vessel; and from the time of her arrival at *Gravesend*, the said Master or Commander, Chief Mate or Second Mate, shall remain constantly on board such ship or vessel, and keep such hatches of such ship or other vessel so locked down and fastened, until such ship or vessel shall be safely moored in one of the said docks or basons, and until such Master, Commander, Chief Mate, or Second Mate, shall have delivered the keys of such locks or fastenings to such Officer or servant of the said *East-India* Company as shall be duly authorised to receive the same; and in case the said Master, Commander, Chief Mate or Second Mate of any such ship or vessel shall refuse or neglect to provide such locks and other fastenings, or to lock and fasten down the hatches of such ship or vessel as aforesaid, or to keep the same so locked and fastened down, or shall leave such ship or vessel after her arrival at *Gravesend*, and before she shall be safely moored, and the said keys so delivered as last aforesaid, or shall refuse or neglect to deliver the said keys to such Officer or servant as before-mentioned, within two hours next after such mooring as aforesaid, then and in every such case every such Master, Commander, Chief Mate, Second Mate, or other person so offending, shall, for every such offence (upon conviction thereof), forfeit and pay the sum of one hundred pounds.

APPENDIX, No. XVI.

STANDING ORDERS *for preventing the Deviation of Ships employed in the Company's Service, and for the Detection and Punishment of Persons who shall be concerned in illicit Trade.*

AT A

COURT OF DIRECTORS,

HELD

The 11th September, 1776.

ORDERED, That it be a standing order of this Court, That in future, within six weeks after each of the Company's homeward-bound ships is cleared, the Commander and Officers thereof be summoned to attend a Joint Committee of Private-Trade and Shipping, to whom it is referred to make strict inquiry into the reasons of any deviations which shall have been made by such a ship, during the whole course of her voyage; and that the said Committee do, with all convenient speed, report their opinion thereon to the Court.

AT A

COURT OF DIRECTORS,

HELD

The 23d May, 1777.

The Court taking into consideration the mischief arising to the Company by the illicit trading, both outward and homeward-bound, of the Commanders and Officers of ships in the Company's service; and it having appeared, by informations received from the Officers of Government, and by other proofs laid before the Court, that such practices are frequently carried on at foreign ports, or in *Ireland, Scotland, or Out-ports* in this kingdom, to which the ships proceed, contrary to the orders

orders and instructions given to the Commanders, or by means of vessels which meet the Company's ships at sea, and there deliver goods to, and receive goods from them:

Resolved Unanimously, In order to detect and bring such offenders to punishment, that it be a standing order of this Court, That the Clerk to the Committee of Private-Trade do, within four weeks next after each of the Company's homeward ships shall be cleared, collect from the ship's journals, and from letters and other things which shall come to his knowledge (and which he shall examine for the purpose), an account of all the ship's proceedings, to or towards any port or place, both outward and homeward-bound, without or contrary to the Company's orders or instructions, and of all the ship's deviations from, or loitering in, the course of her voyage, in the *English Channel*, or elsewhere, and do state the same in writing, to the Chairman and Deputy Chairman, and also to the respective Committees of Private-Trade and Shipping, in order that such matters may respectively be taken into consideration by the Joint Committee of Private-Trade and Shipping, pursuant to the standing order of this Court made the 11th day of *September* last. And it is further resolved, That in case the Committee of Private-Trade and Shipping shall not, within six weeks after such state laid before them, as aforesaid, report to this Court, that such ship's proceeding to such ports or places, without or contrary to the orders of the Company, and such deviations or loitering were necessary or prudent for the safety of the ship and cargo, the Company's Solicitor shall be informed thereof by the Clerk of the said Committee, and he shall forthwith, without further orders, file a bill in the Court of Exchequer against the Commander of such ship, and such other persons as Counsel shall advise to be necessary parties, charging them with having been concerned in illicit trade, and praying a full discovery thereof, and relief for the damages sustained thereby, waving all other penalties, according to Act of Parliament made in that behalf, which suit shall not be stopped or stayed by any order or vote of Court, or any Committee thereof.

Resolved Unanimously, That it be a standing order of this Court, That when any suit is ordered by this Court to be brought against any

person or persons, on account of illicit trade, upon any information or evidence laid before the Court, the proceedings thereon shall not be stayed, at any time after the next subsequent Court, by an order or vote of this Court, or any Committee thereof.

Resolved Unanimously, That upon the arrival of the Company's ships in the river *Thames*, the Clerk of the Committee of Private Trade shall forthwith give notice thereof to the Master-Attendant and Surveyor of Shipping, and thereupon the Master-Attendant, or his Assistant, or in case they shall be otherwise previously employed, then the Surveyor of Shipping, or his Assistant, shall forthwith repair on board the said ship or ships, before any goods shall be delivered, and shall carefully examine the state and condition of the hold, and of every part of the lower deck, and report to the Committee of Private Trade, what vacant space, if any, shall remain therein, that is fit and proper for the stowage of goods; and also whether any packages appear to have been removed, disturbed, or replaced, during the homeward bound passage.

Resolved Unanimously, That if, on examination, it should be reported by the Officer or Officers above-mentioned, that any space is left in the hold, proper for the stowage of goods, the Commander of such ship shall forfeit and pay to the Company the sum of £100, for every sixty cubical feet of such vacant space, unless it shall appear upon the ship's journals, or other authenticated paper, that the said Commander, upon his application, in writing, to the Governor and Council at the settlement from whence he was last dispatched, or to the Supra-cargoes in *China*, was refused a larger quantity of goods; or unless it shall appear to the Committee, that such vacancy had arisen from the settlement of the cargo, or some unavoidable accident, during the course of the voyage.

Resolved Unanimously, That the Commanders of the Company's ships be directed by the said Committee, not to open, nor permit the hatches of their ships to be opened, on their arrival in the river *Thames*, till the Officer or Officers above-mentioned shall come on board, for the purpose of such examination.

It frequently happening, that practices of smuggling by this Company's Officers are discovered by his Majesty's Officers of the Customs, and

and suits are brought thereon, which do not come to the knowledge of this Court, and compositions are often made of such suits, very much to the prejudice of this Company:

Resolved Unanimously, That this Company's Solicitor do forthwith apply to His Majesty's Commissioners of the Customs, and request that they will be pleased to order their Solicitor to give this Company's Solicitor an account of all suits now depending, and also from time to time, of all suits that shall hereafter be brought against any of the Commanders and Officers of this Company's ships, for practices of smuggling of East-India Goods, and of all the proceedings thereon, which account the Company's Solicitor shall forthwith communicate to the Chairman and Deputy Chairman, and to the respective Committees of Private Trade and Shipping, in order that they may pursue such measures as shall appear proper.

APPENDIX, No. XVII.

REGULATIONS respecting Certificates to be produced by Officers of the Company's Ships.

AT A

COURT OF DIRECTORS,

HELD

Wednesday, the 8th December 1813.

RESOLVED, That every person, previous to his being approved for the station of Commander, Chief, Second, Third, or Fourth Mate of one of the Company's ships, shall produce a certificate from the Commander of the ship in which he sailed on his last voyage, in manner and form as follows, viz.

" I, A.—B.

“ I, A.—B.—, Commander of the ship ————, do
 “ hereby certify and declare, that C.—D.— served under my command
 “ on board the ship ————, in the station of ————, from
 “ the ———— to the ————, during which period he was
 “ diligent, sober, and at all times obedient to command; as witness my
 “ hand, this ———— day of ———— 18——”

That in the event of any Commander declining to give a certificate to the above effect, such Commander shall be required to state to the Committee of Shipping, in writing, his reasons at large for refusing to give such certificate, and that the subject be then referred to the investigation of the five senior Commanders going out in that season, who shall not, at the time, have taken leave of the Court of Directors, and who shall be desired forthwith to report their decision on the case to the Committee of Shipping, and which decision, if signed by any three of the five Commanders, shall be final.

(By order of the said Court),

JAMES COBB,

Assistant Secretary.

APPENDIX, No. XVIII.

REGULATIONS for preventing Deficiencies in the Delivery of Copper.

THAT the copper be weighed at the Merchant's house or wharf, in the presence of the Purser, one of the Company's Officers from the East-India Wharf, and the Merchant's Clerk, as hitherto practised, and that an iron hoop be fixed on the inside of each case. That the gross weight and the tare be cut on the case; and that an account be taken, at the same time, of the number of each package, with the gross weight, tare, and nett weight thereof, and the number of pieces contained in it. That it be recommended to the Owners to cause each Package to be re-weighed

re-weighed, immediately on its being received on board the ship, in the presence of the Commanding Officer, the Master of the Craft, the Surveyor who had charge of her, and the Surveyor on duty on board the ship; and in case the gross weight of any package should differ from the gross weight marked thereon, such package be returned to the Company's Wharf by the Commanding Officer, with an account of the number of it, and the weight as taken on board the ship, signed by him and by the other persons who saw it weighed; and that, on such occasion, the Warehouse-keeper at the Wharf do examine the package, and take such other steps as may discover the cause of such difference in weight, and immediately report all the particulars he shall obtain to the Committee of Shipping; unless it shall clearly appear to him to have been owing to a mistake in the original weight, which may be easily discovered by the condition of the chest, and the number of pieces of copper contained in it.

That it be also recommended to the Owners to give orders, that the cases of copper be weighed again, when delivered out of the ship in India, and an account of the weights taken.

That directions be sent to the several Presidencies, to cause the copper to be weighed immediately upon its being landed; and that the Commander, or some person appointed by him, on the part of the Owners, be required to attend the weighing. That whenever it shall be found impracticable to weigh it immediately, it be secured under two locks, and that the Commander, or person appointed by him, have possession of the key of one of the locks, till the whole of the copper shall have been weighed.

That if any Package shall, on weighing, appear deficient, the number of such Package, with the gross weight and tare, as marked on the outside, be stated in the account of deficiency tendered to the Commander for his signature, and that he be allowed to make such reasonable objections to the account as he may think proper; and that the Import Warehouse-keeper do certify on the face of the account, whether such objections are well founded, or not, and add such remarks thereon, as shall enable the Committee of Private-Trade to determine whether the deficiencies should, in justice, be charged to the Owners, or not.

APPENDIX. No. XIX.

REGULATIONS to be observed, relative to the Receipt and Examination of Military Stores at the several Presidencies in India.

1. The military stores, like other consignments, to be examined immediately on their being landed, in the presence of a Committee of Officers on behalf of the Company, and of the Captain, Purser, or some other competent person belonging to the ship; and as the Ship-Owners are only liable for the damages or short delivery of goods when the packages are delivered in a defective state, the persons on the survey should be directed to pay every attention to the condition of the several packages, and to report particularly the state in which they were received, and the causes which, in their opinion, appear to have led to the injury or deficiency.

2. If the ship should be consigned to, and about to sail for, a further port of delivery, those packages which shall have been marked on their first receipt from the ship as in a defective state, should be immediately opened, and the columns of the printed form of report accompanying these regulations, filled up, with elucidatory remarks, wherever damage or short delivery may appear, and signed by the persons attending the survey.

3. Every possible exertion should be used that all the other packages, though apparently in good condition, should be opened in the presence of the gentlemen on the survey, previous to the departure of the ship; and the whole of the military stores should be examined, and the damages and deficiencies settled at the time, in the same manner as the goods and stores consigned to the Civil Departments.

4. The words of the charter-party between the Company and the Ship-Owners, relative to damages, being extremely clear and positive, they are quoted as under, in order to enable persons attending the survey to judge of the information necessary.

“ Provided

“ Provided nevertheless, That the said Part-Owners shall
 “ not be charged with any sum of money, in respect of
 “ goods damaged on board the said ship, either in her out-
 “ ward or homeward voyage, exceeding the sum of three
 “ thousand pounds, except such as shall, *by the condition*
 “ *and appearance of the package thereof, or by some other*
 “ *reasonable proof, appear to be damage received after ship-*
 “ *ping the goods.*”

5. Each package should be inspected before opening; and if broken, or the nails appear to have been drawn, the same should be noted in the Report, provided there appears short delivery or damage.

6. Where short delivery or surplus articles appear in any package, they should be twice counted, and such surplus and short delivery should be noted.

7. As flints cannot suffer from salt water, and would lead into endless delay in counting, they may be taken by weight, without opening the packages.

8. Cartridge paper may also be taken by weight; but it will be necessary to ascertain that the paper has not suffered on ship-board.

9. Fuzes for shells may also be taken in this way.

10. Grape-shot, and all articles now taken by weight, will continue to be so.

11. All articles not inclosed in packages, are supposed to be counted or weighed by the Captain of the vessel on shipment, and consequently any loss is chargeable to the Owners. This is particularly to be attended to in bars of iron, which may be changed or mixed on ship-board.

12. If any package or loose article, not described in the Military Invoice, is received, particulars should be given, as specified for the other store, and marked as surplus. If belonging to another Presidency, intimation should immediately be sent to such Presidency.

13. Articles that have suffered during the voyage should be described as sea damage; but no articles should be charged against the Owners, where the defects appear to have existed before shipment. Such

articles should, agreeable to an order of Court, be returned to Europe, in order that the particular inspection may be brought to account, and reparation claimed from the Contractor.

14. But in judging of sea damage attaching to iron-work, the Owners are only to be considered chargeable with such damage from rust, as appears to have occurred by the article coming into contact with salt water; and not to be charged with broken springs in musket locks, unless the musket or chest appears otherwise damaged, as springs often fly from the action of the atmosphere, without a possibility of blame attaching to any one.

15. If such articles complained of for original defects are numerous, so as to make freight an object, a proportion only should be sent home, and the Committee of Survey should seal and certify, that such proportion is a fair sample of the quality complained of, and taken promiscuously.

16. In regard, however, to articles to be returned for original defect, this is meant as only applicable to such instances as shew a neglect which warrants complaint. In a store of such magnitude, occasional trifling defects will escape, in spite of every pains on the part of our Inspectors, and such, if sent home, would only involve the Court in elaborate investigations.

17. All stores in England are counted and sealed up in the presence of a variety of individuals; and others, at the water edge, examine that such seals are unbroken. The individuals who attend the packing sign a certificate, that they are ready to make oath to the contents of each package; and in most articles, both the Contractor, and an Officer on the part of the Crown, do make oath, as it is only upon such oaths that Government allow a drawback in the duties. We mention this to shew the pains taken here to prevent short delivery.

N.B. This Packing Account to be returned to Europe, if possible, by the same ship which carries it out; if not possible, by the first opportunity after the store has been surveyed.

APPENDIX, No. XX.

REGULATIONS *established by the COURT OF DIRECTORS for the Admission of Pensioners upon the Poplar Fund.*

1. THAT any Commander, Officer, seamen, or other person, who has served the Company on board their freighted ships, or on board any ships or vessels belonging to the Company, employed to or from India, in the conveyance of dispatches or otherwise, or on board the Company's pilot sloops or regular hoys in the river Thames, and has served therein the full term of eight years, or has performed six voyages to and from India or China on board one of the Company's freighted ships, and regularly contributed to the fund, and shall, in every respect, appear to the Committee of Shipping a proper object of relief, shall be entitled to a pension (except as herein-after mentioned).

2. That each person, in either of the under-mentioned stations, shall produce an affidavit to the following effect, which affidavit shall be annually renewed in the month of June, *viz.*

If a Commander, that he is not possessed of a clear yearly income of one hundred and fifty pounds.

If a Chief or Second Mate, that he is not possessed of a clear yearly income of one hundred pounds.

If a Third Mate, that he is not possessed of a clear yearly income of eighty pounds.

If a Fourth Mate, Purser, or Surgeon, that he is not possessed of a clear yearly income of fifty pounds.

If a Fifth or Sixth Mate, Surgeon's Mate, or Midshipman, that he is not possessed of a clear yearly income of thirty pounds.

3. That any person in the Company's sea service, who shall be maimed or wounded in the defence, or in doing the duty of the ship, so as to be thereby rendered incapable of further service at sea, may, under the approbation of the Committee, be admitted to a pension, even if he has not completed the above term of eight years, or performed six voyages.

4. That not any person be admitted a pensioner on the fund, as Boatswain, Gunner, or Carpenter, unless he shall have performed two complete voyages in either of those stations, except he shall have been maimed or wounded, and rendered unfit for service, as above-mentioned.

5. That the time of service be ascertained from the periods each person shall appear to have been borne on the different books, in any, and every station whatsoever, provided he has not deserted or quitted the ship without leave, during the voyage.

6. That every person, except Commanders and the four Sworn Officers, on making application for relief, shall produce a certificate from the last Commander with whom he sailed, of his being incapable of doing any further duty at sea.

7. That the Widow of a Commander, Officer, seaman, or other person, who shall have served the Company on board the ships and vessels, described in the first clause, the full term of seven years, or five voyages, and regularly contributed to the fund, shall (except as hereinafter mentioned) be entitled to a pension, on her producing a certificate of her marriage, and an affidavit to the following effect, which affidavit shall be annually renewed in the month of June, *viz.*

If the Widow of a Commander, that she is not possessed of a clear yearly income of one hundred pounds.

If the Widow of a Chief or Second Mate, that she is not possessed of a clear yearly income of sixty pounds.

If the Widow of a Third Mate, that she is not possessed of a clear yearly income of fifty pounds.

If the Widow of a Fourth Mate, Purser, or Surgeon, that she is not possessed of a clear yearly income of forty pounds.

If the Widow of a Fifth or Sixth Mate, Surgeon's Mate, or Midshipman, that she is not possessed of a clear yearly income of thirty pounds.

8. That the widow of a person killed in the defence, or in doing the duty of the ship, be admitted to a pension, without regard to the time he may

may have been in the Company's service, except as hereinafter mentioned.

9. That no Widow, under either of the following descriptions, be allowed a pension from the fund, *viz.*

The Widow of a person to whom she shall not have been married prior to his quitting the Company's sea service, or within three years afterwards.

Nor any Widow who shall not appear to the Committee of Shipping a proper object of the fund.

10. That the Children of a person dying before he shall have completed the number of years required to entitle his Widow to a pension, shall be allowed the under-mentioned stipends towards their support; and that the same be continued till the Children being boys, attain the age of fifteen years; or being girls, the age of sixteen years; and be paid to such person as the Committee of Shipping may appoint, *viz.*

Every Orphan left in distressed circumstances, one-third of the pension attached to his or her father's station.

The like allowance of one-third, for the maintenance of each of such Children unprovided for, whose Mother may be living, but who shall not be entitled to a pension herself, in consequence of her husband not having served the prescribed time.

And in case a Widow who may be entitled to a pension should be left with a family unprovided for, she be paid, in addition to her own pension, the following allowances towards the support of her children, *viz.*

For one child	one-fifth	} of the pension allowed the Widow.
two children . . .	two-fifths	
three children . .	three-fifths	
four children . .	four-fifths	
five children . .	the whole	

That upon the death of one or more Children, or upon any of them attaining the prescribed age, the pensions be continued agreeably to the above regulations, for such number as shall then remain.

That

That if a Widow should apply for relief, with a greater number than five Children unprovided for, such further allowance be made in those cases, as the Committee may think proper.

AT A
COURT OF DIRECTORS,
HELD ON

Friday, 22d of January, 1808.

RESOLVED, That in future no Commander or Officer in the Company's service be admitted to a pension on the Poplar Fund, until it shall appear to the satisfaction of the Committee of Shipping, that such Commander or Officer is incapable of further employment in the Company's service.

APPENDIX, No. XXI.

REGULATIONS *respecting Dunnage.*

FOR SHIPS LOADED AT CHINA.

1. THAT the ground-tier of cargo shall have a water-way constructed above the floor, with such openings to the side as will facilitate the passage of the water to the well.
2. No sugars, under the idea of dunnage to the ground-tier or flooring, to be introduced instead of china-ware, occupying part of the tonnage, where teas might have been stowed.
3. The midships and bilge of the ships not to be filled with articles, which prevent that free passage of any water which might be there, from reaching the limbers or water-way.

4. No

4. No flooring of half-chests of china-ware, or any other article, will be permitted on private account.
5. A water-way under the limber boards to be constructed, under the direction of the Master Attendant and Surveyor of Shipping, previous to the ship coming out of dock.
6. Instead of close flooring of two-inch deals, two-inch deal or other plank, as beds for the ground-tier, will be admitted, two under each longer of chests.
7. The side dunnage must be three-inch square battens nailed from the lower deck ten feet down the sides, and eleven inches apart, between the after and fore hatchways, and forward and abaft these limits they be at least two-inch battens.
8. Nothing to be stowed in the wings between the fore and after hatchways, except shells, or such articles as may answer for ballast, or will readily admit of a passage from the water to the floor. That the vacant spaces between the beams, where teas cannot be stowed, may be filled with those smaller articles of rattans and whanghees, usual in private trade.
9. The lower deck to be dunnaged regularly with plank, not less than one inch in thickness, and of a width to admit the ends of two adjoining longers leaving a free passage under them for wet.
10. The lower deck to have battens of three inches thickness to be nailed to the sides, and sixteen inches apart. That the well have like battens round it, of two inches in thickness, and properly matted.

FOR SHIPS LOADED IN INDIA.

1. That a water-way be constructed by the side of the keelson.
2. That the kintledge be stowed so as to admit of a channel, three inches wide, between every three longers of the kintledge, and opening into the water-way above the floor.
3. That dunnage, of about two inches thick, be over the kintledge, and that between the fore and after hatchways, no article, except dunnage or ballast, be put in the wings; and that the water which may

may occasionally be there, from stress of weather, may have the readiest passage to the limbers and water-way toward the well. That this water-way be constructed under the direction of the Master Attendant and Surveyor of Shipping.

APPENDIX, No. XXII.

REGULATIONS *respecting the Baggage of Persons returning from India.*

That the allowance of baggage to gentlemen in the under-mentioned stations be as follows, *viz.*

For Gentlemen of Council	5	Tons.
General Officers	5	do.
Colonels in His Majesty's or the Company's service.....	4	do.
Senior Merchants	4	do.
Lieutenant Colonels	3	do.
Junior Merchants	3	do.
Majors	2½	do.
Factors	2½	do.
Captains	2	do.

That Gentlemen proceeding to England in either of the above-mentioned stations, who may be permitted to bring home their families with them, be restricted from taking more tonnage than one-half of the preceding allowance, in addition, as the baggage of their families.

That married Ladies, proceeding to their husbands in England, be restricted from taking more than two-thirds of the tonnage prescribed for a gentleman of the same rank as their husbands.

That Writers, Lieutenants, Ensigns, and other cabin-passengers, be restricted from taking a larger quantity of baggage and stores than
one

one ton each, exclusive of their bedding, or table and a sofa or two chairs.

That married Ladies proceeding to their husbands in England, of either of the last-mentioned descriptions, be restricted from taking more than a similar quantity of baggage.

That such Gentlemen of either of these last-mentioned descriptions, who may be permitted to carry home their Wives with them, be restricted from taking more with them than one ton in addition, as the lady's baggage.

That single Ladies be restricted from taking more than the same quantity of baggage and cabin-furniture.

And that all excess of baggage, beyond the above-mentioned quantities, on whatever ship it may be brought home, be invariably charged freight at the charter-party rate per ton; and that the said baggage be not delivered from the Company's Warehouse, till such freight shall have been paid into the Company's Treasury.



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