

Instructions relating to His Majesty's service at sea.

Contributors

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INSTRUCTIONS

RELATING TO

HIS MAJESTY'S SERVICE

AT SEA.



MDCCCXXV.

By the Commissioners for Enforcing the Customs
Lord High Admiral of the United Kingdom
of Great Britain and Ireland, &c.

INSTRUCTIONS

WHEREAS we have thought fit, in pursuance
of the Authority vested by His Majesty's Order in
Council, of the 23d July 1824, to establish the Instruc-
tions contained in this Book for His Majesty's Service
at Sea; You are hereby required and directed strictly to
conform yourself thereto, and to take care that the
several Officers, under your command, pay the most strict



LONDON:
PRINTED BY WILLIAM CLOWES,
Northumberland-court.

Given under our hand the 1st December, 1825.

MELVILLE,
W. M. JOHNSTONE HOPE,
G. COCKBURN,
G. CLERK,
W. R. K. DOUGLAS.



To the respective Flag Officers,
Captains, Commanders, and
Officers Commanding His
Majesty's Ships and Vessels.

By Command of their Lordships
J. W. CROFT

*By the Commissioners for Executing the Office of
Lord High Admiral of the United Kingdom
of Great Britain and Ireland, &c.*

WHEREAS we have thought fit, in pursuance of the Authority vested in us by His Majesty's Order in Council, of the 23d June, 1824, to establish the INSTRUCTIONS contained in this Book, for His Majesty's Service at Sea; You are hereby required and directed strictly to conform yourself thereto, and to take care that the several Officers, under your command, pay the most strict attention and obedience to the same.

Given under our hands, the 1st December, 1825,

MELVILLE,
WM. JOHNSTONE HOPE,
G. COCKBURN,
G. CLERK,
W. R. K. DOUGLAS.

*To the respective Flag Officers,
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By Command of their Lordships,

J. W. CROKER.

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 at Sea, to be read and prepared and directed strictly to
 conform yourself thereto, and to take care that the
 several Officers, under your command, use the most strict
 attention and obedience to the same.

Given under our hands, the 1st December, 1825.

MELVILLE
 WM. JOHNSTONE HOPE
 G. COCKBURN
 G. CLARKE
 G. W. H. DOUGLAS
 4. Discipline
 5. Pilots
 6. Sick Quarters

1. General Duties
 2. Boatmen's and Carpenters

J. W. CROKER

IV. CAPTAIN OF THE FLICK
 V. FLAG OFFICERS COMMANDING AT HIS
 Majesty's Ports

VI. CAPTAINS AND OFFICERS COMMAND-
 ing His Majesty's Ships

To the respective Flag Officers,
 Captain Commandant and
 Officers Commanding His
 Majesty's Ships and Vessels

By Command of His Majesty's Lordships

TABLE OF CONTENTS.

CHAPTERS.	SECTIONS.	Page
I. THE OFFICERS IN GENERAL OF HIS MAJESTY'S NAVY		1
II. COMMANDERS-IN-CHIEF	1. <i>General Service</i> 2. <i>Civil Establishments</i>	8 19
III. FLAG OFFICERS AND COMMODORES OF THE FIRST CLASS, NOT COMMAND- ING IN CHIEF		30
IV. CAPTAIN OF THE FLEET		33
V. FLAG OFFICERS COMMANDING AT HIS MAJESTY'S PORTS		35
VI. CAPTAINS AND OFFICERS COMMAND- ING HIS MAJESTY'S SHIPS	1. <i>Fitting and Refitting</i> 2. <i>Stores and Provisions</i> 3. <i>Books and Accounts</i> 4. <i>Discipline</i> 5. <i>Pilotage</i> 6. <i>Sick Quarters</i>	40 44 55 72 87 90
VII. LIEUTENANT		95
VIII. MASTER	1. <i>General Duties</i> 2. <i>Boatswain's and Carpenter's Stores</i>	102 112

TABLE OF CONTENTS.

CHAPTERS.	Page
IX. CHAPLAIN	117
X. GUNNER	119
XI. BOATSWAIN	126
XII. CARPENTER	131
XIII. SURVEYS	134
XIV. CONVOYS	142
XV. PASSAGES	146

N.B. The separate Instructions from the Victualling Board to *Medical Officers* and to *Pursers*, with the Orders of the Lords Commissioners of the Admiralty for carrying the said Instructions into effect, not only by those Officers, but by all others whom they may concern, are annexed to this Volume.

TABLE OF CONTENTS IN THE APPENDIX,

Referring to the *Page* and *Article* of the *Instructions*.

No.		Page	Art.
1.	Form of the passing Certificate of Qualification for the situation of LIEUTENANT	14	14
2.	Ditto, of MASTER and SECOND MASTER	14	15
3.	Ditto, of SURGEON and ASSISTANT SURGEON	15	16
4.	Ditto, of PURSER	15	17
5.	Ditto, of GUNNER	16	18
6.	Ditto, of BOATSWAIN	16	19
7.	Ditto, of CARPENTER	17	20
8.	Form of a JOURNAL for COMMANDER-IN-CHIEF	18	24
9.	Ditto CAPTAIN OF THE FLEET	34	4
10.	Form of DAILY PROGRESS	41	5
11.	Form for RECEIPT and BILL OF EXCHANGE for Stores supplied to Merchant Ships	48	14
12.	Form for Men sent Sick on Shore or to Hospital Ships	59	4
13.	Form and Certificate for Men entitled to BOUNTY	59	6
14.	Form of Pay-List for Officers and Men employed in fitting or refitting any of His Majesty's Ships, to which they do not belong	62	14
15.	Form of Pay-List for HIRED ARTIFICERS employed on any of His Majesty's Ships	63	15
16. } & 17. }	Forms and Certificates for the hiring of Wharfs, Warehouses, or Ves- sels, &c.	64	16

TABLE OF CONTENTS IN THE APPENDIX.

No.	Page	Art.
18. Forms of BILLS OF EXCHANGE and CERTIFICATES for Stores, &c., purchased, or Expenses incurred for Careening, &c.	66	- 21.
19. Form of a Log-Book	69	- 26
20. Directions respecting Admiralty Charts	69	- 27
21. List of Papers required to pass a CAPTAIN'S ACCOUNTS	71	- 30
22. Form of Quarterly Return of Officers	77	- 13
23. Form of Quarterly Return of Punishments	83	- 27
24. Form of Order for Survey of Provisions and Stores	135	- 3
25. Form of Report on Survey of Provisions and Stores	135	- 4
26. Return of Passengers received on board any of His Majesty's Ships	146	- 1

INSTRUCTIONS

RELATING TO

HIS MAJESTY'S SERVICE AT SEA.

CHAPTER I.

THE OFFICERS IN GENERAL OF HIS MAJESTY'S NAVY.

I.

EVERY Officer shall make himself acquainted with, and shall duly observe and obey, and shall, so far as in him lies, enforce, the due execution of **THE ARTICLES OF WAR, THE KING'S REGULATIONS FOR HIS MAJESTY'S SERVICE AT SEA, the following INSTRUCTIONS, and all other Regulations, Instructions, or Orders** which may be from time to time given or issued by or from the Lords Commissioners of the Admiralty, or by any Superior Officer; and in all other respects, shall conform his conduct to the custom and usage of His Majesty's Service at Sea.

2.

Every Officer, from the time of his joining the Ship to which he shall be appointed to that of his being discharged from it, is to be constant in his attendance on board; he is not to go out of the Ship (except on the Public Service) without having obtained permission

from the Commanding Officer on board; nor shall he remain out of the Ship during the night, without special leave to that effect; nor be absent from the Ship for more than Twenty-four Hours at one Time, without the Permission of the Commander-in-Chief, or the Senior Officer present.

3.

Every Officer is to conduct himself in the discharge of his duty with the utmost respect to his Superiors; and, on all occasions, to shew to all other Officers that degree of respect and attention, to which by their relative stations they are entitled.

4.

If an Officer shall receive from his Superior an Order, which he may deem at variance with any Article in The King's Regulations, or these Instructions, or with any particular Order he may have received from the Lords Commissioners of the Admiralty, or from any Superior Officer, he is to represent in writing such contrariety to the Officer from whom he may have received the Order; and if, after such representation, that Officer shall still direct him to obey the Order he has given him, he is to do so, but he may, if he thinks necessary, report the circumstances to his Commander-in-Chief, or to the Secretary of the Admiralty, as the case may require.

5.

If an Officer shall observe any misconduct in his Superior, or shall suffer any personal oppression, injustice, or other ill treatment, he is not, on that account, to fail, in any degree, in the respect and obedience due to such Superior Officer; but he is to represent such misconduct or ill treatment, in the first instance, to the Captain of the Ship to which he belongs; or subsequently, as circumstances may require, to the Officer commanding the Squadron in which he serves; or to the Commander-in-Chief; or, finally, to the Secretary of the Admiralty.

6.

Every Officer is strictly enjoined to refrain from making any remarks or observations on the conduct or orders of any of his Superior Officers, which may tend to bring them into contempt; and most carefully to avoid the saying or doing of any thing which, if seen or heard by, or reported to, the Ship's Company, may discourage them, or render them dissatisfied with their condition, or with the Service on which they are employed, or with any Service on which they may be ordered. And if any Officer shall so far forget so essential a part of his duty as, either by his conduct or observations, to endeavour to lessen the respect due to his Superior or to his Orders; or to dishearten the Ship's Company, or any part of them; or to render them dissatisfied; every Officer who shall witness such conduct, or shall hear such observations, is strictly charged to report them immediately to the Captain of the Ship, or to the Commander-in-Chief, as circumstances may require.

7.

If any Commission or Warrant Officer shall disobey orders, or otherwise misbehave, he may be placed in arrest, and information thereof, with the particulars of the offence, shall forthwith be transmitted to the Commander-in-Chief, or the Secretary of the Admiralty, in order that the earliest convenient opportunity may be taken of bringing such Officer to a Court Martial. But should the Commanding Officer be induced, from any circumstances, to order the release from arrest of the inferior Officer, and to withdraw (or allow to be withdrawn) the charge against him, the said inferior Officer is to return to his duty, without prejudice to the future investigation of any complaint on his part relative to such arrest; or should the cause of an Officer having been placed in arrest be of a nature to induce the superior Officer, or superior authority, to deem it necessary that it should be brought before a Court Martial, but

any emergency or exigency of service should render it requisite, in the opinion of the superior Officer, that the person placed in arrest should be released therefrom without the charge against him being withdrawn, he may give orders to that effect, and the inferior Officer is to return to his duty accordingly, without prejudice to the future trial of, or inquiry into, the charge on which he was placed in arrest, if the authority invested with the power of ordering Courts Martial should think fit to order it.

8.

If an Officer commanding one or more of His Majesty's Ships or Vessels shall meet with a Senior Officer, the former is to wait on the latter and to show him the Orders under which he is acting, except such as he is directed to keep secret, and report the state and condition of the Ship or Ships under his command; but such Senior Officer is not, without the most urgent reasons, to require him to show any Secret Orders, nor to divert him from the Service on which he is employed, nor take him under his Command, nor in any way interfere with the orders he has received; but if, in consequence of any pressing exigency of the public service, he should find it necessary to interfere, he is, as soon as possible, to allow such junior Officer to revert to his former situation, and to proceed in execution of the Orders under which he was acting when they met, if it shall still appear proper that such Orders should be carried into effect.

9.

When it shall be found absolutely necessary to divert any Ship or Squadron from the Service on which it was ordered, the Officer, by whose orders such diversion takes place, is to use the best means in his power to prevent any inconvenience resulting from the delay of the Service on which such Ship or Squadron was employed; and he is to take the first possible opportunity of informing the Secretary

of the Admiralty of what he may have done; and if the Ships so diverted belong to the Squadron of another Officer, he is also to acquaint such Officer, and to state his reasons for having ordered such diversion.

10.

Every Officer is most strictly enjoined to be particularly correct in all the accounts which he may have to render of the purchase, receipt, expenditure, and return, of Stores or Provisions; always representing them as being expended, or otherwise disposed of, precisely in the manner in which they were expended or disposed of, and in no other.

11.

Every Officer is strictly enjoined to report to the Captain of the Ship to which he belongs, or to the Commander-in-Chief, or to the Secretary of the Admiralty, as circumstances may require, any neglect, collusion, or fraud which he may discover in any Contractors, Agents, or other Persons concerned in supplying His Majesty's Fleet with Stores or Provisions; or in executing any works in the Naval department, either afloat or on shore; whether such Stores or Provisions be under his charge, or such works under his inspection, or under that of any other Officer.

12.

Every Officer is strictly forbidden to have any pecuniary or personal interest in the purchasing of, or in Contracts made for, the supplying of Provisions or Stores of any kind for the use of His Majesty's Ships; or in Contracts made for the executing of any works in the Naval department; or to receive any emolument, fee, or gratuity whatever, either directly or indirectly, on account of such Contracts or Purchases, from those who have an interest in such Contracts or Purchases, except when especially authorized.

13.

Every Flag Officer, before he strikes his Flag, and every Captain, Commander, and other Officer, before he leaves the Ship to which he belongs, is to sign all Books, Accounts, and Certificates, which may be necessary to enable the Officers of the Ship to pass their respective Accounts, or to receive their Pay, provided he be satisfied that such Books, Accounts, or Certificates ought to be so signed; but every Officer is strictly enjoined to examine very carefully all Muster Books, Accounts of the Receipt, Expenditure, or other disposal of Stores or Provisions, and all other Books, Accounts, or Papers, before he signs them; and to sign such only as he shall believe to be correct. And every Officer is also enjoined not to sign any Certificate for any Service, without ascertaining that such Service has been actually performed; nor any Certificate of general conduct and character, but such as the general conduct of the person, to whom it is given, shall really deserve.

14.

Every Officer, when he signs any Letters, Books, Certificates, &c., draws Bills on His Majesty's Service, or otherwise affixes his Signature officially, is always to insert, after his name, the rank which he holds in the Service.

15.

A Captain or Commander of any of His Majesty's Ships or Vessels is not to be removed, without his consent, from the command of the Ship to which he has been appointed; nor to be obliged by any Superior Officer to change with the Captain of any other Ship; except the Captain of a Ship in which a Flag Officer is embarked, who may be removed to another Ship of the same, or of a higher rate; and the Commander-in-Chief may appoint, if he think fit, such other Captain as the Flag Officer shall desire to succeed him; except also the Senior Captain commanding a Frigate, whom the Commander-in-

Chief may remove to the command of any Ship of the Line which shall become vacant,

16.

If Foreign Ships of War shall come into any Port in His Majesty's Dominions, at home or abroad, the Senior Officer present is to send a Lieutenant to the Officer commanding them, to inquire the occasion of his coming, and to offer him any assistance he may stand in need of; and he and all others of His Majesty's Officers are to show to the Officers of such Foreign Ships, during their stay in Port, such attention and respect as their rank and situation may require, and to afford such assistance to the Ships, as they may want, and as circumstances will admit, and as a Power in amity with His Majesty may reasonably expect.

17.

In the absence of a Commander-in-Chief, the Senior Officer present is to superintend and conduct the various services of repairing, refitting, and victualling the Ships, and the other duties afloat, and also the several other Services of His Majesty's Foreign Yards, where there is no Resident Commissioner; and he is to take the following Instructions for "Commanders-in-Chief" for his guidance in those respects, for the due execution of which he will be considered to be answerable.

CHAPTER II.

COMMANDER-IN-CHIEF.

§ I. GENERAL SERVICE.

1.

AN Officer, when appointed to command a Fleet or Squadron, shall obtain, as soon as possible, the most correct information of the state of the Ships under his orders, the number and qualities of their Crews, and the discipline observed in them, the quantity of Stores and Provisions on board, and, in general, their fitness for the Service for which they may be intended. He shall acquaint himself also with the skill, capacity, and information of their Commanders, that he may be able to select, for particular services, those best qualified by their respective abilities or local knowledge to perform them. He is to use every exertion to complete expeditiously the equipment of the Fleet or Squadron; to keep it in the most perfect condition for Service that circumstances will admit; and if he discovers any deficiencies in the supplies, or defects in the Ships, which may render them unfit for the Service for which they are destined, he is to represent them to the Board to whose department they belong, or, if necessary, to the Secretary of the Admiralty.

GENERAL
SERVICE.

2.

He is to take every opportunity, which the Service he may be employed on will admit, to exercise the Ships under his command, in performing all such Evolutions as might be necessary in the presence of an Enemy. He is to see that every Ship performs correctly her part in such Evolutions; and he is on such, as on all other occasions, to be careful that a proper example of attention and alertness be shewn to the Fleet by the Ship which carries his Flag.

GENERAL
SERVICE.

3.

He is to direct the Commanders of Squadrons and Divisions to muster occasionally the Crews of the Ships under their orders; to inquire into the qualities of the Men and their fitness for the Stations in which they are rated; to inspect the state of each Ship, and the Order and Discipline observed in it, particularly the expertness of the Crew in the established exercise of the Great Guns; the degree of attention paid to cleanliness, and to other means of preserving the health of the Crew, and to all the established regulations; and to make a particular report to him on all these subjects. And when the other duties of the Fleet will admit of it, he is to visit the Ships, and inquire into these things himself.

4.

He is to correspond regularly with the several Boards, informing them of all orders he may give relating to their respective Departments, except such as have reference only to the ordinary supplies of Stores and Provisions. He is to inform them of any neglect he may observe in the Officers they employ; and to point out to them any improvements in their respective Departments, which his observations may enable him to suggest.

GENERAL
SERVICE.

5.

He is, by every proper opportunity, to inform the Secretary of the Admiralty of the number, description, and distribution of all Foreign Vessels of War, which may come to his knowledge, and more particularly of all intelligence he may obtain of the movements or intentions of an Enemy, and of all other circumstances worthy of notice; and to send a particular account of the proceedings of the Fleet or Squadron under his command, with the actual disposition thereof, which disposition is, when practicable, to be sent once a month. And when employed on any Foreign Station, he is to send, by different conveyances, Duplicates and Triplicates of all the Letters he writes, either to the Secretary of the Admiralty, or to any of the Boards with which he is directed to correspond.

6.

He is not, without authority from the Admiralty, to send beyond the limits of his station, without some exigency of the public service, any Ship or Vessel under his orders, nor to send to England, nor to any place beyond the limits of his Station, any Flag Officer under his command, unless it be necessary to detach a Squadron on some particular Service, or unless some very urgent necessity require that such Flag Officer should be so removed from the Station, the cause of which he is, by the first possible opportunity, to report in detail to the Secretary of the Admiralty.

7.

When he sends any of the Ships of his Fleet or Squadron to England, he is to direct their Commanders to return into store, or transfer to such Ships of the Squadron as he may think fit, all the Stores and Provisions which shall exceed the quantity necessary for their passage; and he is to send home in them the Invalids of the

Squadron, who are to be discharged to the Hospital on their arrival in England; the Captain being instructed to make out three Pay Lists, and one open List, which are to be delivered to the Commissioner, or to the Naval Officer at the Port where they may be landed. He is also to send, in such Ships, unserviceable Stores, and whatever else, by being so carried, may prevent the expense of Transports, or of freight in Merchant Ships.

8.

He is not to alter the established number of Officers or Men in any Ship under his command; nor to order any extraordinary Supplies of Stores or Provisions to be issued to them, except when some particular Service shall require it; on all other occasions, Stores and Provisions are never to be issued on any demand, unless it be accompanied by a return of what have been expended, and what remain in the Ship from which the demand is sent; and he is strictly to enjoin all those, to whom Stores and Provisions are intrusted, to report to him whenever they discover any extraordinary or wasteful expense.

9.

As a considerable expense must at all times be incurred by the sending of Stores and Provisions to Foreign Stations; and as many difficulties may arise, during War, to retard or prevent their arriving; the Commander-in-Chief is strictly to enjoin all the Captains under his Command to take the greatest care of the Provisions, and to use the utmost frugality in the expenditure of the Stores; not to apply for Surveys on them until they shall be really worn out or unfit for service; and, when they have been condemned, to convert them to any use for which they may still be fit; that, by so doing, not only all unnecessary and wasteful expense may be avoided, but also that, by such careful husbanding of them, the Fleet or Squadron

GENERAL
SERVICE.

may be kept in condition for active service, even though prevented from receiving the usual supplies.

10.

When any Ship or Vessel, prize to any part of the Squadron, is to be purchased, particular care is to be taken that, as far as may be practicable, no person interested in the Capture be employed in the Survey or Appraisement of her; and the Commander-in-Chief, when he orders a Prize Ship to be purchased, is to direct that only three-fourths of the appraised value be paid to the Agents of the Captors; the remaining fourth part being reserved until the Commissioners of the Navy shall have either approved of the appraised value, or made such deductions from it as they shall think necessary.

11.

In Ports where Hospitals or Sick Quarters are established, (except those Hospitals to which Captains are appointed Governors,) he is frequently to cause the Captains under his Command to visit them; to inquire into the conduct of the Medical Attendants, and to inspect the state of the Men, their Lodging, Clothes, Bedding, Food, &c., which they are to report to the Officer from whom they received their Orders, particularly specifying whether the Persons of the Sick, their Apartments, Clothes, and Bedding, are clean, their Food good, and their Nurses attentive. They are to attend to the complaints of the Patients, if they have any to make, and to redress immediately such as they may have the means of redressing; but if they observe any material neglect or mismanagement, they are to represent it to the Officer under whose orders they act.

12.

When his other duties will admit of it, he is himself occasionally to visit the Hospitals and Sick Quarters within his station.

13.

If any person shall have left England without having passed the necessary examination to qualify him for promotion, the Commander-in-Chief may give orders for his being examined by Officers properly qualified. A Candidate for a Lieutenant's Commission is to be examined by three Captains or Commanders; for the situation of Master, or Second Master, by one Captain or Commander, and three Masters; for the situation of Surgeon, or Assistant Surgeon, by the Physician of the Fleet, the senior Surgeon of the Hospital (if those Officers or either of them be on the spot), and three Surgeons in the presence of a Captain or Commander; for the situation of Purser, by three Purser, in the presence of a Captain or Commander; and for the situation of Gunner, Boatswain, or Carpenter, by one Master, and three Gunners, Boatswains, or Carpenters, (as the case may be,) in the presence of a Captain or Commander. The Commander-in-Chief is strictly to enjoin the examining Officers to examine very particularly every Candidate as to his abilities and qualifications for the situation to which he aspires, and to require all the documents which he is directed to produce, and to satisfy themselves of their authenticity; and to give (according to the prescribed form) such a Certificate as, without partiality or affection, they shall find him to deserve; a Copy of which Certificate is to be transmitted to the Secretary of the Admiralty, or to the Navy or Victualling Board, as the case may be, without which no appointment made in consequence of such examination can be confirmed. Masters must be re-examined at the Trinity House, Surgeons and Assistant Surgeons at the Victualling Board, and Midshipmen at the Royal Naval College, immediately on their return to England, and before any appointments given to them, upon their having passed abroad, will be confirmed.

GENERAL
SERVICE.

GENERAL
SERVICE.

14.

When a Candidate for the appointment of Lieutenant is to be examined, the examining Officers are to ascertain that every thing required by The King's Regulations has been complied with as regards the Candidate, and that he possesses Certificates of good conduct from Captains he has served under, for four years at least, if educated at the Royal Naval College, or for six years at least, if not educated at the College; and they are to satisfy themselves of the ability of the Candidate to take charge of a Watch at sea, to manage a Ship in all situations, to rig her and steer her, to keep a reckoning, to ascertain her position by observation, and generally to execute the various duties of a Sea Officer.

In the examination of Candidates for Lieutenancies while in England, their knowledge of Navigation and Astronomy need not be inquired into, as they will have to undergo those branches of their examination at the Naval College.

15.

When a Candidate for the appointment of Master is to be examined, the examining Officers, in addition to ascertaining that every thing required by The King's Regulations has been complied with as regards the Candidate, are to be directed to satisfy themselves that he is qualified to take charge of a Ship of the rate he wishes to pass for; to pilot her between the North Foreland and the Land's End, and particularly into the Downs, Spithead, and from thence through the Needles, and into Plymouth Sound; and that he has a competent knowledge of Navigation for keeping the Ship's Reckoning at Sea, and ascertaining her position by observation; also that he understands thoroughly the principle of stowing Holds, and of rigging and managing Ships under every circumstance.

In examining a Candidate for the situation of Second Master, the examining Officers, in addition to ascertaining that every thing required by The King's Regulations has been complied with as regards the Candidate, are to satisfy themselves that he has a competent knowledge of the points above-mentioned, to enable him to execute efficiently the duties of a Second Master of one of His Majesty's Ships.

16.

When a Candidate for the appointment of Surgeon is to be examined, the examining Officers are to be directed to satisfy themselves that the Candidate has a perfect knowledge of Anatomy, Surgery, Theory and Practice of Medicine, Midwifery, Chemistry, and Materia Medica; that he understands how to treat Patients under the various diseases to which mankind is subject; that he is well informed as to the means of preventing or checking diseases on board ships in different climates; and that he is in all respects competent to undertake the responsible trust of Surgeon of one of His Majesty's Ships.

In examining a Candidate for the situation of Assistant Surgeon, the examining Officers are to satisfy themselves that the Candidate has served an apprenticeship of at least two years; that his age is not less than twenty, nor more than twenty-six; that he has attended an Hospital in London, Edinburgh, Dublin, or Glasgow, and that he has a competent knowledge in all the branches of professional duty specified above, to enable him to execute efficiently the duties of an Assistant Surgeon.

17.

When a Candidate for the appointment of Purser is to be examined, the examining Officers are to be directed to satisfy themselves that he is well versed in the rules of common Arithmetic, that he understands the method of keeping the Books and Accounts of

GENERAL
SERVICE.

His Majesty's Ships, so far as they relate to Victualling Accounts, that he is acquainted with the manner of calculating the various species of Provisions, and the substitutes for them, as authorized by His Majesty's Regulations, as well as with the method of receiving and issuing Provisions, Slops, and Tobacco, and of making up the Purser's Accounts; that he is between the ages of twenty-one and thirty-five years, and is in all respects qualified to discharge the duty of a Purser of one of His Majesty's Ships.

18.

When a Candidate for the appointment of Gunner is to be examined, the examining Officers are to be directed to ascertain that the Candidate has such Certificates of good conduct, and has so served in the Navy as are required by The King's Regulations, to qualify him for receiving such an appointment; to satisfy themselves that he is in all respects a good practical Seaman; that he knows the use and exercise of the great guns, and how to secure them, and lash their muzzles; that he knows the proportion of powder for guns of every description, the method of filling the cartridges, and the arrangement of them in the Magazine; that he knows how to make wads for guns of different calibres; and how to make and fill musket cartridges; that he can write sufficiently well to keep his accounts in clear and intelligible writing; that he understands the use of figures; and that he is in all respects capable of undertaking the duty and responsibility of a Gunner of one of His Majesty's Ships, of the rate for which they think it just and proper to pass him.

19.

When a Candidate for the appointment of Boatswain is to be examined, the examining Officers are to be directed to ascertain that the Candidate has such Certificates of good conduct, and has so served in the Navy as are required by The King's Regulations, to qualify

him for receiving such an appointment; to satisfy themselves that he is in all respects a thorough practical Seaman; that he perfectly understands the rigging of Ships according to the Regulations of the Navy; that he knows how to stow and secure the Anchors, how to erect and secure Sheers, and how to get the Tops on or off the Lower Masts; and that he is in all respects capable of executing the duty of a Boatswain of one of His Majesty's Ships.

20.

When a Candidate for the appointment of Carpenter is to be examined, the examining Officers are to be directed to ascertain that the Candidate has such Certificates of good conduct, has served an apprenticeship, and also served in the Navy, as are required by The King's Regulations, to qualify him for receiving such an appointment; to satisfy themselves that he understands Caulking; that he knows how to fish Masts and Yards in a ready and efficient manner, and to calculate the proper proportions for making them from rough Spars; and that he is in all respects capable of executing the duty of a Carpenter of one of His Majesty's Ships.

21.

The Commander-in-Chief is, as frequently as opportunities shall offer, to send to the Secretary of the Admiralty a Return of all the Officers he shall have appointed to any Ships under his command, either by Commission or Warrant; and also of those whom he may have appointed to act in any Ships.

22.

When it shall be found necessary to remove Petty Officers or Seamen from one Ship to another, who are not borne as Supernumeraries, he is to direct the Captain, to whom he gives an Order for

GENERAL
SERVICE.

that purpose, to be careful to comply with the Acts of Parliament respecting such removal.

23.

When a Commander-in-Chief, or the Commander of any Squadron, shall resign his Command, he is to deliver to the Officer who succeeds him, the Originals, or authenticated Copies of all unexecuted Orders, of all general Regulations, of all Papers he may have received from the several Boards for his information and guidance, and of all intelligence he may have obtained of the operations or intentions of an Enemy, or of any Foreign Power; except such as the Officer who succeeds him shall be already possessed of, and such as either are directed not to be, or from the nature of them necessarily ought not to be, so communicated; but of all other secret Orders, Instructions, or Signals, he is to deliver the Originals to his Successor, without allowing Copies to be taken of any of them, except of those which may be necessary for his own use, after he shall have quitted the Station.

24.

He is to keep a Journal of the proceedings of the Fleet or Squadron under his command, in which he is to note all Orders received, all Detachments made, and the Service on which they are sent, and in general all such information as may enable the Lords Commissioners of the Admiralty to judge of the manner in which the Squadron has been employed; a Copy of which Journal he is to send at the end of every three Calendar Months, and one general Copy at the conclusion of his Command, to the Secretary of the Admiralty.

25.

When he returns to England, if he be directed to strike his Flag, or if he obtain permission to go to London, he is to attend the Lords

GENERAL
SERVICE.

Commissioners of the Admiralty, to render an account of the manner in which he has performed the Service intrusted to him, and to give such information relating to the Station on which he has commanded, as he may think likely to prove beneficial to the Public Service.

§ II. CIVIL ESTABLISHMENTS.

1.

No Commander-in-Chief nor other Naval Officer is, in the general transactions of the Service, to assume any authority or control over a Resident Commissioner of a Dock Yard, nor to interfere in the management of the Yard under his charge, nor to give any orders relative thereto, the Commissioner's functions being distinct from the Military branches of the Service; but in the event of any particular emergency, or other sufficient cause, rendering it essentially necessary, in the opinion of a Commander-in-Chief abroad, or in that of an Officer commanding a Squadron of His Majesty's Ships on Foreign Service, that he should give a written order to a Resident Commissioner for Supplies or Repairs to be forthwith given to particular Ships, or for other purposes connected with the Service under his charge, such order is always to be obeyed by the Commissioner to whom it may be addressed; but the Commander-in-Chief, or Commanding Officer of a Squadron, is, on any such occasion, to transmit to the Secretary of the Admiralty, by the earliest opportunity, a Copy of such order, with a detailed statement of the reasons which occasioned his interference.

CIVIL
ESTABLISH-
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CIVIL
ESTABLISH-
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The Resident Commissioner will also, on his part, send to the Navy Board, by the earliest opportunity, a Copy of any order he may receive of the description above-mentioned, accompanied by any Remarks he may think it right to offer relative thereto. If, however, he should consider any public inconvenience as likely to arise from his compliance with any such order, he is to represent to the Officer giving the order, his objections to it, setting forth his reasons at length; after which, if the order be still persisted in, it is always to be obeyed without further delay or discussion on the part of the Commissioner; the Commander-in-Chief, or Commanding Officer so persisting in the order, becoming of course wholly responsible to the Lords Commissioners of the Admiralty for the necessity of the measure.

2.

In any of His Majesty's Foreign Yards, where there may be no Resident Commissioner, all the Officers thereof, and all other Officers employed in the Naval Service, are to obey the orders of the Commander-in-Chief for the equipping of Ships, for the expenditure of Stores and Provisions, and for the purchase of them when necessary.

3.

Where there is no Resident Commissioner, a Commander-in-Chief may suspend from his employment any Officer in any department of the Naval Service, whose misconduct shall make it necessary for him to do so, and he may appoint another to act in his stead till the pleasure of the Lords Commissioners of the Admiralty shall be known. He is to send to the Secretary of the Admiralty, by the very first opportunity, a detailed statement of his reasons for suspending such Officer; and if he be an Officer having the charge of Stores, he is to order a survey of them to be taken, and is to transfer them to the Officer whom he appoints to act in his stead, with directions to open a new account of the receipts, returns, con-

versions, and issues of all Stores from the period of closing the said Survey, in order to ensure the means of investigating the preceding Officer's Accounts.

4.

If an Officer, in any Department, shall die, or shall be under the necessity of quitting his station for the recovery of his health, the Commander-in-Chief is, where there is no Resident Commissioner, to appoint a proper person to act in his stead, until the pleasure of the Lords Commissioners of the Admiralty shall be known; but he is never to permit such Officer to quit his station until he shall be satisfied that the state of his health does absolutely require it, which is to be certified in writing by the Physician of the Fleet, the Surgeon of the Hospital, and the Surgeon of one of the Ships of the Squadron, or, if there be no Physician, nor Hospital, by three Surgeons of the Squadron. If a Commissioner of the Navy, at a Foreign Yard, shall die, or shall be obliged to quit his station on account of his health, the Commander-in-Chief shall not appoint any person to act as Commissioner: but the Duty of the Dock Yard shall be carried on by the other Officers in the same manner as it is in those Yards to which a Commissioner has not been appointed.

5.

The Commander-in-Chief is not, without express directions from the Lords Commissioners of the Admiralty, to appoint any Person to any new Place or Office, nor to make any alterations in the arrangements or emoluments of those which he shall find established. He is not to alter the pay or allowances of Artificers or others employed in any Department; nor to order any additional number to be employed, except when the urgency of some particular Service shall require it.

CIVIL
ESTABLISH-
MENTS.

6.

The Commander-in-Chief is not, without express directions from the Lords Commissioners of the Admiralty, to order any new works to be undertaken in any Dock Yard, Hospital, or other place on shore; nor any alterations to be made in Docks or Buildings, nor any repairs except such as shall be absolutely necessary for their preservation; but he is to inform the Secretary of the Admiralty of any alterations or improvements, which he shall think it may be advantageous to make; and he is to direct the proper Officers to inform their respective Boards of such repairs as may be necessary to the Buildings in their department, and to send at the same time as correct an Estimate as possible of the Expense such repairs would amount to; and he is to certify on the report, that it is made with his approbation.

7.

Where there is no Resident Commissioner, the Commander-in-Chief is, as far as may be in his power, to see that every Officer does punctually obey the Orders and Instructions he shall have received from the Board under which he serves; that he makes regularly, at the appointed periods, returns of the receipts, expenditure, and remains of the Money and Stores placed under his charge; he is to direct the Officers to inform their respective Boards of the same; and he is himself to acquaint the Secretary of the Admiralty whenever there is a probability that Stores or Provisions will be wanted for the use of the Squadron.

8.

In all orders which he shall give to the Officers of the several departments, where no Commissioner is resident, he is, as far as circumstances will admit, to conform to the established rules and general practice of the Navy, and the particular regulations of the Department to which his Order shall be addressed; and he is not to give

any directions which may counteract, or interfere with, those which the Officers receive from the Boards under which they serve, except in cases of urgent necessity, when he is to state the same, and the reasons for so doing, to the Secretary of the Admiralty and to the Boards to which they respectively relate.

9.

Where there is no Resident Commissioner, the Commander-in-Chief is to direct that all Stores and Provisions be received from, and all repairs of Ships performed by, the persons appointed by the respective Boards for those purposes; and he is not to allow Supplies to be purchased, nor repairs to be executed, by any other person, without the most absolute necessity for doing so.

10.

If, in places where there is no Resident Commissioner, there shall be an absolute necessity for the purchase of Stores or Provisions, (without which it is never to be done,) the Commander-in-Chief shall order the Officer appointed for that purpose by the Board to whose Department such Stores or Provisions relate to purchase them, if there be such an Officer on the station; but if there be not, he is himself to take every possible precaution to ensure their being obtained good in quality, and at the lowest prices. He is, as from circumstances he shall find most advantageous to His Majesty's Service, either to make a Contract for the supply of the whole quantity required, or to appoint an Agent to purchase them, or to direct each Captain to purchase such as the Ship he commands may stand in need of. He is to inform the Board, to whose Department such Stores relate, in the event of his adopting the former mode, of his reasons for so doing, and of the Orders which he has given on the subject. The Bills drawn by the Agent will be charged as an Imprest conjointly against him and the Commander-in-Chief, until

CIVIL
ESTABLISH-
MENTS.

regular and satisfactory Accounts and Vouchers shall be received for the same.

11.

If, where there is no Resident Commissioner, it shall be found necessary to give directions for supplying the Squadron with Stores or Provisions, or for executing any works on shore, by Contract, the Commander-in-Chief is to direct the proper Officer, where there is one, or (where there is not) such other persons as he shall see fit to authorize for that purpose, to give public notice of the quantities and qualities of the Stores, &c. to be contracted for, or the nature of the work to be performed, that Tenders be received from all who may be disposed to offer them, and that the Contract be made with the person who shall offer the lowest terms, provided he is sufficiently responsible, and gives security for the due execution of the same. The time for which any such Contract shall be made is to be as short as possible; that if the Board, to whose Department it belongs, should disapprove of it, it may soon be put an end to. The Commander-in-Chief is to send to the proper Board, by the very first opportunity, a Copy of the Contract, and his reasons for having authorized it.

12.

Where there is no Resident Commissioner, the Commander-in-Chief is to be very particular in ascertaining the quality and quantity of Stores and Provisions supplied by Contract, and the manner in which works performed by Contract are executed; he is to direct the Officers best qualified for such service frequently to examine them, and he is to inspect them himself, as often as circumstances will admit; so that he may be satisfied of the Contractors having strictly and punctually complied with the terms of their Contract.

13.

When Timber or any other Stores are received into a Dock Yard on any Foreign Station, where there is no Commissioner of the Navy,

the Commander-in-Chief is to order a sufficient number of Officers, selecting those best qualified for that service, to survey them, that he may ascertain whether those, which have been sent from His Majesty's Stores in England, arrive in good condition, and whether those which have been purchased, or supplied by Contract, are perfectly good, and such as, by the terms of the Contract, or the agreement on which they were supplied, they ought to be ; directing the Officers, who take this Survey, to specify very particularly every defect or deviation from the Contract they discover, and, as far as they shall be able to judge, the cause of such defect or deviation, that it may be determined whether it existed when the Stores were purchased, or sent from England, or whether it had been occasioned by the neglect of those who might, at any subsequent time, have had the charge of them.

14.

If the unloading of Store Ships, or any works in a Foreign Dock Yard, shall require more men than those usually employed there, the Commander-in-Chief, whenever the duties of the Fleet or Squadron will admit of it, is, upon the requisition of the Commissioner, to order as many men, as may be required, to be sent from the Ships to be employed on those Services.

15.

He is not to authorize any Boats or Vessels to be hired for the use of the Fleet or Squadron, either at Sea or in Port, unless it be absolutely necessary ; but, where there is no Resident Commissioner, he is to see that, on all occasions, the supplies of Stores and Provisions be carried on board, and all other Services performed, by the Boats of the Fleet or Squadron, or those of the Dock Yard. But if there be at any time an absolute necessity for hiring Boats or Vessels, the Commander-in-Chief, where there is no Commissioner, is to mention, in the order he gives for that purpose, the service they are

CIVIL
ESTABLISH-
MENTS.

required to perform, and the reasons for hiring them, in addition to, or instead of employing, the Boats of the Squadron.

16.

He is not to purchase nor to hire any Ship or Vessel to be armed and fitted as a Ship of War, or as a Tender to the Fleet, unless there be an absolute necessity for his doing so, to replace a Ship or Vessel that may have been lost, and there be not time for him to represent such necessity to the Lords Commissioners of the Admiralty, and to receive their directions, which must always be done when circumstances will admit of it. But if he shall be ordered to purchase, or if the Service shall absolutely require that he should purchase, any Ship or Vessel to be fitted as a Ship or Vessel of War, he is to inform the Commissioner (if there be one at the Port) of the service for which such Vessel is intended, and to request him, when a Vessel apparently fit for that service is found, to order the proper Officers to survey and value her; and he is to send two of the most intelligent and best qualified Carpenters, and any other Artificers he may think proper to select, to assist at the survey and valuation of the Vessel, her Masts, Yards, Iron Work, &c., and two of the best qualified Masters, two Boatswains, and two Sailmakers, to assist in surveying and valuing her rigging and Sails. If the Vessel be found to be in good condition, and fit for the Service on which she is intended to be employed, and can be purchased at a fair and equitable price, he is to draw Bills upon the Commissioners of the Navy for the amount of the valuation, transmitting to them, at the same time, the Survey and Appraisement, in which he is to see that the rate per Ton for the Ship, and the number, weight, quality, rate and value of each Article, be inserted. Where there is no Resident Commissioner of the Navy, he is to direct the proper Officers of the Yard, with those specified above, to survey and value her; but he is alone to be accountable for the propriety of the terms of the purchase, and shall

draw the Bills in his own name; the Naval Officer being by his Instructions directed not, in any case, to draw for the same; but the Commander-in-Chief is not to interfere in the hire or purchase of Tenders or other Vessels for temporary Service, which are to be agreed for by the Naval Officer, according to his Instructions.

17.

Where there is no Resident Commissioner, the Naval Officer is to apply to the Commander-in-Chief for his approval of the Bills he may have occasion to draw; and upon the latter being applied to for the purpose, he is to require from the former a statement of his Accounts, shewing the Balance in his hands, and also the Service for the payment of which Money is wanted: and on finding that he is under the necessity of drawing, the Commander-in-Chief is to certify the same at the foot of the said Bills; he is also to see that the Money is taken up after notice given by Advertisement on the most advantageous terms it can be procured: and he is to approve of the Bills drawn according to the lowest Tenders, the rate of Exchange, Premium, or Discount, being noted thereon; provided however no other temporary arrangements for the procuring of Money for Naval purposes shall have been established on the Station at the period of the transaction, which may render the above-mentioned directions unnecessary.

18.

Where there is no Resident Commissioner, the Commander-in-Chief is to receive, four times in the Year, namely, at the end of the Months of March, June, September and December, from the Naval Officer and every other person intrusted with the charge of Money, three general statements of their respective Accounts for the preceding quarter; at the foot of which he is to certify that he has examined the same; and if any articles therein appear to him objectionable, he is to represent them to the Board, under which the Officer acts.

CIVIL
ESTABLISH-
MENTS

One Copy of these Accounts he is to transmit, by the first safe conveyance, to the Board to which they appertain; one Copy he is to deliver to the Person, by whom the Accounts are made out, to be transmitted by him to the proper Board; and he is to keep one Copy himself, which he is to send to the Board when he returns to England. When he is about to quit the Station, he is to direct similar statements to be made out from the last quarter day to the day of his giving up the Command, for his perusal and Certificate in like manner. If Money should be required for any other Department, besides that immediately under the direction of the Navy Board, it is to be procured by the proper Officer in that Department, the Bills for which are to be approved by the Commander-in-Chief, but drawn in whatever manner or form the Board, presiding over such Departments, shall have directed; and the Commander-in-Chief is to send to the several Boards lists of the Bills he has authorized to be drawn on them, specifying the date of each Order, the sum drawn for, and the services for which it was required.

19.

He is not to require the Naval Officer to pay for his Postage, or any other contingent expenses, the accounts of which, with full and explicit Vouchers thereto, he is to transmit to the Secretary of the Admiralty once in every three Months, and to draw upon the Navy Board for the amount. And if any Article shall appear to have been improperly expended, or imperfectly accounted for, it shall be charged as an Imprest against his pay.

20.

If he finds it indispensably necessary to appoint an acting Naval Officer at any Foreign Yard, which may be captured from the Enemy, he is to furnish him with a Copy of the General

Instructions for his Government: such appointment will not however be confirmed by the Admiralty, but upon the most satisfactory proof of its necessity; and the Bills drawn by the Naval Officer, so appointed, are to be charged as an Imprest against the Commander-in-Chief for the time being, until the Naval Officer's appointment shall be confirmed and his accounts be passed.

to direct similar statements to be made out from the last quarter to the day of his giving up the Command, for his personal and certain in like manner. If money should be required for any other Department, besides that immediately under the direction of the Navy Board, it is to be procured by the proper Officer in that Department, the Bills for which are to be approved by the Commander-in-Chief, but drawn in whatever manner or form the Board presiding over such Department shall have directed; and the Commander-in-Chief is to send to the several Boards lists of the Bills he has authorized to be drawn on them, specifying the date of each Order, the sum drawn for, and the services for which it was required.

He is not to require the Naval Officer to pay for his Postage, or any other contingent expenses, the accounts of which, with full and explicit Vouchers thereon, he is to transmit to the Admiralty once in every three months, and to the Navy Board for the amount. And if any money has been improperly expended, or improperly accounted for, shall be charged as an Imprest against his pay, or of their crews, or misconduct of their Officers or Men, are to be made to him. The Commander of a Division is to report to the Commander of the

20. If he finds it indispensably necessary to appoint an acting Naval Officer at any Foreign Yard, which may be captured from the enemy, he is to furnish him with a Copy of the General Instructions may require.

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CHAPTER III.

FLAG OFFICERS, AND COMMODORES OF THE FIRST CLASS, NOT COMMANDING IN CHIEF.

1.

EVERY Flag Officer serving in a Fleet, but not commanding in chief, is to superintend with great attention all the Ships of the Squadron or Division put under his directions; he is to see that their Crews are properly disciplined; that all Orders and Regulations are punctually attended to and obeyed; that the Stores, Provisions, and Water are kept as complete, and the Ships in every respect as fit for service, as circumstances will admit.

2.

Every Flag Officer being responsible to the Commander-in-Chief for the good order and discipline of the Squadron or Division he commands, all Reports of the state of the Ships, and their defects; all applications for Repairs or refitting; all demands for Stores or Provisions; and all representations of the state of their Crews, or misconduct of their Officers or Men, are to be made to him. The Commander of a Division is to report to the Commander of the Squadron to which he belongs, and the Commander of a Squadron to the Commander-in-Chief, except in cases in which the Commander-in-Chief shall authorize either of them to give such orders as circumstances may require.

3.

Every Flag Officer, when at Sea, is to be particularly attentive in observing that the Ship which carries his Flag, and all the Squadron or Division under his orders, preserve very correctly their station in whatever line or order of sailing the Fleet may be formed; and when any Evolution is performing, he is to be very attentive to the manner in which the Ships under his directions perform it, always correcting immediately by Signal, or otherwise, as he shall think fit, every apparent want of activity and exertion, and every appearance of neglect or mistake.

4.

The Commander of one Squadron or Division may correct, by Signal or otherwise, the mistake or negligence of a Ship in another Squadron or Division, whenever it is probable that, from their relative situations, that Ship cannot be distinctly seen by the Flag-Officer commanding the Squadron or Division to which it belongs; or whenever, being in the presence of an Enemy, the Flag Officer commanding that Squadron or Division, whatever may be his situation, does not himself immediately correct such negligence or mistake.

5.

Every Flag Officer, when in Battle, is to observe the conduct of every Ship near him, whether of the Squadron or Division he commands, or not, and he is, at the end of the Battle, to report it to the Commander-in-Chief, that the conduct of every Officer may be represented as he shall really deserve. And if any Flag Officer shall observe any Ship evidently avoiding the Battle, or not doing her duty properly in it, he is immediately to send an Officer to suspend the Captain of that Ship, and to take the command of her in his stead; but if it be not one of those under his directions, he is, at the same time, if circumstances will admit of it, to give notice to

the Flag Officer to whose Squadron the Ship belongs, that he may, if he think fit, send one of his Officers to command her.

6.

When a Commodore of the First Class shall, in consequence of the presence of a senior Captain, strike his Broad Pendant temporarily, and become First Captain of the Ship in which he is serving, he is nevertheless not to be required to keep any Account as Captain, or to sign any Books or Papers, or to do other duty than would have been required of him as First Class Commodore, the Captain under him in the same Ship being to execute all the detailed duties of Captain of the Ship, in a similar manner as Captains of Flag Ships.

CHAPTER IV.

CAPTAIN OF THE FLEET.

1.

THE Captain of the Fleet is to assist the Commander-in-Chief in the various details and arrangements for the management of such Fleet, and for maintaining it in the most efficient state possible; giving from time to time such directions, in the name of the Commander-in-Chief, for the above object, as circumstances may render necessary; and all orders so given by him, in the name of the Commander-in-Chief, are to be obeyed by every person in the Fleet, as well by Officers senior as by those junior to him.

2.

Returns of the state and condition of the Ships, applications for their being repaired or refitted, or for a supply of Stores or Provisions, which the Commanders of Squadrons or Divisions may not be authorized to order; and in general all reports relating to the equipment of Ships, the state of their discipline, and their fitness or unfitness for service, are to be transmitted to the Captain of the Fleet, to be by him laid before the Commander-in-Chief.

3.

If the Commander-in-Chief shall die, or shall give up his Commission, the Captain of the Fleet is to preserve his situation under the Officer who succeeds to the chief command, if there be an Officer senior to him in the Fleet; but if he be himself next in rank to the Commander-in-Chief, and consequently hoists his Flag or Broad Pendant, and assumes the Command, he may appoint such Officer as he shall think proper to act as Captain of the Fleet until the pleasure of the Lords Commissioners of the Admiralty shall be known; observing that such Officer must be one of the Flag Officers, or one of the senior Captains in the Fleet, who shall be willing to accept the appointment.

4.

The Captain of the Fleet is to keep a Journal of the proceedings of the Fleet, which is to be sent at the end of every three Months to the Secretary of the Admiralty.

CHAPTER V.

FLAG OFFICERS COMMANDING AT HIS MAJESTY'S PORTS.

1.

THE Officer appointed to command at one of His Majesty's Ports shall be responsible for the speedy and perfect equipment of all His Majesty's Ships and Vessels, and for the punctual execution of all orders, and the performance of all duties, at the Port where he commands. He is therefore to consider all Ships, during their continuance in Port, as being under his command, except those which, not being in Harbour, shall be under the orders of a senior Flag Officer then present. But though the Ships be under his command, for the purpose of his superintending and forwarding their equipment, he is not, on any account, to send any of them to sea (except such as shall be specially placed by the Admiralty under his orders), unless some very urgent necessity, not admitting of his receiving directions from the Admiralty, shall require it.

2.

When the state of a Ship shall be such as to require her going into harbour to be repaired, she shall, during her stay there, be under the orders of the Port Admiral, although she belong to the Squadron of a Flag Officer then present, and senior to him; and if the Ship

which carries the Flag of such senior Officer be required to go into harbour, he is to shift his Flag to some other Ship as long as she remains there; and all returns, demands, and applications, from every ship while in harbour, are to be made to the Port Admiral. But the Commander of any Squadron may direct the Captains of Ships under his command, if he shall think it necessary, to report to him also the state of such Ships, and the progress made in repairing or refitting them.

3.

The Captains of all Ships not in harbour, under the command of a Flag Officer present, are to make all returns and representations to him, whether he be senior to the Port Admiral or not; but the Captains of all Ships, not put under the command of such Flag Officer, are to make all Returns, &c., to the Port Admiral.

4.

The Captains of all Ships, not under the command of a Flag Officer present, are to make their Returns, &c., to the Port Admiral, although they belong to a Fleet commanded by a Flag Officer senior to him; but the senior Captain of the Ships of any Squadron may, if so directed by his Commander-in-Chief, collect duplicate Returns of the Ships of that Squadron, and transmit them to his Commander-in-Chief, that he may be informed of the state they are in, and of the probable time of their being fit for Service.

5.

If any Flag Officer shall send orders to any Ship under his command when at a Port, where such Flag Officer shall not be present, he is to enclose them to the Port Admiral, to be by him delivered to the Officer to whom they are addressed.

6.

A Flag Officer, though senior to the Port Admiral, is not in any way to interfere with his duties; nor to give Orders for the Ships of his Squadron being preferred before others, either in being repaired, or supplied with Stores or Provisions; nor to interfere in any manner, in the distribution of disposable Men or Supernumeraries, except such as are borne in the Ships under his command; nor is he to order any Ship to go into harbour, without having first applied to the Port Admiral to know when it may be convenient to receive her.

7.

The Port Admiral is to inform the Secretary of the Admiralty if any Ship puts into Port unnecessarily; or if any Captain makes a report of defects which do not exist, or exaggerates those which do. When a Ship is fitting out, or refitting, he is to see that the Captain and all the Officers attend constantly to their duty, and that there is no delay nor neglect in her equipment.

8.

He is not to suffer any Ship to remain in Port longer than shall be absolutely necessary, after the Captain has received orders to sail; but is to send her away the moment she shall be in a condition to put to Sea.

9.

He is not, except in cases of great urgency, to give any Officer leave to be absent from the Ship to which he belongs for more than twenty-four hours, without being directed to do so by the Admiralty.

10.

Whenever the Commissioner at the Dock Yard shall represent to him, in writing, that an additional number of men are wanted to perform some service, or to execute some work in the Yard, or on board the Ships in Ordinary, he is, if the necessary duties of the Ships in commission will admit of it, to direct their Captains to send the number of men required, who are to be employed as the Commissioner shall direct; sending with them one Lieutenant at least, and a proper number of Mates or Midshipmen from each Ship.

11.

He is, during War, to keep a sufficient number of the Ships or Vessels under his command cruising in proper situations to prevent any Ships of War, Privateers, or other Vessels of the enemy, from approaching the Port without being discovered; he is to direct the Officers commanding them to examine very carefully all Vessels going into, or approaching near to, the Port, and to detain, for his examination, all those whose conduct shall be suspicious, or whose Masters shall not give a satisfactory account of themselves.

12.

He is, during War, to direct the respective Captains to keep their Ships in as good state for battle as the circumstances of their equipment or repairs will admit; to keep always a good look out, and to be always prepared to defend themselves against any sudden attack.

13.

He is to look carefully into the state and condition for service in respect of their complements of Men, provision of Stores, &c. &c.,

of all hired armed Vessels, and to see that they are not detained in Port longer than is absolutely necessary. He is to communicate to the Navy Board every deficiency or neglect in these and other hired Vessels, in order that a suitable mulct may be imposed upon the owners.

CHAPTER VI.

CAPTAIN.

§ I. FITTING AND RE-FITTING.

1.

FITTING
AND
REFITTING.

WHEN a Captain is appointed to command one of His Majesty's Ships, he is to visit her throughout, in company with the Officers, and, if the Ship be newly commissioned, with the Master Shipwright of the Dock Yard, or his Assistant, who will inform him of the condition of the Ship, and communicate to him the orders of the Navy Board for any alterations they may have thought it necessary to make in her.

2.

He is to apply to the Navy Board, or to the Master Attendant of the Dock Yard, for such an account of the qualities of the Ship as may have been given by the Captains who previously commanded her; but if the Ship be new, he is to obtain, from the Surveyors of the Navy, their opinion respecting her trim, and the manner of stowing her hold.

3.

He is to inform himself from the Clerk of the Check, of the Complement of Men allowed to the Ship; he is to use his utmost endeavours to get her manned, and be very careful to enter such Men only as are fit for the service. He is constantly to keep, if possible, the established number of Men complete; but he is strictly enjoined never to proceed to sea with more Men than the complement of the Ship, with-

out an express order for so doing from the Admiralty or from some superior Officer; except when he shall sail from a Port in which there is no other Ship to receive them.

FITTING
AND
REFITTING.

4.

All applications relating to the Ship, which require the authority of the Commissioner, are to be made to him in writing by the Captain, when he does not make them in person.

5.

He is to be very diligent in getting the Ship ready for Sea, or for such other service as he may be directed to fit her; he is to inspect, and to forward, as far as he may be able, all works doing on board; he is to report daily to the Admiral, or to the Senior Officer present, an account of the progress made in fitting the Ship, according to the established form; and also any neglect, delay, or other impediment to the fitting of the Ship, which he shall observe; but if there be no Admiral nor Senior Officer present, he is to represent it to the Commissioner at the Dock-Yard, the Commissioners of the Navy, or the Secretary of the Admiralty, as circumstances may require.

6.

He is to allow every Officer to occupy the Cabin allotted to him; and he is not, except in cases of absolute necessity, to make, or permit to be made, any alteration whatsoever in the establishment of the Ship (as delivered from the Dock Yards) in the Masts, Yards, Sails, or Rigging, the Hull, Decks, Cabins, Store-rooms, or other internal distribution; and if, from any peculiar circumstances, he should find it necessary to make any such alteration, he is to report the same, and the causes thereof, to his Commander-in-Chief, to the Secretary of the Admiralty, and also to the Commissioners of the Navy; and if he shall fail to make such reports, or if the alteration

FITTING
AND
REFITTING.

shall be disapproved of, the original expense of the alteration and the subsequent restoration, will be charged against him.

7.

He is to direct the Carpenter to employ the Caulker and the Men of his crew in stopping all leaks; and in repairing all such defects in the Ship and the Boats, as may be within their power, in order that, on the arrival of the Ship in Port, as little time and as little assistance from the Dock Yards as possible may be required to refit her.

8.

Whenever there shall be a necessity for heeling the Ship to get at leaks, or to repair the copper sheathing, the Captain is to be present himself, to see that every possible precaution is taken to prevent its being attended with any accident; he is to direct the Carpenter to see that all the pumps are in good order; and to appoint careful men to observe the state of the well, who are to report to the Officers immediately on their discovering any material increase of water. In three-decked Ships, the lower-deck ports of the side to which the Ship is heeled are to be barred in, and the scuppers plugged; and during the whole of the time that a Ship continues on the heel, the Officers and Men are to be in readiness to right her on the shortest notice, if the shifting of the tide, a leak, or a gust of wind, should suddenly make it necessary.

9.

Upon the Ship's going into Port to refit, he is to order a minute and strict examination of all the Stores, &c., and to cause Lists to be prepared of such as are damaged or require to be replaced, so that only one Survey may take place during the Ship's stay in Port. And he is to be particularly cautious that no Article is put into the List for Survey but what he is convinced is damaged and bad, and

FITTING
AND
REFITTING.

ought to be replaced. He is to make himself acquainted with, and as much as possible conform himself to, the Regulations of the Dock Yard, with respect to the receiving or returning of Stores, the hours of working, the places for the landing of Boats, Stores, &c., and, when the Service will admit of it, he is to inform the Officers of the Yard a day or two before he purposes receiving or returning any Stores, or when the orders he is under are likely to require the attendance of Clerks out of the usual hours. He is to cause only one Return of Stores to be made during his stay in Port, excepting an account which he is to make out, a few days before he sails, of the Articles which have been broken or worn during the time the Ship has been refitting, that he may receive others in lieu.

10.

It being the particular duty of the Master Attendant to prevent the Moorings in harbour from suffering any damage, the Captain is to give orders that the Yards and Topmasts be struck, and every other precaution taken which may be thought necessary, whenever the Master Attendant shall desire it.

11.

If it should be necessary, in the fitting of any Ship, that she should be taken alongside of, or that her Crew should be removed into, a Receiving Ship or Hulk, the Captain is to give particular directions that no damage be done to such Hulk, nor to any of the Store-rooms or Cabins; that she be kept, during the continuance of the Crew on board, as clean as circumstances will admit, and pumped out when necessary. He is to see, on quitting her, that she is delivered perfectly clean, and, as far as may depend on him, in good order, either to the proper Officer of the Dock Yard, or to the Captain of such Ship as may be directed to take possession of her after him.

§ II. STORES AND PROVISIONS.

STORES
AND
PROVISIONS.

1.

THE signing Officers of all Muster Books, Pay Books, Tickets, &c., are to be the Captain, the senior Lieutenant, the Master, and the Purser; but when that which is to be signed relates to the receipt, expenditure, or disposal of Stores in charge of any other Officer, that Officer is to sign instead of the Purser.

2.

The Captain is to demand from the Clerk of the Check at the Dock Yard a Survey Book, containing an Inventory of all the Boat-swain's and Carpenter's Stores allowed to the Ship; and one from the Office of Ordnance, containing an Inventory of all the Gunner's Stores; which Books he is to leave with his Successor, or to send with his other Accounts to the Offices to which they respectively relate, if he continues to command until the Ship is paid off.

3.

On receiving on board the Ordnance and Ordnance Stores, he is to cause the Cannon and their Carriages, the Muskets, Swords, and other Weapons, to be carefully examined, and to inform the Store-keeper of the Ordnance of such as shall appear to be defective, or not fit for service, that they may be exchanged; but if there shall appear any manifest indication of neglect, he is to report it to the Master-General and principal Officers of the Ordnance.

4.

He is to direct his Clerk to be present at the receiving on board of all Stores and Provisions, and to take an account of them in writing, which is to be compared with the Indents or Vouchers

of the Officers to whose charge the Stores are committed, that the Captain may know whether the whole be received in kind, or any part allowed on credit, the latter of which, except in cases of real necessity, he is never to permit. If he shall discover any fraud or material neglect in the supplying of any Stores or Provisions, he is to represent it to the Board in whose department it happens, and, if necessary, to the Secretary of the Admiralty.

5.

He is never to stop any Vessel, Lighter, or Boat, going with Provisions, Water, or Stores, to another Ship, nor to take such Provisions, &c., for the Ship he commands, unless some extraordinary circumstance shall make it absolutely necessary; of which he is immediately to inform the Commander-in-Chief or the Commanding Officer present, and also the Officer by whom such Provisions, &c., were sent; and if circumstances will admit of it, the Captain of the Ship to which they were going.

6.

Whenever the other duties of the Ship will admit of it, the Captain is to allow the Boats to be employed in carrying on Board the Necessaries, and other Stores belonging to the Purser, whom he is never to expose to the necessity of hiring Boats for that purpose, when it may, without inconvenience to the Service, be prevented.

7.

The Captain of any Ship serving abroad, and not under the orders of a superior Officer, is strictly enjoined to send to the Navy Board, and Board of Ordnance, timely demands for such Stores as the Ship he commands may require, if there be not proper Officers of those Boards on the Station; and the better to enable the Boards to judge of the necessity for such supplies, a Survey of

STORES
AND
PROVISIONS.

the quantity and quality of the Stores remaining on board is to be taken, a report of which is to be transmitted with every demand. And Captains are strictly charged not to purchase Stores of any description without an absolute necessity for doing so.

8.

He shall not suffer any of the Ship's Stores to be applied to private uses, wasted, or, without evident necessity, converted to other purposes than those for which they are supplied. Whenever he shall think it necessary to order any extraordinary expenditure or conversion of Stores, his orders shall be given in writing, expressing the reason for such expenditure or conversion, and directing the respective Officers to note such conversion or expense in their accounts; and to cause the same to be done in his Counterparts of the said Officer's Accounts, and also in his Journal.

9.

Whenever any Running Rigging shall be decayed or worn out, in Ships employed on Home Service, it is not to be converted to any use on board, but to be returned into Store; except in cases of absolute necessity, when the Captain is to give the Master an order in writing for such conversion, without which the Master will not be allowed the expense of it in his accounts. On Foreign Stations no Rigging is to be condemned, nor converted to any other use, without being regularly and carefully surveyed.

10.

He is never to make use of the Ship's Sails for Coverings of Boats, or for Awnings; nor to convert Canvass or Sails, which are allowed by the establishment, into Sails which are not allowed; nor to convert them to any other use than that for which they were supplied, unless they shall have been surveyed, and reported to be unfit for their proper use.

11.

He is strictly enjoined to be very careful of the Stores, and to observe the utmost frugality in the expenditure of them, as well of those which belong to the Ordnance, as of those which belong to the Navy; and that he may at all times be informed of the quantity of Stores of every description remaining on board, he is once a week to inspect the accounts of the Officers intrusted with the charge of them; and at the end of every Calendar month he is, with the Master and other Officer having charge of any Stores, to sign an account of such as have been received, and such as have been really expended during the month, and never suffer a week to elapse after the expiration of the month, before this be done, taking care that nothing be interlined therein; which account, when signed as before directed, he is to deliver to such Officer, keeping a Counterpart of it himself, signed in the same manner. When Coals are ordered to be issued by the Purser to the Carpenter, the precise quantity is to be expressed in the order, or the Captain must certify therein what quantity was issued in consequence of the said orders, otherwise the Purser will not be allowed credit for the quantity the Carpenter may sign receipts for.

STORES
AND
PROVISIONS.

12.

When a Ship is in want of Stores, proper demands are to be made for them in writing, approved by the Captain; which are to be sent to the several departments, accompanied by the respective Expense Books for the time subsequent to the last supply, and Abstracts of the Stores remaining on board; and when a Ship is going into Port, the Captain is to direct the Officers to have their demands for Stores, the Abstracts of their remains, together with the defects of the Ship, made out, that there may be no unnecessary delay in supplying or refitting her.

STORES
AND
PROVISIONS.

13.

A Captain shall not spare any of the Ship's Stores to the Ships of War of any Foreign Power, without evident necessity, or orders from his Superior Officer; and, in such case, he shall give his orders in writing to the Master for such supply, and shall send to the Navy Board, by the first safe conveyance, particular accounts of all the articles spared, and cause proper notations thereof to be inserted in the Ship's Log-Book, and in the Master's Accounts; and he shall require of the Commander of the Foreign Ship of War three receipts for the Stores so spared, two of which receipts he is to transmit by the earliest opportunities to the Navy Board, and the third on his arrival in England.

14.

He is not to spare any of the Ship's Stores for the use of any Merchant Ship or Vessel, unless it shall evidently appear that such Ship or Vessel is in the utmost distress for the want thereof, and that the same cannot possibly be otherwise procured; and, even in such cases, he is not to take Bond for the delivery of the like species, but to see that the same be either paid for to a Commissioner, Naval Officer, or Storekeeper, on the spot; or, if that cannot be conveniently done, that sufficient security be given, that Payment shall be punctually made to the Treasurer of His Majesty's Navy in England, to such amount as the Navy Board may judge to be the proper valuation of the Stores supplied: and he is also to take care that an account be transmitted by the first opportunity to the Navy Board, of any Stores which shall be so spared by him.

15.

The Captain is to keep Counterparts of all the Accounts of the receipt and expenditure of Stores and Provisions with which the Ship shall be supplied; and of all those with which she shall supply other

Ships; and which, whether decayed or unserviceable, shall be returned into His Majesty's Storehouses; and these Accounts are to be sent to the proper Offices, with the other Books and Papers necessary to the passing of his Accounts, to remain there as a charge and discharge to the Officers by whom those Stores or Provisions were received, supplied, or returned.

16.

If an Officer having the charge of Stores or Provisions be promoted, or resign his employment, or be sent to sick quarters, or be left behind when the Ship sails, or shall die, the Captain is immediately, if in company with a senior Officer, to apply for, and if not, to order, a Survey on the remains of the Stores or Provisions under his charge; which Survey is to be taken as soon as possible, whether the Ship be at Sea or in Port.

17.

He is to carry to Sea the established number of Boats, and every article of Stores that is allowed, unless he obtain the sanction of the Admiralty or his immediate Commanding Officer for leaving a part of them ashore. He is to be attentive to the securing of the Boats before blowing weather.

18.

If a cable shall be cut, slipped, or parted, the Captain is, as soon as circumstances will admit, to use his utmost endeavours to recover the Anchor and Cable; but if the Ship put to Sea, the senior Officer left in the Road is to use his best endeavours to recover them; but neither the senior Officer, nor the Captain of the Ship to which such Anchor belongs, is to hire any Vessel or Boat for the purpose of recovering it, if it can be done by any, or by all, of His Majesty's Ships present. If, however, a Captain shall find it absolutely necessary to employ any Merchant Vessels in the

STORES
AND
PROVISIONS.

recovering of Anchors, or in assisting the Ship when in distress or in situations of danger, he is to give the Masters of those Vessels Certificates, in which he is to mention very particularly the nature and size of the Vessels, the number of men on board them, the length of time they were employed, the state of the weather at the time, and other circumstances which may be necessary for the Navy Board to know, in order to determine the proper allowance to be made for the service performed. If any Stores, which have been lost from the Ship he commands, or from any other of His Majesty's Ships, shall be brought on board, and he shall be satisfied that the person who brings them did not obtain them by any improper means, he is to give him a receipt for them; in which are to be fully and clearly expressed the nature of the Stores, the quantity of each species, the condition of the articles, (if a Cable, the dimensions, quantity, and wear) and the service for which it may be fit, which is to be determined by the Officers best qualified to judge, that the Board, to whose department such Stores belong, may be enabled to estimate their value, and pay the customary Salvage to the person who recovered them. In such Certificate it is to be mentioned whether the parties claiming Salvage were assisted by part of the Company of any of His Majesty's Ships, and also on what account the latter were not able to recover the articles. If an anchor, &c., be left in any harbour or roadstead, and no opportunity offers of recovering it, the Captain is, as soon as possible, to give notice of it to the Navy Board, or to the nearest resident Commissioner of the Navy, or to the Commander-in-Chief, mentioning the bearings and distances of the nearest points of land from the spot where the anchor may lie, that measures may be immediately taken to recover it.

19.

All His Majesty's Ships, whether victualled for Channel or Foreign Service, are to be furnished with as many water casks

of such sizes, either Leagers, Butts, Puncheons, Hogsheads, Barrels, or half Hogsheads, as the Captain shall apply for; he is to have regard thereto, and to apply for such quantities and species of water casks as the Ship can most conveniently stow.

20.

The very great demand for beer and water casks at the out-ports, making it extremely difficult, more especially in time of war, to raise and fit them fast enough, and the expense attending the same being very great; and as both the difficulty and expense would be materially lessened if the beer and water casks on board Ships employed in Home or Channel Service were not to be shaken; every Captain so employed is hereby most strictly required, never to suffer the empty beer or water casks to be shaken unless in cases of absolute necessity; and when such necessity shall arise, to give particular orders that the casks be very carefully taken to pieces, and the staves and heading marked and packed in such manner as shall enable the Cooper to set them up again; that the iron hoops be very carefully stowed away in bundles, without being bent or otherwise injured; and that they be either returned, when a proper opportunity may offer, into His Majesty's Victualling Stores, or be again set up if wanted. And he is hereby further directed to transmit quarterly, to the Commissioners of the Victualling, a particular account of all beer and water casks which may have been so shaken, stating whether they have again been set up, or the staves and hoops returned into store, and at what place.

21.

Though all Orders for Victualling do properly issue from the Lord High Admiral, or Lords Commissioners of the Admiralty, yet if any of His Majesty's Ships shall happen to come into Port in want of Provisions, the Order of a Commander-in-Chief shall be suffi-

STORES
AND
PROVISIONS.

cient to the Agent, or other instrument of the Victualling, to supply the quantity wanted; and in urgent cases, where delay may be hurtful, the demand of the Captain of the Ship shall be of equal effect.

22.

When Vessels go on board with Provisions or Stores, they are not to be suffered to loiter by the Ship's side, but forthwith to be unladen and sent away; and in the event of their being necessarily detained, the Commanding Officer is to grant the Master of the Vessel a Certificate stating the time of her detention, and the occasion thereof; to the end that the Crown may not be subjected to any unreasonable charge for demurrage.

23.

He is to take particular care that the Ship's Company are victualled according to the established scale, and he is not to direct or allow the use of substitutes, unless when the deficiency of the original article, or any reason connected with the health of the Crew, may require it. He is to take measures for ensuring that the several articles be issued in full measure, and served out with every attention to cleanliness and the comfort of the men.

24.

In all cases where fresh meat is received on board His Majesty's Ships, the Commanders are respectively to take care that it be perfectly good and wholesome; and in order to a just distribution thereof, and to prevent any occasion of complaint, the same, if beef, is to be sent on board in quarters, and, if mutton, in carcasses, which in number and weight are to be entered in the Log-book as they come on board, together with the place whence and person from whom they are received. Conformably to which weight, the quarters or carcasses are to be cut up into the usual mess pieces, in some convenient and public part of the Ship, open to the view of the Company, and under

the particular inspection and supervisal of a Mate, to be appointed for that purpose. When the meat is boiled, it is to be delivered out in the customary manner of pricking fairly for it.

25.

He is to cause the Cook to be overlooked, in order that the Salt Meat may be properly steeped, that all articles be cleanly and palatably dressed, that the Coppers be kept clean, and that the skimmings of the Coppers in which Salt Meat has been boiled, are on no account given to the men, either to mix with their puddings, or to use in any other manner, as scarcely any thing is more unwholesome or more likely to produce Scurvy.

26.

As it is of very pernicious consequence to suffer the Seamen to drink, in drams, the allowance made to them of any kind of spirituous liquor in lieu of beer; every Captain is therefore strictly charged, to cause the allowance for the Ship's Company to be every day mixed with a due proportion of water upon deck, in the presence of a Mate, who is also to be strictly charged to take care that the men be not defrauded of their allowance.

27.

Captains of Ships stationed in parts where there is an Agent, Contractor, Correspondent, or other instrument of the Victualling for furnishing Provisions to His Majesty's Ships, are most strictly charged to cause whatever Provisions they may have occasion for, to be received from such Agent, Contractor, &c., and, to that end, to make timely and regular demands for the species and quantities wanted.

28.

STORES
AND
PROVISIONS.

The want of proper and timely accounts being transmitted to the Commissioners of the Victualling, having occasioned frequent mistakes, in making out Purser's Balance Bills, &c., to the prejudice of the Crown; every Captain is strictly enjoined to make up, at the end of every quarter of the year, viz., on the 31st March, 30th June, 30th September, 31st December, and to transmit to the said Commissioners, as soon after as opportunity shall offer, accounts of all Provisions (including water if purchased) and Victualling Stores received, and of those lent, returned, cast by survey, lost by accident or action with the enemy, and of any extra expense of casks, staves, and hoops, that may happen in such quarter: likewise an account of the receipt and expenditure of fresh meat (signed by himself, the Master and the Purser, after being totalled and duly certified,) and to cause each of the said three accounts to be entered in two books, totalled, certified, and signed at the end of each quarter as before-mentioned, one to remain with himself, the other with the Purser, to be produced on passing their respective accounts. At the bottom of each account so entered, mention is to be made by what conveyance the original was sent to the Victualling Office; and all Captains are to take notice, that if any mistake shall happen to the prejudice of the Crown, from their failing to comply herewith, the same is to be made good out of their wages.

29.

When any Officer of a Ship shall die, the Captain is to direct an Inventory to be immediately taken of all his Books and Papers, public as well as private, in the presence of at least two of the signing Officers, who are to attest it, and to see the Books and Papers carefully sealed up in separate parcels; and the Captain is to transmit those containing the Public Papers, together with an Inventory

thereof, to the Office to which they relate. If the deceased Officer had the charge of Stores or Provisions, a Survey is to be taken on those remaining at the time of his death, which is to be transmitted to the proper Office with the other Public Papers; and the Captain is to inform that Office, when, and by what conveyance, those Books and Papers were sent. The parcels containing the private papers together with all his effects, and an Inventory thereof, are to be delivered into the charge of such Officer as the Captain may think fit, to be preserved for the benefit of the Executors; unless from the known circumstances of the deceased, the distance of the Ship from his family, or any other cause, the Captain shall think it more for their benefit to order his effects, or any part of them, to be sold at the mast; and the Captain is, as soon as possible, to send a duplicate of the Inventory to the Commissioners of the Navy, and to inform them in what manner he has disposed of the effects.

§ III. BOOKS AND ACCOUNTS.

1.

HE is to apply to the Navy Board or the Commissioner at the Dock Yard for the necessary quantities of Muster Paper, Pay Paper, Pay Tickets, and other established Forms. He is to keep an account of the receipt and expenditure of every description of Paper, Certificates, Tickets, Forms, &c., with which he shall be supplied; and when he leaves the Ship, he is to have a receipt from his Successor for all that remains; or, if the Ship be paid off, from the Commissioner of the Dock Yard, into whose Office they are to be returned.

2.

He is to keep a complete Muster Book, in which are to be inserted the Names of all Persons forming a part of the complement of the Ship, with every circumstance relating to them; taking especial care to note such as may have allotted the half of their Pay, as specified in the several columns of the paper supplied for that purpose; and being particularly accurate in the account of their Age, and the place of their Nativity. When two Men, or more, have the same Names, they are to be distinguished by 1st, 2d, 3d, &c. The Number under which a Man is entered on the original Muster Book, is to be continued in all following Muster Books; and if a Man be discharged, and be afterwards entered again, the Number of the first Entry is to be noted against the Number of the second, and the Number of the second Entry against the Number of the first. The first part of the Muster Book is to contain the Names of the Ship's Company in general, with the exception of such Officers, and Petty Officers, and other Persons as are hereinafter enumerated. Immediately after the Names of the Ship's Company, and before those of the Marines, the under-mentioned Officers and Petty Officers are to be entered on separate Lists, which are to be numbered 1, 2, 3, &c.

No. 1. is to contain the Admiral, Admiral's Secretary, Flag Lieutenant, Captain of the Fleet, Captain of the Fleet's Secretary, Master of the Fleet, Physician of the Fleet, Secretary's Clerks, Admiral's Domestics, and Captain of the Fleet's Domestics; the two latter to be kept separate from the Officers.

No. 2. is to contain the Commissioned Officers, with the exception of the Marine Officers; and it is particularly to be observed that, against the name of each of the Lieutenants is to be noted in whose Vacancy, and by whose order, he was appointed.

No. 3. is to contain the Names of the Master, Chaplain, Surgeon, Purser, Second Master, Assistant Surgeons, Mates, Gunner, Boat-swain, and Carpenter.

No. 4, is to contain the Midshipmen, Masters' Assistants, Schoolmaster, Captain's Clerk, and Volunteers of the First and Second Classes. The number of Persons borne and mustered on the foregoing Lists are not to be entered separately in the *Muster Table*, but are to be included in one total with the Men, under the head of "Ship's Company." On a separate List are to be entered the Names of the Marines, forming a part of the Ship's Company, with all the particulars relating to them, but keeping the Names of the Officers on a distinct List. On four other separate Lists are to be entered the Names of the Boys of the first Class; Boys of the second Class; Supernumeraries for Wages and Victuals; Supernumeraries for Victuals only; specifying in the last-mentioned List whether at whole allowance, or at what other allowance, and in the two last Lists, by whose orders they are borne. If either of the Class of Boys is deficient, the Captain or Commander is not on any account to bear in lieu any additional number of Men on the Ship's Books. At the end of the Muster Book is to be inserted a List of all those who are slain in battle, and a List of Men who are marked Run, within the time for which it is made out, in which he is to mention the time of their running, whether they ran from the Ship, or from a Boat, or from Sick Quarters, or whether they had leave to be absent from the Ship, and for how long; with any other particulars respecting them. The Lieutenants of the Ship are to write their Names on one of the Pages of every Muster Book, that their Signatures may be compared with any Certificates purporting to be given by them.

The Pay Books are to be made out according to the order observed in the Muster Book, except that the Names of Supernumeraries for Victuals only are not to be inserted in the Pay Books; and the corresponding pages of every set of Pay Books are to contain the same Names, and the same number of Names in each.

3.

BOOKS
AND
ACCOUNTS.

It being directed by Act of Parliament that one Man, or two Men, (according to circumstances,) in every hundred of which the Complement of a Ship shall consist, shall be borne on her Books as able Seamen, the produce of whose wages and the value of whose provisions are to be applied to the relief of the Widows of Commission and Warrant Officers of the Royal Navy; every Captain, or other Officer commanding any of His Majesty's Ships or Vessels of War, is to enter on the Books of the Ship or Vessel he commands, as part of her Complement, one or two (as the Clerk of the Check shall inform him that circumstances require) fictitious names in every hundred men of her Complement, which are to be borne as able Seamen, under the appellation of Widows' Men, with a number 1, 2, 3, &c., set against them; observing that, when the number to be borne in every hundred is two, if the whole Complement, or the part exceeding the hundreds of the Complement, amounts to twenty-five, and does not exceed seventy-five, one Widows' Man is to be entered for that number, and if it amounts to seventy-five, two Widows' Men are to be entered; but if only one Widows' Man in each hundred of the Complement is to be borne, none are to be entered for any broken number above the hundred, unless it amounts to fifty; and in small vessels in this case, where the Complement consists of fifty, one Widows' Man is to be borne; these Widow's Men are to be borne for Wages, as if they were Men actually serving on board, but not for Victuals; and when Pay Books are made out for the payment of the Ship's Company, the Widows' Men are to be entered on them in the same manner as the Seamen serving on board are entered, but without any deductions whatever being made from their Wages.

4.

He is to keep a Book of all the Men sent sick out of the Ship, mentioning in the proper columns their Numbers on the Ship's Books, their Names, the day they were last victualled on board, when and whither they were sent, when they returned or were discharged, and the number of days they were absent, according to the established Form.

5.

He is to furnish the Clerk of the Check with a perfect Muster Book, signed by himself, and the other signing Officers, and he is to afford him every possible assistance in the discharge of his duty. He is to be present himself at all musters of the Ship's Company; he is to deliver to the Muster Clerk a List signed by himself of such Men as may be absent for one day only, distinguishing those on leave of absence from those on duty; and is to see that the same Annotations are made against the Men's Names in the Muster Book of the Ship, as are made in that of the Clerk of the Check.

6.

Whenever there shall be on board any Ship, Men entitled to receive Advance or Bounty, the Captain is to cause lists of such Men to be made out agreeably to the established Forms, and to send them to the Navy Board, or the Commissioner of the Dock Yard, and Clerk of the Check; and he is to apply for their being paid early enough to prevent the Ship being delayed when in other respects ready for sea; and in the event of payment being made improperly, the amount thereof will be charged against his wages.

7.

He is to be very attentive in entering in the Book, supplied for that purpose, a correct and particular description of every person in

the Ship, except the Commission and Warrant Officers and young Gentlemen; and if any Man desert, he is to use every possible exertion to apprehend him. And if a Captain discovers in the Crew of the Ship he commands, Men who have deserted from any other of His Majesty's Ships, he is immediately to report them to the Commander-in-Chief, or the Secretary of the Admiralty, and to send them, if circumstances will admit, to the Ships from which they deserted.

8.

He is to apply to the Navy Board, or the Commissioner of the Dock Yard, for a sufficient number of blank printed discharge Tickets, which he is to keep in his own custody, using them, and none other, as there shall be occasion. He is to make out Tickets for the Commission and Warrant Officers who shall die or be discharged; and for all Petty Officers, Able Seamen, Ordinary Seamen, Landmen, Marines, or Boys, either discharged unserviceable, or sent away sick, or removed into any other Ship, as directed by the Act of Parliament.

He is to transmit to the Navy Board an account of the Tickets he has made out, with the numeral letter of each, the person for whom it was made out, &c., and he is to return to the Navy Board the Tickets that remain, or his Successor's receipt for them.

9.

He is not to discharge any Man from the Ship's Books but for one of the following reasons, namely, Death, or Preferment into some other of His Majesty's Ships; unfitness for service, to be determined by Survey; not returning from being sent sick; or the Order of the Admiralty, or of his superior Officer. The cause of the discharge is to be mentioned on the Books and on the Discharge Ticket. He is not to discharge by Pay Lists any other Men then those who are directed by Act of Parliament to be so discharged.

10.

To prevent as much as possible any improper use being made of Discharge Tickets, or Certificates, he is, on the back of all Discharge and Hospital Tickets, and one of the Pay Lists, to insert a description of the person discharged, signed by himself, or one other of the Officers who signs the Tickets or Pay List, and he is to direct that attention be paid to the spelling correctly the names of the Men on the Tickets as well as on the Ship's Books, that if any of them should die, their relations may the more easily ascertain it; and he is to take care that there be noted on the Ticket, in words, the value of any Slop Clothes, Bedding, or dead Men's Clothes he may have been supplied with. He is to deliver the Tickets or Certificates to the parties themselves, and not to persons who apply to him for them by letter, thereby to prevent the practising of frauds.

11.

When a man is to be sent to an hospital, or to sick quarters, the Captain is to be very particular in seeing that a notation is made, on the back of his Sick Ticket, of his original entry, whether he was prest or a Volunteer, and if a Volunteer, whether or not he had received the Bounty, and to repeat such notification on the back of every Ticket as often as any man shall be sent to an hospital or to sick quarters; and when they are sent for the cure of wounds received in action, he is to insert on their Tickets the following words, "Sent to sick quarters for wounds received in action with the Enemy."

12.

A Captain is not to discharge nor disrate any Commission or Warrant Officer of the Ship he commands (except Mates, whose Warrants he is authorized to withdraw); but he may disrate any of the Petty Officers if their misconduct shall deserve it, and may rate

BOOKS
AND
ACCOUNTS.

them on the Ship's Books in such other situation as he may deem them qualified for. In the event of his finding it necessary to disrate any of the Five Petty Officers mentioned in Chapter III. Art. 32, of His Majesty's Regulations, he may appoint other properly qualified persons to act in their stead, until the pleasure of the Lords Commissioners of the Admiralty, or of the Commander-in-Chief, shall be known.

13.

He is regularly at the expiration of every Two Months to send to the Navy Board a full and perfect Muster Book, signed by himself and the other signing Officers; which Book is to contain every circumstance relating to the Officers and Men, with entries of all charges to be made against them for Slops, Beds, Tobacco, &c., from the time of the Ship being commissioned, or of her being last paid; and the times of mustering, the place where, and the person by whom mustered, and the Muster Letters are to be correctly inserted, with an Abstract of the number borne, mustered, and checked at each Muster, and an alphabetical list of the Men's names is to be sent with the Muster Book; he is also to obtain a receipt from the person to whom he delivers it to be transmitted to the Navy Board.

14.

If there should be an absolute necessity for careening a Ship in any Port where there is no Naval Yard, nor any Naval Officer appointed by the Navy Board, the Captain (if not under the command of any superior Officer from whom he may receive orders) is himself to direct it to be done with all the expedition and economy possible. He is not to employ, except in cases of absolute necessity, any other Artificers than those of the Ship he commands, and those of any other of His Majesty's Ships that may be present. The Captain is

to make out three lists of the Artificers employed, which are to be signed by all the signing Officers, and the Officer under whom they were employed, all of whom are to be present when the Men are paid, and to certify to the payment. When they are paid by a Naval Officer in any Port where there is a Naval Yard, one Copy of these lists is to be left with him, and one to be sent to the Commissioners of the Navy by the first safe opportunity; the other he is to retain until the final passing of his Accounts for that time. If paid by the Captain, one Copy is to be sent to the Commissioners of the Navy by the first safe opportunity, another when he arrives at any Port in England, and the other he is to retain as above-mentioned.

15.

If from the weakness of the Crew, or the condition of the Ship, it should be found absolutely necessary to hire other Artificers or Labourers to assist in careening or repairing her, the Captain is to be particularly careful to hire such only as shall be well qualified to perform the duty for which they are engaged, and to pay them such wages only as are usually paid in the place where he hires them; and discharge them whenever their assistance shall be no longer required. He is to enter the names of the Men he hires on a separate list in the Muster Book, victualling them only when it cannot be avoided. He is to muster them every day, and check all who are absent; and is to direct the Officers to note those who are idle or negligent, that proper deductions may be made from their wages. When their services are no longer required, the Captain is to make out three Lists containing the names of all the Men, the day on which each began to work, the day on which he was discharged, the number of days he was actually employed, and of those he was absent, the daily wages at which he was hired, the amount of the full value of his wages, the deductions made on account of absence or neglect, and the sum actually paid him. These accounts are to be

BOOKS
AND
ACCOUNTS.

signed by all the signing Officers, and by the Officer under whom the Artificers were employed; all of whom are to be present when the Men are paid, and are to certify the payment. On the Lists it is to be certified by the Governor (if there be one), or by the Consul, or by two or three respectable Merchants, that the wages paid, as expressed in the account, were at the usual rate of the place. The Lists are to be disposed of as prescribed in the preceding Article.

16.

He is not, but when absolutely necessary, to hire any Wharfs, or Warehouses, nor any Vessels or Boats for careening the Ship, or receiving her Stores or Provisions, nor keep them longer than shall be requisite. When he discharges them, he is to make out three Accounts, containing the names of the Vessels and their Masters, their Tonnage, the numbers of their Crews, the time they were employed, the rate at which they were hired, the amount of the hire of each, and the amount of the hire of the whole. He is also to make out three Accounts of the Wharfs, Warehouses, Boats, Stages, and whatever else he may have found it necessary to hire, specifying the rate at which each article was hired, the time it was kept, and the sum paid for the hire of it; on all which Accounts it is to be certified by the Governor, or Consul, or two or three respectable Merchants, that the Vessels, Wharfs, Warehouses, &c., were hired on as reasonable terms as could be obtained. These Accounts are to be signed by all the signing Officers, and the Officer by whom any of the articles were used, who are all to be present, and to attest the payment. He is to dispose of the Accounts in the manner directed in the 14th Article.

17.

If it should be absolutely necessary to careen a Ship in the Port of any Foreign Power where there is an Arsenal, the Captain is to

apply to the Governor, or Chief Officer of the place, for permission to do it at the Arsenal; and he is to request such assistance as circumstances may require. He is to give the fullest and most circumstantial Certificate of the assistance he receives; and receipts of the Stores with which the Ship may be supplied shall be given by the Officer to whom they are issued, certified by the Captain and the Officer next in command; Copies of which Certificates and Receipts are to be made out and disposed of as directed in the latter part of the 14th Article.

18.

The Account of Expenses incurred in careening and repairing a Ship, whether by the hire of Vessels, Warehouses, Artificers, &c., or by the supplies or expenditure of Stores, whether purchased, or furnished by the Arsenal of a Foreign Power, are to be very particularly stated, and to be kept distinct and separate from all other Accounts of the Ship, that the Charges attending the careening of a Ship at any particular Port may be ascertained; but if any Stores purchased for the careening of the Ship should not be expended, they are to be delivered to the proper Officer, who is to charge himself with them, and to consider them as part of his Sea Store.

19.

For such articles as it may be absolutely necessary to purchase for the use of the Ship under the Regulations contained in these Instructions, Vouchers similar in their nature to those described in the 14th, 15th, and 16th Articles are to be procured, in which are to be particularized, the quality, quantity, and price of each species bought, and the size, length and weight of Cordage; and in all cases where Payments are made in Currency, either for the purchase of Stores, hire of Artificers, Wharfs, &c., the rate of pay, or price of each article, is to be inserted in Currency in the Vouchers; and the Governor, Consul, or Merchants are, in their Certificates of the

reasonableness of the charges as pointed out in the above-mentioned articles, to state that the exchange at which the payments are reduced into Sterling in the Lists or Accounts is the governing rate of the day. Under this Certificate the signing Officer and the Officers having charge of the Stores are to certify, that the Stores were actually received on board, that their quality was perfectly good, and the number, quantity and weight the same as specified in the Vouchers. They are to sign these Certificates with great caution, as they may be called upon to confirm them on oath.

20.

No charge for Commission will be allowed on any of the purchases made by himself; but if, in Foreign Ports where it may be necessary to purchase Stores, &c., for the use of the Ship, the Captain, from not being acquainted with the language, or from other particular circumstances, shall consider it most advantageous for His Majesty's Service to apply to the Consul or some Merchants of respectability to effect the purchase for him, or assist him in making it; in that case a charge for Commission by the person making the purchases (not exceeding $2\frac{1}{2}$ per Cent.) as shall be certified to be usual, will be allowed in the Voucher, and the Captain, in his Letter of Advice, shall state fully the circumstances which rendered the intervention of an Agent necessary.

21*.

For all Money which may be required to pay the expenses incurred by the careening and repairing of a Ship, and the supplying her with the necessary Stores for Sea, the Captain (when there is no Naval Officer or other person appointed for such purpose) is to draw Bills on the Commissioners of the Navy, expressing in

* This Article is not to authorize the Captain to purchase Provisions, or any Victualling Stores, or Slops, but he is to direct the Purser to purchase all those Stores when necessary.

the body of them the particular service to which the money drawn for has been appropriated, and writing the sum in words at length. He is to draw these Bills, and all others which he may at any time have occasion to draw on account of the Ship, on the most favourable terms for the public; bringing to account the full benefit of any exchange in its favour; the rate of which or of the premium or discount thereon is to be noted on the Bill. Under each Bill he is to obtain from the Governor or His Majesty's Consul, or if there be no Consul, from two or three British Merchants, of the greatest consequence and repute, or if there be no British Merchants, from two or three of the first and most respectable Merchants of the country, a Certificate that the Bill is drawn at a rate of Exchange as advantageous to the public as possible at the time of its being drawn; and if any statement of the rate of Exchange be published by Authority, he is to send that published nearest to the time of his drawing the Bills with each of the Accounts or Vouchers, which, according to the preceding articles, he is directed to send to the Commissioners of the Navy. He is not to draw Bills for any other Ship but the one he commands, and he is not to include, in Bills drawn on the Navy Board, any Charge for Stores which relate to the Victualling, or Ordnance Boards, but to draw upon each respectively for what relates to its department. He is to give to every office as early notice as possible of the Bill he draws upon it, with his reasons for drawing the same; and he is to send with the Bills, or as soon after as may be, Accounts with Vouchers as required by the preceding articles, as until such Vouchers be received, the amount of the Bills drawn will be charged as an imprest against his pay.

22.

Whenever it shall be probable that a Ship which is in course of pay, (namely, when she has been twelve months in Commission, or when six months shall have expired after the last payment,) will be

BOOKS
AND
ACCOUNTS.

ordered to a port in England where there is a Commissioner of the Navy, the Captain is to cause the necessary Pay-Books, made up to the end of a month, leaving six months in arrear, a Slop-Book which is to contain an Invoice, Alphabets, &c., to be made out, ready to be transmitted to the Navy Board, as soon as the Ship shall arrive in Port, that no delay in her returning to Sea may be occasioned on that account; but if the state of the Ship be such as necessarily to require her being detained long in Port, the Pay-Books are not to be made out until she shall be nearly ready for Sea.

23.

When a Captain receives an order to prepare the Ship he commands for being paid off, he is to make out, with the assistance of the Purser, three Pay-Books, an open list, and a Slop-Book, to be signed by the signing Officers; he is to observe that the number of names in each page of one book is the same as the number in the corresponding pages of the other books. He is to be very attentive in seeing that all the charges are made which ought to be made against the Wages of the Ship's Company, as he will be answerable for all that are omitted: he is to send these books, with the open list, Slop-Book, and three Alphabets, to the Commissioner of the Dock-Yard, or if there be no such Commissioner, to the Commissioners of the Navy, as early as possible, that time may be given for their being examined before the Ship is cleared for being laid up in Ordinary.

24.

He is to be present at all payments made to the Ship's Company, whether of Wages, Bounty, Short Allowance Money, &c. He is always to have with him the Purser, and his own Clerk, to rectify any mistakes which may have been made, and to take an account of all charges which, in consequence of such mistakes, or on any other account, are to be made against any of the men in the next Pay-Books.

25. He is to send to the Commissioner a list containing the name of every Officer, Artificer, or other person belonging to the Dock Yard or Ordinary, who may have been victualled on board during the Ship's continuance in Port, specifying their several entries and discharges, that the Commissioner may order the Clerk of the Check to check all such of them as may have been thus borne for victuals.

26. He is, from the first day of his going on board, to keep a Log-Book according to the established Form, in which he is to insert all occurrences and circumstances relating to the Ship which are inserted in the Ship's Log-Book; and he is carefully to fill every column which the situation of the Ship admits of, with as great attention and correctness as possible. At the end of every six Calendar Months he is to send a copy of this Log-Book to the Secretary of the Admiralty, and at the end of the voyage, or whenever he wishes to pass his Accounts, he is to send the original to the Commissioners of the Navy.

27. He is to keep a Remark-Book, in which he is to note every useful information regarding the places he may visit, stating in every case their latitudes and longitudes at least, and, as occasions may allow him to ascertain them, the variation of the compass, the prevailing winds and currents, the dangers in approaching the various anchorages, and the means of avoiding such dangers; the supplies which the said places can afford for Ships or Fleets, and generally every other information regarding them and their inhabitants which may be deserving of notice. When a Ship is supplied with a Chronometer, the Captain is to be careful never to omit to note in his Remark-Book the exact difference of time by his Chronometer shewn between the Port last left, and the next he may arrive at, with a view to the

BOOKS
AND
ACCOUNTS.

better deciding the difference of longitude of the two places. He is to cause Surveys to be taken and Charts to be made by the Master, or other qualified Officers, of the Harbours and Coasts he visits, when it may be done without interfering with the other duties he may be charged with; and he is to examine as far as possible, and report on, the accuracy or otherwise of the Admiralty Charts with which he is supplied. He is to transmit to the Admiralty, at the end of every twelve months, the Remark-Book above ordered, together with such Charts as he may have had opportunities of making, and his remarks on the Admiralty Charts, understanding that if he does not appear to have used reasonable diligence in the above duty, the Certificate on this subject necessary to his receiving his Pay will not be granted. In executing the foregoing Instructions in Foreign Places, he is to be very careful to avoid giving any reasonable ground of offence to any Power in amity with His Majesty.

28.

He is to be very particularly careful that all the returns he makes of the condition of the Ship, the quantity of Stores, Provisions, and Water, and the number of Men on board, are perfectly correct; that the number of Men reported to be in each class is the number actually borne and serving in that class, and that every Supernumerary of every description is included in the report, as he will be made to answer for the pay and the value of the Provisions of every Supernumerary he shall bear on the Ship's Books, without inserting him in his returns.

29.

When he receives or gives a written order, he is to enter a copy of it in a book, which he is to keep for that purpose; and when he receives or writes a letter, on any public business, or on any subject relating to His Majesty's Service, he is to enter a copy of

it in a book, which he is also to keep for that purpose, that if any original order or letter should be lost, an attested copy of it may be obtained, if necessary.

30.

When a Captain is removed from the command of a Ship, he is to leave with his Successor all the Log-Books he has received from the Master; a complete Muster-Book and Slop-Book properly signed, in which are to be entered all the Charges of every description to be made against the wages of the Ship's Company; and also a Survey-Book, with an Abstract of the Stores remaining on board in the charge of each of the respective Officers, signed as the Expense-Books of those Officers are signed. He is to complete and sign the Expense-Books of those Officers; he is to sign all Books and Papers necessary to the passing of their Accounts, and to get all those signed which are necessary to the passing of his own; and he is to give such Certificates as may be required to all Officers whom he shall think entitled to them. He is to receive from his Successor Receipts for the Log-Books, and Muster-Book, and for the Orders, Signals, Rendezvous, &c., that he leaves with him, which he is to send to the Navy Board when he sends his Accounts to be passed.

31.

He is, with the assistance of the Officers, to draw up a particular account of the qualities of the Ship, according to the established Form, giving such further information on any subject relating to the Ship, as his experience and observation shall enable him, and as he shall think may be of service to any Captain who may command the Ship after him. This account is to be signed by himself, the Master, and Carpenter; it is to be lodged at the Master Shipwright's Office, and a duplicate of it, signed by the same Officers, is to be sent to the Navy Board, and a similar statement signed by himself is to be sent to the Admiralty with his Periodical Returns.

§ IV. DISCIPLINE.

DISCIPLINE.

1. As cleanliness, dryness, and good air are essentially necessary to health, the Captain is to exert his utmost endeavours to obtain them for the Ship's Company in as great a degree as possible. He is to give directions that the upper decks are washed very clean every morning, and that the lower decks are washed occasionally, when the weather will admit of their being properly dried; they are to be swept twice, at least, every day, and the dirt collected on them thrown overboard. The Hammocks are to be carried upon deck, and the Ports are to be opened whenever the weather will admit of it; and no more chests or bags than shall be necessary for the comfort of the men shall be kept on the lower gun-deck, that as few interruptions as possible may be opposed to a free circulation of air; and the Hold and Store-rooms are to be ventilated by Wind-sails. The Ship is always to be pumped dry, the pump-well frequently swabbed, and a fire, with proper precautions, let down to dry it. If the weather should prevent the lower deck ports from being opened for any considerable time, fires are to be made in the stoves supplied for that purpose, and the lower decks kept as dry and clean as possible.

2.

The Captain is to be particularly attentive to the cleanliness of the men, who are to be directed to wash themselves frequently, and to change their linen twice every week. They are never to be suffered to sleep in wet clothes or wet beds, if it can possibly be prevented; they are frequently, but particularly after bad weather, to shake their clothes and bedding in the air, and to expose them to the sun and wind.

3.

When Men offer themselves to enter as Volunteers, the Captain, before he receives them, is to direct the Surgeon to examine very carefully whether they have any hurts or diseases, which may render them unfit to serve in His Majesty's Navy. He is also to direct him to examine very carefully all Men who are sent on board from a Rendezvous, or a Receiving Ship; and if he find any of them unfit for His Majesty's Service, he is to apply to the Commander-in-Chief, or the Senior Officer present, for their being surveyed, specifying in his Application the Surgeon's reasons for reporting each of them to be unfit for Service.

DISCIPLINE.

4.

If any Men sent to the Ship shall be reported by the Surgeon to be fit for the service, but to have been sent from situations which might possibly subject them to the risk of carrying contagious diseases into the Ship, although no such diseases did actually exist in the situation from which they came; the Captain is to give orders for their being well washed, and their clothes thoroughly cleaned and fumigated, before they are allowed to mix with the Ship's Company. But if the Captain shall be informed, before he receives Men on board, that any contagious disease had made its appearance in the place from which they came, he is to send them back, without allowing them to go into the Ship, or to have any communication with the Ship's Company.

5.

He is to cause a Sentinel to be constantly posted at the hatchway or scuttle leading to the Magazines or Store-rooms, with such special directions as he may think necessary for the better security of those most important parts of the Ship; and he is to take all other precautions for the general security of the Ship against fire, and more

DISCIPLINE.

especially by not allowing lights to be used in the Orlop or Cable Tiers, except in good lanterns, nor candles to be stuck against the beams or sides in the holds or other parts of the Ship, nor lights to be kept in the Officers' Cabins, except at seasonable hours and occasions. Nor is he to allow any person to smoke tobacco in any other parts of the Ship than the Galley. He is to direct the Carpenter to be careful that the lead, or copper-sheathing of the holes through which the funnels pass, be kept in perfect repair. He is moreover most strictly enjoined, never on any account or pretence, to allow spirituous liquors to be drawn off, or moved from one Cask or Vessel to another, except on the upper deck, and then only by daylight, except when in a case of emergency, where spirits may be wanted at night ; to provide for which, a small cask is to be kept at hand, which, when so required, may be got upon the deck, and the lights necessary on such an occasion are to be secured in good lanterns, and to be kept as far from the spirits as possible.

6.

He is not to suffer any person whatever to sell on board any sort of beer, wine, or spirituous liquors to the Ship's Company. He is not to allow the men to sell, exchange, or dispose of in any manner, the Slop Clothes or Bedding with which they are supplied. He is to be extremely careful that no debts, contracted by such or by any other means, are charged against the Men's Wages as Tobacco, Slop Clothes, or any other articles usually issued to them.

7.

As soon as possible after the Ship's Company are received on board, he is, with the assistance of the senior Lieutenant, Master, and Boat-swain (and of the Gunner and Carpenter with respect to their Crews) to examine and rate them according to their respective abilities, which he is to do without partiality or favour ; he is to rate as Petty

Officers those only who shall be found properly qualified for such stations; and he is to take special care that every person in the Ship, without any exception, does actually perform the duties of the station in which he is rated. And for his information in rating the Ship's Company, he is to observe that none are to be rated as Ordinary who shall not have been twelve months at Sea, and who are not able to go aloft and perform some of the duties of a Seaman; nor to be rated as Able who shall not have been three years at Sea, and who are not capable of performing most of the duties of a Seaman.

8.

He is as early as possible to make arrangement for quartering the Officers and Men, and distributing them to the Guns, Musketry, Rigging, &c., and that every man may know his station in time of Action, he is to cause a general Table containing the Names of all the Officers and Men and their respective quarters to be hung up in some public place in the Ship, and he is frequently to call the Men to their quarters and muster them there, that they may be perfectly acquainted with their stations.

9.

He is to exercise the Ship's Company frequently at the Guns and Musketry, to render them expert in time of battle, and the times of their being so exercised are to be mentioned in the Ship's Log-Book. He is to see that the Gunner and every other Officer, according to his station, attend carefully during exercise, to the instruction of the Men in pointing and levelling the Guns, and in the other details of the established Exercise of the Great Guns. He is to order a number of the Seamen to be trained to the use of Muskets, and to be exercised frequently under the direction of a Lieutenant, the Master-at-Arms, and the Ship's Corporals; and when they shall have attained to such perfection as shall fit them for being employed

DISCIPLINE.

wherever Musketry may be required, he is to order another party to be trained; and so on until the whole of the Ship's Company are become expert. The Men are also to be taught the use of the Cutlass and Half-pike, and they are to be frequently exercised in the various modes of boarding the Ship of an enemy and of repelling the attacks of Boarders.

10.

He (the Captain) may direct the Gunner by an order in writing to supply such proportions of Powder and Shot, and of Musket, Blank and Ball Cartridges for exercise, as he may deem necessary, not exceeding the under-mentioned quantity, viz.:

In the course of any Two	{	Eight Rounds for every Gun, half Blank and half Shotted.
Months following		

Ditto	Ditto	{	Musket Cartridges, as many as will furnish one half the Seamen and all the Marines of the Comple- ment with 40 each, half blank and half with ball.

The quantity actually expended at each day's exercise is to be inserted the same day in the Log-Book, which is to be signed opposite the statement of the said expenditure by the senior Lieutenant and Gunner, in proof of its correctness, and a Return of the quantity of Ammunition so expended at each day's exercise is to be transmitted quarterly to the Admiralty through Commanders-in-Chief or Commanding Officers with the other periodical Returns. Any excess of expenditure of ammunition for exercise beyond the quantity above specified will be charged against the Captain, unless from the nature of the Service on which any Ship or Ships may be ordered, the Lords Commissioners of the Admiralty, a Commander-in-Chief, or Commanding Officer of a Squadron, should be induced to direct a

more frequent exercise with Powder and Shot on board such particular Ship or Ships, in which case a Copy of the Order conveying such directions is to accompany the Gunner's Expense-Book for the period; and another Copy of the Order is to accompany the periodical return of the expenditure transmitted to the Admiralty. DISCIPLINE.

11.

It being desirable that newly-raised Seamen or Landmen should, as expeditiously as possible, be made acquainted with all the duties which may be required of them, the Captain is to cause them, when circumstances will admit of it, to be exercised in bending and unbending, loosing, reefing, and furling the Sails; rigging and unrigging the Topmasts; sending up and down the Top-gallant Yards and Masts; rowing in Boats; heaving the Lead; and in every other duty which it may be necessary for a Seaman to perform, at Sea or in Harbour.

12.

He is to divide all the Ship's Company, exclusive of the Marines, into divisions. A Lieutenant is to command each division, who is to have under his orders as many Mates and Midshipmen as the number on board will admit. The Lieutenants are to attend to, and to be responsible for, every thing relating to the conduct of the Men of the division they command. They are to examine into the state of their clothes and bedding; to see that they keep themselves as clean as the duty of the Ship will admit; that the Mates and Midshipmen are attentive to the exercising and superintending of their subdivisions; and they are to report to the Captain whatever Men they find ignorant, idle, dirty, or profligate, that they may be instructed, exercised, or punished, as circumstances may require.

13.

He is not to be absent, nor to allow any Officer or other person to be absent, from the Ship he commands for more than Twenty-

DISCIPLINE. four hours at one time, without permission from the Commander-in-Chief.

14.

If any Officers be absent from the Ship when a Captain receives orders to sail, or to hold himself in readiness for sailing, he is to send their names to the Commander-in-Chief, or Commanding Officer of the Station, or to the Secretary of the Admiralty, and to the Office to whose department they belong, with such information respecting their absence as he may be able to give, that, if it shall be thought proper, other Officers may be appointed in their stead.

15.

He is not to allow the wife of any Officer to be carried to Sea in the Ship he commands, without having obtained the previous permission, in each particular case, of the Lords Commissioners of the Admiralty, nor any other woman, without such permission, or that of his Commander-in-Chief, or the Commanding Officer present.

16.

He is by every opportunity to send particular accounts of his proceedings to the Secretary of the Admiralty, if not serving under another Officer; or to the Commander-in-Chief or other superior Officer, under whose command he may be placed, mentioning therein the condition of the Ship, the number of Men, the quantity of Water, Stores, and Provisions on board, and all circumstances which may have occurred, and all intelligence he may have obtained worthy of notice; and if, while under the orders of a Senior Officer, any circumstance shall occur, which ought in his opinion to be communicated to the Admiralty sooner than it is likely to be if transmitted through such Senior Officer, he is to send by the first proper opportunity to the Secretary of the Admiralty a duplicate of the letter which he may write to his Senior Officer on such subject. He is never to omit owning the receipt of orders from the Admiralty, or

from any Superior Officer. He is to correspond with the Navy Board, the Victualling Board, and the Board of Ordnance, on all subjects which respectively concern them.

17.

He is to keep the Ship he commands, when at Sea in time of War, in every respect prepared for battle. He is every evening, before it is dark, to give directions for the Quarters to be cleared, and every proper arrangement to be made preparatory for battle; so that there may be no risk of being surprised, by suddenly meeting in the night an Enemy better prepared for action than himself. When at anchor in any Road or Harbour, he is to be constantly prepared to repel any attempts an Enemy may make to board the Ship, or to destroy her by sending Fire Vessels against her; but he is to be more particularly prepared to repel such attacks during the night. In time of Peace he is not to approach a Ship of War of any Foreign Power without having the Ship so far prepared for battle that, in case of aggression, he may be immediately ready to defend himself; but he is to do this in such a manner as not to give any reasonable cause of offence to such Foreign Ship, nor to raise any suspicion of his intending to act hostilely against her.

18.

When he is about to sail during War, or when War may be expected, from any Port not in the United Kingdom, he is, if the nature of his orders will admit of it, to give timely information thereof to the masters of merchant vessels, and to take under his protection all those bound the same way, who shall be desirous, and ready, to accompany him. He is also to take under his protection all vessels he may meet with on his passage, and see them in safety as far as his course and theirs shall be the same.

19.

DISCIPLINE.

Whenever he shall have occasion to anchor, he is to be extremely careful to place the Ship in a safe birth, and so as not to endanger any other Ship which may be already anchored. If he anchor in a Port or Road to which he is a stranger, and of which he has no accurate chart, he is to direct the Master to sound for the distance of at least three cables' length round the Ship, to inform himself whether the bottom be clear of rocks, and fit for the Ship to ride in, and to insert in the Log-Book the bearings of any remarkable point of land, or other distinguishable objects, from the place where the Ship anchors. He is never to cut nor slip the cable while there shall be a possibility of weighing the anchor, except for the purpose of chasing an Enemy, or when obliged to do so for the safety of the Ship.

20.

If a Captain shall obtain intelligence which he shall think it necessary to send to his Commander-in-Chief, or to any Ambassador or other Minister, or to any Squadron or Ship, or to any Army or Fortress, of His Majesty or his Allies, and he may not have with him any of His Majesty's Ships or Vessels by which he can send it, he is to hire for that purpose, on the most reasonable terms possible, such fit private Vessel as he may be able to procure, with the Owner of which, or with the Master if the Owner be not present, he is to make an agreement in writing, in which is to be particularly specified all the service the Vessel is to perform, and the rate at which she is to be paid for performing it; but Captains are strictly charged not to hire Vessels for this purpose, unless the intelligence they obtain be of such consequence as to justify the expense that will be incurred by sending it; and if it be of sufficient consequence to justify its being sent, they are to be extremely cautious to whom they intrust the conveyance of it.

21.

His Majesty's Ships being subject to the visitation of the Custom-house, in the same manner as Merchant Ships are subject to it, the Captain of every Ship is to give particular directions that Custom-house Officers, when sent on board, shall be allowed to execute the duty for which they are sent without suffering any ill treatment or obstruction: and if the duty on which they are sent shall require their remaining on board more than one day, he is to order them to be borne as Supernumeraries for Victuals only, and to be victualled in the same manner as the Ship's Company; and he is to direct a hammock and a slop-bed to be lent to each of them during their continuance on board; and he is to order a birth to be prepared for them with proper screens, in such situation as may be best calculated to enable them to perform their duty. If Custom-house Officers shall be sent on board, in consequence of information of there being in the Ship an improper quantity of wine or spirituous liquors, or any other article liable to the payment of duties, he is to give them every possible assistance in discovering such articles if they be really on board. If he shall at any time discover an Officer smuggling, or attempting to smuggle; or that any Officer has received on board liquors, or other articles for the purpose of smuggling, he is immediately to inform the senior Officer present, or the Secretary of the Admiralty, of it, that such steps may be taken as a conduct so injurious to the public, and so disgraceful to an Officer, shall require.

22.

Every Captain, while in any Port or Road, is to follow the motions of the senior Officer present, by striking or getting up the yards and top-masts; loosing or furling sails; or doing any other such duties, at the time they are done in the Ship which the senior

DISCIPLINE.

DISCIPLINE.

Officer commands, unless such senior Officer shall dispense with his doing so.

23.

The Captain is to direct every Officer, sent to any Foreign or other Ship, not to go on board until he shall have ascertained that she did not come from any place which may subject her to quarantine; but if she did come from any such place, to obtain whatever information he is sent for, without quitting the Boat. But if any of His Majesty's Ships shall, either at Sea or in Port, have any communication with other Ships, by which they may be subject to quarantine, the Captain is most strictly enjoined not to conceal such communication; but to make it known by carrying a Yellow Flag at one of the mast-heads; and he is to prevent the Boats of other Ships from going to the Ship which he commands until she be liberated from quarantine; till when he is to observe, in the most strict and particular manner, all such regulations as may be established for the conduct of Ships in quarantine.

24.

In every Ship in which there is a Chaplain, the Captain is to be particularly careful that every proper attention and respect, due to his Sacred Office, be shewn him by all the Officers and Men, and that Divine Service be performed and a Sermon preached every Sunday, if the duties of the Ship or the state of the weather do not absolutely prevent it, at which he and all the Officers and Ship's Company are to attend. He is not to employ the Ship's Company on Sunday in any other works than those which the Public Service shall absolutely require.

25.

He is to direct the Purser to report to him, before the Ship proceeds to Sea, the exact quantity of every species of Provisions and

Necessaries, and the time which they will probably last ; and at the end of every week to report the quantity of each of them expended during the week, and the quantity actually remaining on board.

26.

He is to take care that the Articles of War and the Abstracts of the Acts of Parliament for the encouragement of Seamen, be hung up in some public part of the Ship, and read monthly as directed by Law.

27.

He is not to suffer the inferior Officers or Men to be treated with cruelty or oppression by their superiors. He alone is to order corporal punishment to be inflicted, which he is never to do without sufficient cause, nor ever with greater severity than the offence shall really deserve. The Officers and Ship's Company are to be present at every such punishment, and the Captain is himself always to be present on such occasions. The Captain of a Ship which carries a flag is never to order any punishment to be inflicted, nor any general exercise to be performed, without having obtained the Flag Officer's permission.

28.

When a Captain is removed from one Ship to another, if the Ships are at the same Port, and it may be done without inconvenience to the Service, he will be allowed to take with him such number of men as the Commander-in-Chief may deem proper, according to the nature of the case, not exceeding in any instance Twenty Men, of whom not more than a third are to be Petty Officers ; which Men are to be in addition to his Coxswain, Steward, and Cook ; he may discharge his Clerk with himself from one Ship into another without any order ; but if a Captain be removed from one Ship without being appointed

DISCIPLINE.

to another, he is not to discharge any person whatever excepting his own Steward and Cook without an express order for that purpose. Whatever number of Men a Captain takes with him, he is to discharge, from the Ship to which he is removed into that which he leaves, the same number of men of the same ratings as, and equal in quality to, those whom he takes with him.

29.

If one of His Majesty's Ships be wrecked, the Captain is to use every possible exertion to preserve the lives of the Crew, and when they or as many as possible of them are saved, he is to use his utmost endeavours to save the Stores, Provisions, and Furniture of the Ship. He is to be particularly attentive to the saving of the Muster-Book, Slop-Book, and all other Books and Papers relating to the Ship's Accounts, that he may be enabled to make out the necessary Pay-Books, which he is immediately to do after the Court Martial shall have taken place, and transmit them to the Commissioners of the Navy, with as little delay as possible. And in any instance where a Commanding Officer shall find himself unable to comply with these directions, he is to state immediately to the Navy Board the cause of his inability, in order that the Commissioners may, if they judge proper, direct the Pay-Books to be made out from the last Muster-Book received at their Office. He is himself to take especial care to preserve all secret Orders, Signals, and Instructions, or, if necessary, to destroy them, to prevent their falling into improper hands. If he have information of any of His Majesty's Ships being near, he is immediately to send to inform them of his situation, that they may go to his assistance. He is to dispose of the Crew in the manner most comfortable for them, and most economical for the public, that circumstances will admit. He is to place sufficient guards over the Stores and Provisions which are saved, to prevent their being embezzled, and he is to be particularly careful

that the Wine and Spirits are so disposed of, that they cannot be got at without his permission. He is to keep the Crew together, and to be very particular in preserving a regular and perfect discipline among them, carefully preventing their committing any irregularities which may give offence to the inhabitants of the Country they are in. If he have no hopes of being assisted by any of His Majesty's Ships, he is, as soon as he shall have saved every thing that circumstances will admit, to hire, on the most reasonable terms he can obtain, such Vessels as shall be necessary to convey himself with all the Officers and Crew, and the Stores and Provisions, to the nearest Port, where he may expect to find some of His Majesty's Ships, or to some Port in England, according as the place he is in and other circumstances shall make it most eligible, observing that, without very sufficient reasons to the contrary, he is always to prefer that which will be attended with the least expense to the public. If a sufficient quantity of Provisions should not be saved, he is to purchase whatever may be required for victualling the Ship's Company; and if the Men should be in want of Clothes, he is to purchase whatever may be absolutely requisite for their comfort, but nothing more, of which he is to direct the Purser to keep an account, charging against the wages of every man the amount of the articles with which he is supplied. If the Ship should be wrecked on the Coasts of any Foreign Power in amity with His Majesty, the Captain is to apply to the Governor, or Chief Officer, of the place for such assistance as he may stand in need of, and he is to be particularly attentive in observing and conforming to all the laws and Regulations of the Country, as long as he shall continue in it.

30.

He is to discountenance and suppress all profane cursing and swearing, all drunkenness, gaming, rioting, and quarrelling, all dissolute and disorderly practices, and in general every thing which can

DISCIPLINE.

tend to the disparagement of Religion, or to the promoting of vice and immorality. From him will be expected an example of respect and obedience to his superiors, of unremitted attention to his duty, and a cheerful alertness in the execution of it in all situations, and under all circumstances; and although particular duties are hereafter assigned, and various Instructions given to every Officer in His Majesty's Navy; yet the Captain will be expected to see that all those Instructions are obeyed, and all those duties performed, by the Officers to whom they are respectively addressed. From him it will be expected that all persons (whether Officers or others) shall be corrected or their conduct properly represented, who shall be disobedient or disrespectful to their superiors; neglectful of their duty; or who, by their conduct, or conversation, shall endeavour to render any Officer or other person dissatisfied with his situation, or with the service on which he is employed. He is to observe with particular attention the conduct of every Officer, and of every other person under his command; that, being acquainted with their respective merits, he may assign them such stations as they shall be qualified to fill; and, for arduous and dangerous enterprises, may select those whose ability and courage may afford the best hopes of success.

§ V. PILOTAGE.

1.

ON all occasions when a Ship is in Pilot-water, or in the neighbourhood of the land, of rocks, or of shoals, the Captain is to take particular care that the hand-lead be kept constantly going, whether the Pilot or the Master think this precaution necessary or not; and if it shall appear that a Ship has been brought into danger of running on shore, or has been wrecked, by a neglect of this precaution, the Captain will be held responsible for it.

2.

A PILOT, taken on board any of His Majesty's Ships for a temporary service, shall be borne on a list of Supernumeraries for Victuals, and shall be discharged as soon as the service is performed; the Captain giving him Certificates, in which are to be particularly specified the dates of his Entry and Discharge, and the Ports or Channels into, or out of, which he had conducted the Ship. But a Pilot employed on any service, which may require his permanent residence on board, shall be borne as part of the complement, and shall have, if he requires it, a Certificate once in every three Calendar Months, stating the whole of the service performed by him within that period, to enable him to receive his Wages; and when he leaves the Ship, a Certificate from the day following that for which he has already received a Certificate.

3.

The Captain shall order a berth to be enclosed for the Pilot in a situation convenient for his attending to his duty; and shall direct his being furnished, during his stay on board, with a hammock and a set of bedding, and is to see that he is treated with proper attention and respect.

PILOTAGE.

PILOTAGE.

4.

A Pilot is not to be employed, except where it has been the practice to employ one, or in Ports or Channels which have not been frequented by His Majesty's Ships, unless the ignorance of the Master shall make it necessary, which is to be specified in the Pilot's Certificate, that if it be thought proper, the amount of his Wages may be deducted from the Master's Pay.

5.

The Captain is to order every thing that relates to the navigating of the Ship, to be performed as the Pilot shall require; but he is to attend particularly to his conduct; and if from his own observation, or from the Master's report, he shall have reason to believe the Pilot not to be qualified to conduct the Ship, or that he is carrying her into danger, he is to remove him from his charge, and to take such measures for the safety of the Ship as circumstances may require. The time of the Pilot being so removed is to be noted in the Ship's Log-book. The Captain is to make himself well acquainted with the passages through which Ships are to be carried by Pilots, as far as Books and Charts can inform him; and if the Ship be damaged by the ignorance or negligence of the Pilot, where a common degree of seamanship and attention would have prevented the disaster, the Captain will be deemed to have neglected his duty.

6.

All Foreign or Colonial Pilots shall be paid abroad, at the usual or established rates for His Majesty's Ships, and by a Certificate, to be signed by the Captain, specifying the service and time when performed, also the amount due: the Certificate must be addressed either to a Naval Storekeeper abroad, or to one of His Majesty's Consuls, and shall be their authority for the payment of the sum therein mentioned: this Certificate may, if desired, be given in

Duplicate, or in Triplicate, but in order to prevent more than one payment being made thereon, they must all be addressed to the same person and place, and be marked across with the words *Original, Duplicate, or Triplicate.*

7.

Where there is no Naval Storekeeper or British Consul, the Captain may draw and negotiate a Bill, at thirty days' sight, on the Navy Board, to obtain Cash to pay the Pilot, transmitting, when he does so, to the Navy Board as a Voucher, the Certificate of the service performed, a Receipt from the Pilot (unless the Bill be drawn in his favour), and a Certificate from the Governor, or Collector of Customs, or Harbour Master, or two respectable Merchants, stating that the charge is at the usual rate, and that the sum specified in the Bill was, at its date, the sum necessary to procure in the currency of the place the amount of the sum due to the Pilot.

8.

As an encouragement to Masters and Second Masters to make themselves acquainted with the Navigation on every Coast where they may be employed, the Captain of any of His Majesty's Ships, being satisfied of the ability of either of them to conduct the Ship, may put her under his charge, (preferring, if qualified, the Master,) and if he execute the service properly, he shall, if the service performed be in the North Sea or Baltic, and he shall have passed at the Trinity House as qualified to take charge as Pilot of such a Ship for the place mentioned, be paid the full allowance which would have been paid to a Pilot for the like service; and in all other places either at home or abroad, he shall be paid half the regular pilotage. The Master or Second Master is not to receive payment for such services abroad, but is to receive three Certificates for the same, in the manner pointed out in the preceding article, which are to be presented for payment at the Office of the Commissioners of the Navy.

§ VI. SICK QUARTERS.

1.

SICK QUARTERS.

An Officer, accompanied by the Surgeon or one of his Assistants, is always to go with sick men who are sent from the Ship, to see that they are properly received at the Hospital, or Sick Quarters, and that they are conveyed thither with as little inconvenience as possible.

2.

When a Seaman or Marine is sent to an Hospital or Sick Quarters for cure, a Sick Ticket, signed by the signing Officers and Surgeon, is to be sent with him, in which his original entry, number, and rating on the Muster-Book, a description of his person, his age, &c., and all charges which appear against him on the Ship's Books, are to be inserted, at the back of which Ticket the Surgeon is to specify the nature of his disease or hurt. The man is to take with him his clothes and bedding, an inventory of which is to be made out at the back of the Ticket, and signed by the Officer who goes with him to the Hospital, who is to see them delivered to the person appointed to receive them, by whom they are to be carefully kept, in order to their being returned to the man when he shall be discharged from the Hospital. On the Ticket is also to be noted, whether he has been victualled on board his Ship on the day on which his Ticket is dated.

3.

The Sick Ticket, being a document by which the man may receive his pay, is to be delivered by the Officer conducting the Sick to the Agent of the Hospital, who is not on any account to part with it, until the man shall leave the Hospital; if he die or desert, it is to be transmitted to the Commissioners of the Navy; if he be discharged unserviceable, it is to be delivered to him, with a Certificate of his Discharge annexed to it; but if he be discharged to any of His Majesty's Ships, or, if a Marine, to the Divisional Head-quarters, it

is to be given to the Officer with whom he is sent on board, or to SICK QUARTERS. the Division, that at a proper time he may receive his Pay.

4.

An Officer is never to be sent to an Hospital, to an Hospital Ship, or to Sick Quarters, except in cases of urgency, without the Commander-in-Chief, or the senior Officer present, having signified his approbation on the Sick Ticket, which he is never to do, unless he shall be perfectly satisfied that the state of such Officer's Health requires it; but if, notwithstanding such approbation, the Physician and Surgeon of the Hospital, Hospital Ship, or Sick Quarters, shall be of opinion that he ought not to have been sent, they are to receive him and immediately represent their opinion, with their reasons for it, to the Commander-in-Chief or senior Officer present.

5.

The Captain of a Ship, which has men at an Hospital or at Sick Quarters, is to receive from the Agent an account of all the men belonging to the Ship, who are dead, discharged, run, or otherwise disposed of, that the circumstances relating to them may be properly noted on the Ship's Books. When Marines are sent on shore sick, and do not return to their Ships, a D. S. is to be placed against their names.

6.

Every Captain is to receive such recovered men as the Agent of an Hospital, or any Agent of the Victualling Board, shall send to him, to whatever Ship they may belong; but should he consider any of them to be unserviceable, he is to make application for their being surveyed, and not refuse to receive them unless he be immediately going to Sea, and the holding a survey impracticable without detaining the Ship; in which case, the reasons for refusing them shall be stated in writing, signed by himself and the Surgeons of the Ship, and sent to the Agent of the Hospital.

7.

SICK QUARTERS. When Seamen or Marines are cured at any Hospital or Sick Quarters, they are to be returned to the Ship to which they belong, if she be at the Port; and when, in consequence of her being absent, they are sent on board another Ship, the Captain of that Ship is not to enter them as part of her complement, except he receive an express order to do so, but he is to bear them on a list of Supernumeraries for Victuals, and is to return them to their proper Ship, whenever he meets her; but if the complement of that Ship shall then be complete, he is to enter them in the Ship he commands, if her complement be not complete; but if it be, he is to discharge them into any of His Majesty's Ships which may be in want of men. In whatever Ship such men shall be entered as part of the complement, they are to be borne on that Ship's Books for wages from the time of their discharge from the Hospital.

8.

If any man sent to an Hospital or Sick Quarters in the United Kingdom shall not return to his Ship in thirty days from the time of his being sent, the Captain is to direct a D. S. Q. to be set against his name, which will be a stop to the payment of his Wages, until he shall return to his Ship, or shall be otherwise properly disposed of.

9.

Marines sent sick on shore in the United Kingdom, are to be continued upon the Books of the Ship from which they shall be sent for thirty days from the time of their departure from her, and are not to be replaced by other Marines drawn from Divisional Head-Quarters during that period, unless the Ship shall be ordered abroad; in which case Marines then in Hospital are to be replaced by others, and those in the Hospital discharged from the Ship's Books, from the day on which they were so replaced. But should the Ship remain, and the Marines, so sent Sick, continue in Hospital beyond the said thirty days, they are then to be discharged from the Ship's Books, and their

Sick Tickets shall be the Vouchers for payment of the Sea Pay due SICK QUARTERS. to them, or, in case they shall be in debt, for charging the amount against their growing Pay.

10.

Whenever a man is sent to an Hospital or Sick Quarters, particularly on a Foreign Station, the Slop Clothes which may be necessary for him shall be issued, if possible, from the Ship he belongs to. Whenever there shall be a necessity for their being issued at the Hospital or Sick Quarters, an account of them is to be sent with him on his Discharge Ticket to the Ship which receives him, and they are to be charged against his Wages on the Books of the first Ship, in which he shall be borne as part of the complement.

11.

If there shall at any time be an absolute necessity for sending sick or wounded men on shore in any Foreign Port where there is not a Naval Hospital, nor any person appointed by the Victualling Board to take care of them, the Captain, if the Ship be alone, or the Commander-in-Chief or the senior Officer present, is, if circumstances will admit of it, to hire Lodgings, or if that be impracticable, to order tents to be erected for their reception made of the old sails of the Ships, and to appoint the Surgeons best qualified in the Squadron to attend them; and if other articles of food than those supplied to the Squadron shall be necessary for their diet, he is to contract for their being supplied, or to order the Purser of the Ship to purchase them as, according to circumstances, may be best calculated to procure them of a proper quality, and with the least expense to the public. But if circumstances shall make the raising of tents and the attendance of the Surgeons impracticable, the Commander-in-Chief or the senior Officer present is to contract with some proper person to supply the Sick with Lodgings and Provisions, and is to appoint some well qualified medical man, or Surgeon,

SICK QUARTERS. of the place to attend them, at a sum to be specified, according to circumstances, for each man for medicines and attendance. He is to be furnished with the established Form, agreeably to which he is to keep his accounts, and he is to be informed that he will be required to make oath to the correctness of them. The Sick Men are to be sent to him with the usual Sick Tickets, which he is never to deliver to them, but is to send them to the Captain of the Ship into which they may be discharged, and he is to receive from the Captain a Certificate of the day on which the men are sent on board. But if any man shall die or desert, he is to note the day of the man's death or desertion on the Sick Ticket, and send it by the first safe opportunity to the Commissioners of the Navy. Whenever Sick Men shall be so sent on shore, the senior Officer in the Port is very frequently to direct the Captains with their Surgeons to muster them, and to see that they are properly taken care of, and that they are not kept on shore after being sufficiently recovered to return to their Ships: and he is very carefully to examine the Accounts of the Surgeon and Contractor at the usual times of their being sent home, and as circumstances may require, to certify their correctness, or to point out those parts to which he shall see cause for objecting, without which their Accounts shall not be passed at the Victualling Board.

12.

When the corpse of a man who may have died on board shall be sent to an Hospital for interment, a Certificate from the Captain, stating the circumstances attending the man's decease, shall be sent with the corpse.

13.

Such parts of the foregoing Instructions for Captains, as shall apply to the cases of COMMANDERS, or of LIEUTENANTS or MASTERS, or OTHER OFFICERS, commanding any of His Majesty's Ships or Vessels in Commission, shall be equally followed, and obeyed by them.

CHAPTER VII.

LIEUTENANT.

1.

A **LIEUTENANT**, when appointed to one of His Majesty's Ships, is not only to be careful to execute punctually and zealously all orders he may receive from his Captain or other his superior Officer, but he is, as far as in his power, to see that all on board who may be subordinate to him perform with diligence and propriety the several duties assigned them.

2.

When he has the charge of a watch, he is to be constantly on deck until relieved by the Officer who is to succeed him. He is to see that the Men are alert and attentive to their duty; that every necessary precaution is taken to prevent accident from squalls, or sudden gusts of wind; and that the Ship is as perfectly prepared for battle as circumstances will admit. He is to be particularly careful that the Ship be properly steered, and that a correct account be kept of her way, by the Log being duly hove, and the leeway for each hour marked on the Log-Board.

3.

He is to see that the Mates and Midshipmen of the watch are constantly upon deck and attentive to their duty; he is to order

the Men of the watch to be frequently mustered, and to report to the Captain such as he shall find to be absent from their duty.

4.

He is to be extremely attentive to keep the Ship in her station in any Squadron she may belong to ; and he is to inform the Captain whenever he apprehends that he shall not be able to do so.

5.

He is to inform the Captain of all strange Vessels that are seen ; all Signals that are made ; all changes of Sail made by the Commanding Officer of the Squadron ; all shifts of Wind, and, in general, of all circumstances which may derange the order in which the Fleet or Squadron is sailing, or prevent the Ships continuing on the course directed to be steered.

6.

He is to be very particular in delivering correctly to the Lieutenant who relieves him on the watch, all orders which he has received from the Captain, or from the Lieutenant he relieved, that remain unexecuted ; and he is to inform him of all Signals made by the Commander-in-Chief which still remain to be obeyed. He is to point out to him (more especially in the night) the situation of the Commander-in-Chief, and of the Commander of the Squadron the Ship belongs to ; and to inform him what Sail the Admiral's Ship was carrying when it could last be ascertained ; and whether the Ship was coming up with, or dropping astern of, the Admiral ; and he is to give him, in general, whatever other information may be necessary to enable him to keep the Ship in her station, if the Fleet be formed in any order of sailing ; or to keep well up with it, if it be not so formed.

7.

He is to keep Men at the mast-heads during the day, and in proper stations during the night, to look out; he is frequently to remind them of their duty, and is to relieve them more or less frequently, according to the state of the weather, and the degree of their attention.

8.

If, during war, a strange Vessel be seen in the night, he is to send an Officer to inform the Captain, whilst he himself makes such immediate preparations for action, as the circumstances of the moment may admit of and require.

9.

He is never to carry so much sail as to endanger the springing of any mast or yard, unless some particular object shall require it; and in such case, he is to see that all the Men of the watch are in their stations, ready to shorten sail the moment any increase of wind or other circumstances shall make it necessary.

10.

In the night he is to take care that the Master at Arms and Corporals, in their respective watches, are very particular in going their rounds, and that they visit all parts of the Ship every half hour, to see that there are no irregularities among the Men; that no candles nor lamps are burning, except those which are expressly allowed; and that no man is smoking tobacco in any other place than the galley; and to report to him when they have gone their rounds accordingly.

11.

He is to direct the Carpenter, or one of his Mates, to sound the well, and to see that the Ports are well barred, twice at least in each watch; and the Gunner, or one of his Mates, to examine, once at least in each watch, the state of the lashing of the guns; and to report to him when they have done so.

12.

In the morning he is to direct the Boatswain to examine the state of the rigging, and the Carpenter that of the masts and yards ; he is to receive their reports, and to inform the Captain of any defects they may discover.

13.

He is never to change the course of the Ship without directions from the Captain, unless it be necessary to avoid some danger.

14.

If the Ship belong to, or is in company with, any Fleet or Squadron, he is to direct some careful Officer to observe the Signals made by the Commanding Officer of the Squadron ; but he is never to answer any Signal, whether general, or addressed particularly to the Ship to which he belongs, until he is certain that he sees it distinctly, and understands for what purpose it is made : and he is, during the night, to see that lanterns with candles and every thing necessary for making Signals are ready and in good order ; and that a sufficient number of guns, not shotted, are ready for being fired ; and he is to be particularly attentive in preventing any other lights being shewn in the Ship when Signal Lights are hoisted ; and when at Sea, that no lights be visible from the Cabins or any other part of the Ship.

15.

During a fog, he is to be particularly attentive to the guns fired by the Commanding Officer of the Squadron, that, by observing any alteration which may take place either in the direction or the strength of the report, he may take such steps as may be necessary to prevent the Ship's being separated from the Fleet. He is to be very careful to order the drum to be beaten, or the bell to be sounded, according to the tack the Ship may be on, for the information of Ships that may be near.

16.

He is not to make any Signal, either in the day or in the night, without being directed so to do by the Captain, except such as may be necessary to warn Ships of any immediate danger to which they might be exposed.

17.

He is to see that every occurrence worthy of notice during his watch be properly entered on the Log-Board, and that all Signals made in the Fleet are correctly minuted in such manner as the Captain shall direct: and he is, at the end of his watch, to sign the Log-Board, and the report of Signals, with the initials of his name; and when the occurrences of the day have been entered in the Log-Book, he is to sign that with the initials of his name at the end of each watch which he kept.

18.

He is to keep a Log-Book according to the established Form, carefully inserting the information required in each column as far as the situation of the Ship will admit, with whatever additional information, useful to navigation, or to His Majesty's Service, his observations may have enabled him to obtain; and at the end of the voyage, he is to send it, signed by himself, to the Navy Board, in default of which his half pay will be withheld.

19.

He is to ascertain the latitude by observation at noon, or by double altitudes, as opportunities may admit; and to keep an account of the Ship's way, specifying the course steered and the distance run for each twenty-four hours, with the latitude and longitude she is in, and the bearings and distance of some principal head-land from which she sailed, or towards which she is going, with any other particulars, and in any form, that the Captain shall direct:

which account he is to deliver to the Captain every day as soon after noon, as the other duties of the Ship will allow.

20.

In time of action, he is to see that all the Men under his command are at their quarters, and that they do their duty with spirit and alacrity. He is to be particularly attentive to prevent the Men from loading the guns improperly; from firing them before they are well pointed; and from wetting them after they have been fired; and he is very carefully to prevent their making any improper accumulation of powder in any part of his quarters.

21.

He is to be attentive to the conduct of all the Ship's company; he is to prevent all profane swearing and abusive language; all disturbance, noise and confusion; and he is to report to the Captain all those whose misconduct he shall think deserving of reprehension or punishment.

22.

He is to be particularly attentive to the division of Seamen put under his inspection; he is not only to examine their clothes on the days appointed, but he is also to see that they are at all times as clean as the duties of the Ship will allow, and particularly that they keep their persons clean by washing themselves.

23.

No Boat is to be allowed to come alongside, or to go from the Ship, without directions from the Lieutenant of the watch. When Vessels or Boats come on board with Provisions, Stores, Water, &c., he is to see they are cleared without delay, and that the articles are taken into the Ship with the utmost care, to prevent their suffering any damage: and when any Provisions, Stores, empty Casks, &c., are to

be sent out of the Ship, he is to be equally attentive in causing them to be put into the Vessels or Boats appointed to receive them.

24.

When a Lieutenant is called by Signal on board a Flag Ship, he is to carry with him an Order-Book, for the purpose of entering therein any orders that may require it.

25.

In the absence of the Captain, the senior Lieutenant on board the Ship is to be responsible for every thing done on board; he is to see every part of the duty as punctually performed as it could be if the Captain were present. He may put under arrest any Officer whose conduct he shall think so reprehensible as to require it; and he may confine such Men as he shall think deserving of punishment; but neither he, nor any other Lieutenant who may become Commanding Officer, is to order the infliction of corporal punishment on any person, which is to be done by the Captain only, unless the Captain be absent from the Ship with leave from the Admiralty or from the Commander-in-Chief, in which case it is to be done only by the Senior Lieutenant commanding the Ship in the Captain's absence.

CHAPTER VIII.

MASTER.

§ I. GENERAL DUTIES.

1.

GENERAL
DUTIES.

A MASTER, when appointed to one of His Majesty's Ships, is not only to be careful to execute punctually and zealously all orders he may receive from his Captain, or other his superior Officer; but he is, as far as in his power, to see that all on board, who may be subordinate to him, perform with diligence and propriety the several duties assigned to them.

2.

If the Ship be newly commissioned, he is to obtain the most correct information he can of the manner in which the hold was stowed when she was last in Commission, and what were then her qualities, that the stowage may be altered, with the Captain's sanction, if there be reason to suppose it may be done with advantage. If the Ship shall not have been at Sea, the Master is to consult the Master Shipwright of the Dock Yard on what may be the best manner of stowing her. But if he find the hold already stowed, he is to inform himself how it has been done; and he is attentively to examine her qualities at Sea, that he may suggest to the Captain such alteration in her stowage as he may think likely to improve them.

3.

When the hold is stowed after he joins the Ship, he is to be present himself at the stowing of it; he is to see that the Ship has the proper quantity of iron and shingle ballast, which he is to stow under the direction of the Master Attendant of the Dock Yard where the Ship is fitted out, in the manner best calculated to preserve the trim of the Ship, to make room in the hold, and to admit of the stowage of the water and provisions without risk of damage to the casks; and he is to see that neither chips of wood, nor other dirt be left on the ballast, or be intermixed with it, when it is covered with the water and provisions.

4.

He is to stow away as much wood in the hold as possible; and if it should appear to him that the quantity of wood and coals, sent on board, will not be sufficient for the time for which the Ship is victualled, he is to report it to the Captain.

5.

When Stores or Provisions are received on board, they are to be carefully and expeditiously hoisted in, to prevent their being damaged; and if any of them should appear to him to be in any respect defective, he is to report it to the Captain, or the Commanding Officer on board, that they may be surveyed as soon as the service will admit, and then disposed of, in conformity to the report.

6.

If any Provisions are pointed out to him as being older than the rest, he is to stow them so as to admit of their being the first hoisted up; and on receiving any subsequent supplies, he is, whenever circumstances will admit, to put the new Provisions under the old, that they may be the last expended.

7.

GENERAL
DUTIES.

When the stowage of the hold is completed, he is to enter in the Log-Book a particular account of the manner in which it was done, specifying the quantity of iron ballast in each hold, and the manner in which they are arranged; with the size and number of tanks or casks in each tier, and the manner in which they are disposed. And he is to make a drawing in the first page of the Log-Book, descriptive of the Stowage of the Ballast, Tanks, and Casks, with notes of any subsequent change that may be made.

8.

He is to be particularly careful in seeing that the ends of all the inner Cables are securely clinched; that the Cables are properly spliced and coiled in the tiers; that the rounding is well put on, and carried far enough to secure the Cable from being chafed when it is across the cutwater; and that Windsails are pointed into the tiers, to dry the Cables when necessary, after they have been wetted.

9.

He is to keep the keys of the after-hold and spirit-room, which, when they are wanted, he is to deliver to one of the Master's Assistants, strictly charging him not to suffer a light to be carried into the spirit-room; and such Master's Assistant is to attend himself, without quitting on any account either the spirit-room or after-hold while it is open; to see it properly secured when the service for which it was opened is executed, and to return the keys to him as soon as he has done so.

10.

He is to see that the sails are properly fitted with points, earings, &c., ready for being brought to the yards; and that there are always a sufficient number of spare points, gaskets, mats, plats, knippers, &c., ready for any purpose for which they may be wanted.

11.

He is every day, at noon, to report to the Captain the quantity of beer and water expended during the last twenty-four hours, and the quantity remaining on board.

12.

He is frequently to visit the Store-rooms to see that they are kept as clean and as well ventilated as circumstances will admit; that nothing but the Stores of the Ship is put into them; and that the Stores are arranged with such regularity, as to admit of any of them being readily found when wanted.

13.

He is to visit frequently the cable-tiers, to see that they are kept clean, and that no injury is done to the cables; and he is to direct the Master's Assistants to be very careful in preventing any accumulation of dirt in the hold, and to take every opportunity of collecting and throwing overboard any that may be found there.

14.

He is frequently to inspect the sail-rooms, to see that they are dry and the sails in good order; he is to give orders for the sails being repaired immediately on discovering that they require it; and if he should find them, or any of the Stores, at any time, likely to be damaged by damp, or by any other cause, he is immediately to represent it to the Captain.

15.

When there is a probability of the Ship's anchoring, he is to see that the anchors and cables are perfectly clear for running, that the stoppers and ring-ropes are in good order, and that every thing is ready for bringing her up properly, especially when she is to anchor in high winds, or in strong currents.

GENERAL
DUTIES.

16.

When the Ship is at single anchor, he is to be very attentive that proper measures are taken to keep the anchor clear, and in preventing the cable from being chafed; and when she is moored, to keep the hawse clear: for which objects he is to make such requests to the Officer of the Watch as may appear to be necessary; and should the hawse at any time become foul beyond a cross, he is to represent the same to the Captain or Commanding Officer, that it may be immediately cleared; he is to see that the rounding is in good order, and that the Ship is not girt by being moored too taught.

17.

He is frequently to examine into the state of the rigging, and to be careful that the standing rigging is always kept well set up, and that the running rigging be in good order, informing the Captain when any part of it appears to be no longer serviceable, and when the former appears to require setting up.

18.

He is to see that the Compasses, the Spare Cards, the Hour and other Glasses, be properly taken care of; he is to try them and to compare them with each other frequently, to ascertain and prevent the bad effects of any error which may be in them; and he is to see the Log-lines and Lead-lines correctly marked and at hand whenever they may be wanted.

19.

He is to provide himself with such Charts, Nautical Books, and Instruments as are necessary for the purposes of Navigation, and as may not be supplied by the Public.

20.

He is, under the command of the Captain, to have the charge of

navigating the Ship; he is to represent to the Captain every possible danger, in or near to, the Ship's course, and the way to avoid it, and, if it be immediate, to the Lieutenant of the Watch. Whenever the Ship is approaching the land or any shoals, he is to be upon deck and to keep a good look-out, always sounding in good time on such occasions, and continuing so to do until the position be clearly ascertained and the Ship's safety secured.

21.

He is every day at noon, or as soon after as can be done, (and as often at other times as circumstances may render necessary) to deliver to the Captain an account of the latitude and longitude the Ship is in, the variation of the Compass, with all other particulars regarding her position which the Captain shall direct.

22.

When the Ship is in Pilot-water, although there be a Pilot on board to take charge of her, the Master is to be always attentive to the manner in which she is conducted: he is to see the lead carefully hove, though the Pilot should not require it; and is to have every thing prepared for anchoring at the shortest notice; and if he perceive the Ship standing towards danger, or if he have reason to think the Pilot not properly qualified to conduct her, he is immediately to inform the Captain.

23.

He is to endeavour to ascertain, with every possible degree of accuracy, the Latitude, the Longitude, and the Variation of the Compass of every place he goes to, and of every remarkable Headland which he passes. He is also to ascertain the setting and velocity of the Currents; the time of High-water at the full and change of the Moon; the directions of the Tides, with the extent

GENERAL
DUTIES.

of their rise and fall. He is to observe and to describe, as particularly as he can, the appearances of Coasts, pointing out all remarkable objects by which one part may be distinguished from another. He is to apply to the Captain, whenever he thinks the service will admit of it, for Boats to survey any Coasts or Harbours which are near, and he is to enter all the Observations he makes, and all the information he obtains, in a Remark Book. He is frequently to deliver this Book to the Captain to be examined by him, and, at the end of every six Calendar Months, he is to deliver to him a correct Copy, containing all the Observations made and Information obtained during the last six months, accompanied by the Charts of all Surveys taken, and the Views which have been drawn, of the Coasts in that period; which Book the Captain is to transmit, by the first safe opportunity, to the Admiralty: and when the Ship is paid off, or before he leaves the Ship at any time, he is to deliver to the Captain, to be by him transmitted to the Admiralty, a Copy of such Book containing the Observations, &c., and a set of Charts containing the Surveys, Views, &c., taken during the whole of the time of his having been Master of the Ship. He is also to afford every Instruction in his power to the Master's Assistants and Volunteers of the Second Class, in the theory and practice of Navigation, and all other details in his line of duty, employing them according to their respective abilities in making similar Observations, and receiving from them their Remark Books, which he is to deliver from time to time to the Captain, with a report of their general diligence, character and ability.

24.

He is carefully to examine the Charts of every Coast on which the Ship may be employed, and at the end of the Book of Observations, he is to insert a list of the Charts he has examined, with such opinion as he may have been able to form of their correctness or inaccuracy; distinctly pointing out every error he may discover,

and giving his reasons for believing it to be an error. He is also to insert an account of every Rock or Shoal he may discover, which was either not known, or but imperfectly known before; very carefully describing its Bearings and Distances from some remarkable points, with its size, the depth of water on it at different times of tide, the Soundings near it, and any other circumstances relating to it which may be worthy of notice; all which he is to insert also in the Ship's Log-Book at the time of the discovery.

25.

He is to have the charge of the Ship's Log-Book; he is every day to compare it with the Log-Board, to see that every circumstance which has occurred is properly entered in it; and he is to send it immediately to the Lieutenants, that they may sign the initials of their names at the end of their respective watches, while that which happened in them is still fresh in their memories. In the Log-Book is to be entered, with very minute exactness, all the following circumstances, viz.: 1st. The state of the Weather, the direction of the Wind, the Courses steered, and the Distances run, with every occurrence relating to the navigating of the Ship; the setting and velocity of Currents, and results of all Astronomical Observations made to ascertain the situation of the Ship, the variation of the Compass, &c. &c. 2d. The loss of Masts, Yards, Boats, &c., the splitting of Sails, the blowing away of Flags and Colours, and all other accidents, with the quantity of each article lost, and the quantity saved. 3d. Every circumstance relating to the receipt, supply, loss, survey, and returns of Slop Clothes, Provisions, Casks, and Water; specifying from whom they are received, and to whom they are supplied or returned, and by whose order, if any order be given, with the number of Casks and Packages, written in words at length. 4th. An account of the quantity of every species of Stores purchased for the Ship, or received from, or supplied to, any other of His

GENERAL
DUTIES.

Majesty's Ships, or any Merchant Ship, or any Foreign Ship of War or Arsenal. 5th. Every alteration made in the allowance of Provisions, specifying by whose order such alteration was made. 6th. The marks and numbers of every Cask of Provisions, or Bales or Cases of Slops, opened for the use of the Ship's Company, with the quantity it is said to contain, and the quantity it is found to contain. 7th. The time when any hired Vessel is first employed, and the time she is discharged: the name of the Vessel, of her Master, and of the person from whom she is hired; her burden in tons, and the number of men employed in her; by whose order, and for what purpose, she is hired; and the cause which makes it necessary to hire her, rather than employ the Boats of the Ship or Squadron. 8th. An account of the number of any men employed on board who are to be paid for the service they perform, whether hired for that service, or lent from other Ships, mentioning the day on which they began, and the day on which they ceased, to work; and the number mustered every day. 9th. All corporal punishments, and generally every occurrence of importance which takes place on board. 10th. The embarkation and disembarkation of every Passenger, whether received on board by order or not. After the Log-Book has been signed by the Lieutenants, no alteration, however trifling, is to be made in it, without the approbation of the Captain and the perfect recollection of the Lieutenant of the Watch, that such alteration is proper, and after any such alteration, the initials of the Lieutenant are to be again added.

26.

At the end of every six Calendar Months, he is to transmit a Copy of the Log-Book, for those six Months, signed by himself, by the first safe opportunity, to the Commissioners of the Navy: and at the end of every twelve Calendar Months, he is to deliver the original Log-Book, signed by himself, to the Captain, to be kept by him

until the Ship is paid off, and then to be sent to the Secretary of the Admiralty. If the Master be superseded, he is to sign the original Log-Book then in his possession, and to deliver it to his successor, who is to give him a receipt for it; and the Captain is to give him a Certificate whenever he delivers a Log-Book to him; which Receipt and Certificate will be required at the Navy Office to entitle him to receive his Pay.

27.

He is to inform the Captain whenever it is probable that Rope of any description may be wanted in the Ship; and when the Rope-maker is ordered to make it, he is to attend frequently to see that he is diligent, that the Rope is well made, and that there is no waste of the Yarns; he is to receive from him every day an account of the Rope he has made, which is to be entered in the Log-Book, and he is to see that the whole of the quantity made be duly taken on charge.

§ II. BOATSWAIN'S AND CARPENTER'S STORES.

1.

BOATSWAIN'S
AND
CARPENTER'S
STORES.

THE Masters of His Majesty's Ships are to have the entire charge of the Stores heretofore in charge of the Boatswain and Carpenter, so that the two last-mentioned Officers, being relieved from having Accounts of any description to keep, are to be considered solely as executive Officers for overlooking and conducting the different branches of Duty in their respective departments. Notwithstanding, however, that the said Stores are to be so placed in charge of the Masters, they are still to be distinguished as heretofore by the denominations of Boatswain's Stores and Carpenter's Stores, and the Accounts of the Receipt and Expenditure of these two descriptions of Stores are to be kept by the Masters separately under their said respective denominations.

2.

In consideration of the increased charge and Duty given to the Masters by the preceding article, the following proportions of additional Allowance will be made to them annually, viz.,

	£.	s.	d.
In First Rates	85	7	4
Second Rates	78	2	8
Third Rates	68	18	0
Fourth Rates	51	11	4
Fifth Rates	48	15	0
Sixth Rates	40	10	4
Sloops, &c.	37	7	8

but this additional allowance is only to be issued to them after they

shall have passed such accounts at the Navy Office, relating to the said Stores, as may from time to time be directed.

3.

Whenever any of the said Stores are received on board, whether at the fitting out of the Ship, or in any subsequent supply, the Master is to be very particular in ascertaining that they are good in quality, and that he receives the full quantity specified in the Note sent with them, and immediately to report to the Captain or Commanding Officer, if he discover any defect or deficiency in them.

4.

He is to indent for all the Stores he receives from His Majesty's Dock Yards, before the Ship proceeds to Sea; and he is to be very careful in observing that he does really receive all those for which he indents, as he will always be considered as having received them, if no representation to the contrary be made by him at the time. He is to keep an account, according to the forms delivered to him, of the Receipt, Expenditure, (expressed in words, and not in figures) condemnation by Survey, or supplying of Stores; always specifying the Place where, and the person from whom, the Stores are received, or the Person to whom they are supplied.

5.

There shall not be any interlineations in the accounts of Stores expended; but if he shall discover that he has forgotten to insert in its proper place the expenditure of any article really expended, he is to insert it in the account of expences for the next month, and to note his having done so in the Ship's Log-book, specifying in both the reason for its being so inserted.

BOATSWAIN'S
AND
CARPENTER'S
STORES.

6.

No waste of Stores not perishable will ever be allowed, except from unavoidable accidents, which are to be particularly mentioned in the Log-book, where the quantity of every article is to be specified; and if the quantity of the Stores lost be considerable, the quantity remaining is to be ascertained by Survey.

7.

He is to be responsible for any errors he makes in his accounts; and he shall pay out of his wages the full value of all Stores not properly accounted for, or improperly expended, unless he shall produce an order from his Captain so to expend them, and he is on no account to state Stores as having been expended for any other purposes than those to which they were really applied.

8.

The Yeomen are not to be allowed to issue Stores from the Store-rooms without express order, and the Master is frequently to examine the quantity remaining, and if he have doubts of its being correct, he is to apply for its being surveyed.

9.

When he is supplied with Stores by other Officers, he is to charge himself with those Stores, and is to mention his having done so in the receipt he gives for them.

10.

He is not to supply another Officer with Stores, nor lend any, without an order in writing from the Captain; and when he does supply or lend them, he is to demand a receipt, in which the quantity of every article is to be written in words at length, and in which it is to be mentioned by whose order they were supplied; and he is also to give under his hand, to the Officer supplied, a voucher of

delivery, specifying the Stores with the same particularity as the receipt.

11.

When appropriating Rope, Canvass, or any other article to use, he is to be very attentive to conform to the established length and other dimensions of whatever it may be intended to make.

12.

When Stores are converted to any other use than that for which they were originally intended, he is to expend them, in his accounts, as having been so converted, and is to charge himself with whatever they are converted into.

13.

When Stores are damaged or worn out, he is to apply to the Captain for their being surveyed; and after their being surveyed, he is to be careful to apply them to whatever use the Surveying Officers shall appoint, charging himself with those articles into which he may be directed to convert them.

14.

Lights are not to be carried into the Store-rooms except in good lanterns, the doors of which are never to be opened in the Store-rooms.

15.

When the Ship is to be dismantled, either for the purpose of being refitted or being paid off, he is to be particularly careful in preventing the Stores, Rigging, &c., from being cut, or in any way damaged; he is to see that all the Stores sent from the Ship are tallied, and very carefully put into the Boats or Vessels which are to carry them, and to take every possible precaution to prevent their receiving damage in their way to the Store-houses.

BOATSWAIN'S
AND
CARPENTER'S
STORES.

BOATSWAIN'S
AND
CARPENTER'S
STORES.

16. When a Master is about to be removed from a Ship, or when he wishes to pass his accounts, which he will be allowed to do at the end of every twelve Calendar Months, he is to apply to the Captain for a Survey on his Stores, who will obtain an order from the Senior Officer present, if the Ship be not alone, otherwise the Captain is himself to order the Survey, that the quantity of Stores remaining on board may be correctly ascertained.

17.

When a Master dies, the Captain is immediately to apply to the Commanding Officer present, to order, or if the Ship be alone he is himself to order, a Survey on the Stores remaining on board, which were in his charge; one Copy of the Report of such Survey is to be sealed up with the papers of the Officer who died, and another Copy is to be delivered to his Successor to be considered as his first charge.

CHAPTER IX.

CHAPLAIN.

1.

A CLERGYMAN, appointed Chaplain of one of His Majesty's Ships, must remember that it is his indispensable duty, that the morality of his conduct, and the decency, sobriety, and regularity of his manners be such as become the sacred office to which he is appointed, and such as may inspire the Ship's Company with reverence for it, and respect to himself.

2.

He is to instruct in the principles of the Christian Religion not only all such young gentlemen as the Captain shall put under his care, but all the boys in the Ship; he is to hear them read, and to explain to them, the Scriptures and the Church Catechism; and he is to be always ready to give such assistance and instruction on religious subjects, as may be required of him by any Officer or other person in the Ship.

3.

He is to be attentive to perform, with due solemnity, the duties of the Lord's Day, that the Ship's Company may be impressed with devotion: and he is carefully to adapt his discourses to the capacity of his hearers and the nature of their situation, that his instructions may be intelligible and beneficial to all who hear them.

4.

He is to apply to the Captain to appoint an intelligent, well disposed person, to instruct, under his directions, the boys of the Ship in the Catechism and in reading; he is very frequently to superintend the conduct of the person so appointed; to see that he is attentive to his duty and diligent in teaching the boys, whom he is frequently to examine himself, that he may judge of the progress they make; and he is to report to the Captain all those whom he shall find idle, or irregular in their conduct, that they may be punished; and all those whom he shall find diligent and well disposed, that they may be rewarded as they deserve.

5.

He is to be very assiduous in his attendance on any of the sick who may request it; and if any men shall be dangerously ill, he is, although they should not request it, to go to them to prepare them for death; and to comfort or admonish them, as the state of their minds or other circumstances may require.

6.

Before he shall be allowed to receive his pay, he will be required to send to the Commissioners of the Navy a Certificate signed by the Captain, that he had not been absent from the Ship more than twenty-four hours, at one time, without leave from the Admiralty or the Commander-in-Chief; and a Certificate signed by the Captain that he had performed Divine Service whenever he was directed; and that his conduct had been sober, regular, and decent, and in every respect becoming the character of a Clergyman. And when he leaves the Ship, he is to send such a Certificate so signed to the Secretary of the Admiralty, without which he shall not be again appointed to any of His Majesty's Ships.

CHAPTER X.

G U N N E R.

1. Such parts of the Master's Instructions as relate to the Receipt, Survey, accounting for, Expence, Conversion, or other disposal of Stores in the charge of the Master, shall be, so far as circumstances admit, equally applicable to Gunner's Stores, and to be as strictly attended to by the Gunner as if inserted in these his special Instructions.

2. As soon as one of His Majesty's Ships is ordered to be commissioned, the Gunner is to apply to the Storekeeper of the Ordnance at the Port for the established number of Guns, with the proper quantity of Ammunition and Stores, which he is carefully to examine before they are put into the hoys, and he is to report to the Storekeeper any imperfection or deficiency he may discover in them.

3. On receiving his Guns, he is to observe the following points:—

That the vents are clear, and not exceeding three-tenths of an inch in diameter.

That the vent pans and holes in them for fixing the locks are in good order.

That every thing is in good order for fitting and securing the elevating screws of Carronades.

If the Ordnance has been previously fitted for sights, he is to examine the threads of the screw-holes, to see that they are serviceable, and that they all have preserving screws fitted in them on delivery.

4.

The Gunner, having received directions for that purpose from the Captain, is to inform the Store-keeper when the Ship will be ready to receive the Guns; he is to attend to receive them on board, and is to see that every Gun is put into its proper carriage, and placed in its proper port; No. 1 being the foremost gun on the larboard side, and No. 2 the foremost on the starboard side on each deck.

5.

When sights are supplied, he is to be very exact in fixing them according to instructions which he will receive by attending at the Gun Wharf.

The sights when fixed are to be as little shifted as possible, and the covers are to be kept always on, except when in use.

He is to take great care that no pressure or violence is applied to the sights, which may displace them or alter their direction.

He is frequently to examine, and ascertain that they will rise and fall freely as to elevation, and to keep their joints well oiled for that purpose.

He is to keep the preserving screws in the screw-holes of all Guns prepared for sights, when the sights are not fitted to them.

6.

He is, whenever other duties will admit of it, to employ his Mates and the Men of his Crew in fitting the Breechings and Tackles, that they may be ready for the Guns when they are carried on board.

7.

He is to examine very carefully into the state of the Magazine, that he may be certain of its being properly fitted and perfectly dry, before the Powder is carried on board; but if he should find any appearance of dampness, he is to report it to the Captain, that it may be properly dried.

8.

He is to inform the Captain when the Powder will be ready to be sent on board, that the fire in the Galley may be put out, before the Vessel which carries the Powder is suffered to go alongside. While it is taking into the Ship, no candles are to be kept lighted, except those in the light-room; nor is any man to be allowed to smoke tobacco. As soon as the whole is stowed in the Magazine, the Gunner is to see the doors, the light-room, and the scuttle, carefully secured, and is to deliver the keys to the Captain, or to such other Officer as he shall appoint to take charge of them.

9.

He is never to go into the Magazine without being ordered to go there. He is never to allow the doors of the Magazine to be opened but by himself; he is not to open them until the proper Officer is in the light-room; and he is to be very careful in observing that the men who go into the Magazine have not about them any thing which can strike fire; and he must take care that no person enters the Magazine without wearing the leather slippers supplied by the Board of Ordnance.

10.

He is never to keep any quantity of Powder in any other part of the Ship than the Magazine, except that which the Captain shall order to be kept in the Powder-boxes or Powder-horns on deck; and when he delivers Cartridges from the Magazine, he is to be very particular in observing that they are in cases properly shut.

11.

When any extra quantity of Stores or Ammunition is supplied for Foreign Service, he is to be attentive to use those first which have been the longest time on board, unless he shall receive particular directions to the contrary.

12.

He is frequently to examine the state of the Guns, their Locks and Carriages, that they may be immediately repaired or exchanged if they be defective; and he is frequently to examine the Musketry, and all the other small Arms, to see that they are kept clean and in every respect perfectly fit for service.

13.

When he receives the Shot, he is to see that they are of the proper gauge, and to take care to keep the different natures separate.

High Shot Gauges will be issued to every Ship for each calibre of Ordnance on board, and he is carefully to examine from time to time that the Shot will pass through these High Shot Gauges, and any formation of rust that impedes this is to be removed by hammering the Shot; and as there is so little windage with Carronades of the present construction, he is to be very particular in keeping the Carronade Shot free from rust, to insure their freely entering those pieces.

If by any accident Shot of a wrong nature is received on board, he is to set it apart to be exchanged at the first Ordnance Naval Station.

He is also to keep the Guns as dry as possible, and free from rust, particularly their bores and vents; and to be careful in keeping the vents of his Guns clear, but he is on no account to employ any means for enlarging them.

14.

He is to be attentive in keeping the Shot-racks full of Shot; the Powder-horns and Boxes of Priming-tubes full, and a sufficient

quantity of Match primed and ready for being lighted at the shortest notice.

15.

Guns received from the Ordnance Stores shall be scaled before they are loaded for service, and if it shall be necessary to scale them at any other time, the Gunner shall represent it to the Captain, who is to give him an order for that purpose, in which the cause of its being done is to be particularly specified.

16.

In filling Cartridges, whether for service or for scaling, he is to be guided by the following Table; but he is to fill a sufficient number to be ready for quick firing, with such quantities as the Captain shall direct, viz.:

Cylinder Powder.		For Service.				For Scaling.	
		With one shot being $\frac{1}{3}$ the weight of one shot.		With two shots being $\frac{1}{3}$ the weight of one shot, and for Saluting.			
		lb.	oz.	lb.	oz.	lb.	oz.
Guns	42 Pounders	14	0	10	8	3	4
	32	10	10	8	0	2	12
	24	8	0	6	0	2	0
	18	6	0	4	8	1	8
	12	4	0	3	0	1	0
	9	3	0	2	4	0	12
	6	2	0	1	8	0	8
	4	1	5	1	0	0	6
	3	1	0	0	12	0	4
	2	0	10	0	8	0	3
Carronades	68 Pounders	5	10	The same quantity as for Service, with one Shot.	2	0	
	42	3	8		1	8	
	32	2	10		1	4	
	24	2	0		1	0	
	18	1	8		1	0	
	12	1	0		0	12	

After firing with Shot, or saluting, or scaling, the Guns are always to be well sponged out and cleaned.

17.

When a Ship is preparing for Battle, he is to be particularly attentive to see that all the quarters are supplied with every thing necessary for the service of the Guns, the Boarders, Firemen, &c.; he is to see all the screens thoroughly wetted, and hung round the hatchways, and from them to the Magazine, before he opens the Magazine doors.

18.

After an Engagement, he is to apply to the Captain for a survey on the Powder, Shot, and other Stores remaining under his charge, that the quantity expended in the Engagement may be ascertained.

19.

He is to be careful in keeping the boxes of Hand-Grenades and Grape-Shot in dry places, and to expose frequently the Grape-Shot to the sun and wind, to prevent the bags from being mildewed. He is never to start the Hand-Grenades, but is to return those, which are not used, in the boxes in which he received them.

20.

He is never to allow any Match to be burnt in the day, nor more than two lengths at the same time in the night, without being ordered so to do by the Captain. When Match is burning, it is always to hang over water in tubs, and the Gunner's Mate of the Watch is to attend to it.

21.

If a Detachment of Seamen or Marines shall at any time be sent from the Ship, the Gunner is to make out an Inventory of the Arms, Ammunition, and Stores which are sent with it, which is to be signed by the Officer appointed to command the Detachment. And on the return of the Detachment, the Gunner, in presence of the Officer who commanded it, is to examine the Arms, &c., which are brought

back, and to report the deficiency, if any, in each article to the Captain; who, from the manner in which the Officer shall account for such deficiency, will determine whether it be proper to allow the articles to be expended by the Gunner in his Accounts, or charged against the Pay of the Officer or any person under him, by whose carelessness or misconduct the whole or any part of them was lost or destroyed.

22.

When a Salute is to be fired, the Gunner is to be very attentive to take such precautions in drawing the guns, as may ensure there not being a shot in any of them; and if Vessels of any description be so near as to risk the being damaged by the wads, he is to draw them also; and he is to lay up and point the guns so as to prevent their doing mischief, although a wad or shot, notwithstanding the precautions he has taken, may have been left in one of them.

23.

Whenever he shall be directed to strike any guns into the hold, he is to pay them all over with a thick coat of warm tar and tallow mixed together; and after having washed the bore of the gun with fresh water, and very carefully sponged and dried the inside, he is to put a good full wad, dipped in the same mixture, about a foot within the muzzle, and to see that the tompion is well driven in and surrounded with putty, and he is to drive a cork tight into the touch-hole, and to secure it there.

24.

He is to be extremely attentive in examining all the guns, in seeing them carefully drawn and thoroughly sponged, before they are returned into store. He is also to examine very carefully the Magazine, to see that no loose Powder remains in any part of it after the Powder has been returned into store; and is to be very careful

that there are not any Cartridges left in the Cartouch-boxes, when they are sent on shore.

25.

He is to be very careful of the Tools he receives from the Store-keeper of the Ordnance for the use of the Armourer, whom he is to furnish with such only as he may want for immediate use ; and he is to require him to account particularly for all those with which he shall be furnished.

26.

He is to be very attentive to the conduct of the Armourer and his Mates, to see that they discharge their duty properly ; that they keep the Muskets, and other small Arms, clean and in good order, always repairing them when they are defective. At the end of the voyage, or at any other time that the Ship's Company is paid, he is to give the Armourer and his Mates Certificates of their good conduct, if they shall have so performed their duty as to deserve them, but not otherwise.

27.

If, from any extraordinary circumstances, when a Ship is on a Foreign Station, the small Arms should be so damaged that they cannot be cleaned or repaired by the Armourer, the Gunner is to represent their condition to the Captain, who is to direct a Lieutenant and the Master to survey them ; and if their report shall confirm the representation of the Gunner, he is to apply to the Commander-in-Chief, or senior Officer present, to give orders for their being repaired ; but if the Ship be alone, or there be no senior Officer present, the Captain is himself to get them repaired by workmen on shore, being very careful not to pay more for their repairs than the usual price of the country. The Gunner is to attend frequently, and the Armourer constantly, to see that the work is properly done ; but if there be an Officer of the Ordnance at the place, application is to be made to him to get them repaired.

28.

He is to be very careful not to suffer the bare gun-metal Adzes, which are supplied by the Ordnance for the use of the Magazine, to be struck against the copper hoops of the Powder-barrels; and always to have the wooden setters applied to them, to convey the stroke from the Adze, there being several instances of strong sparks of fire having been produced from the collision of a metal Adze against a metal Setter, or a copper Hoop.

29.

When he has received all his Guns, Stores, and Ammunition, he is to give a Certificate to the proper Ordnance Officers or Store-keeper at the Station where he fits out, that every thing has been delivered to him complete and in good order, according to the Regulations.

CHAPTER XI.

BOATSWAIN.

1.

WHEN one of His Majesty's Ships is commissioned, the Boatswain is to examine very carefully the Stores received on board, denominated "Boatswain's Stores," and to inspect very minutely all rigging fitted in the Dock Yard, and to report to the Master whatever defects he may discover in any of them.

2.

He is, once at least every day, to examine the state of the rigging, to discover as soon as possible any part which may be chafed, or likely to give way, that it may be repaired without loss of time. He is at all times to be careful that the anchors, booms, and boats be properly secured.

3.

He is to be very attentive to have ready at all times a sufficient number of mats, plats, knippers, points, and gaskets, that no delay or inconvenience may be experienced when they are wanted.

4.

He is to be very attentive in observing, in the working up of junk, that every part of it is converted to all such purposes as may be ordered.

5.

He is to be very frequently upon deck in the day, and at all times both by day and night when any duty shall require all hands being employed. He is, with his Mates, to see that the Men go quickly upon deck when called, and that, when there, they perform their duty with alacrity, and without noise or confusion.

6.

When the Ship is preparing for battle, he is to be very particular in seeing that every thing necessary for repairing the rigging is in its proper place, that the men stationed to that service may know where to find immediately whatever may be wanted.

7.

When the Ship is ordered to be paid off, he is to be very attentive to prevent any of the rigging being damaged or cut; he is to see every part of it properly tallied and stopped together for returning into store.

8.

He is to be attentive to the conduct of the Rope-maker, to see that he is diligent, that the rope he makes is well made, and that the quantity corresponds with the quantity of yarns issued for this purpose, and he is to deliver into the Master's charge the rope that is made.

9.

He is, with the Sail-maker, very carefully to examine the Sails when they are received on board, and to inform the Master if he discover any defects in them, or any mistake in their number or dimensions. He is also to examine very carefully whether they be perfectly dry when they are put into the Sail-room, that if any part of them be damp, the first proper opportunity may be taken to dry them.

10.

He is to cause the Sail-maker to keep all the sails correctly tallied, and so disposed of in the Sail-rooms as to enable him to find immediately any that may be wanted.

11.

He is to cause the Sail-maker to inspect frequently the condition of the Sails in the Sail-rooms, to see that they are not injured by leaks or vermin, and he is to report to the Master whenever it shall be necessary to have them taken upon deck to be dried.

CHAPTER XII.

CARPENTER.

1.

WHEN any of His Majesty's Ships are ordered to be commissioned, the Carpenter is to inspect very minutely into the state of the Masts and Yards, as well those which may be in store in the Dock Yard, as those on board, to insure their being perfectly sound and in good order. He is also to examine every part of the Hull, the Magazine, Store-rooms, and Cabins ; and he is to report to the Master Shipwright at the Port any defect which he may discover in any of them. He is to be very particular in observing that all the Stores received on board, denominated "Carpenter's Stores," are perfectly good, and to report to the Master whatever deficiencies he may discover in them.

2.

When the Ship is at Sea, he is, once at least every day, to examine into the state of the Masts and Yards, and to report to the Officer of the Watch when he discovers any of them to be sprung, or to be in any way defective.

3.

In Ships of two Decks he is frequently to examine the Lower Deck-ports, to see that they are properly lined ; and when they are barred in, he and his Mates are frequently to see that they are all properly secured.

4.

He is to be particularly careful in keeping the Pumps in good order, always having at hand whatever may be necessary to repair them.

5.

He is to keep the Boats, Ladders, and Gratings in as good condition as possible, always repairing every damage they may sustain as soon as he discovers it, that when the Ship shall return into Port, the workmen of the Dock Yard may have only the material defects of the Ship to repair.

6.

He is to keep always ready for immediate use Shot-plugs, and every other article necessary for stopping shot-holes, and repairing other damages in battle; and during the Action he is, with the part of his Crew appointed to assist him, to be continually going about the wings and passages, and the hold, to discover whether shot may have passed through, that he may plug up the holes and stop the leaks as expeditiously as possible.

7.

If he should at any time find Stores or any other Articles stowed in the wings or passages, in such a manner as might interfere with his working, if required to cut out shot or to stop leaks during an Action, he is to report it to the Captain, that they may be removed.

8.

When the Ship is going into Port, he is to prepare as correct an account as possible of the defects of the Hull, Masts, and Yards of the Ship, and of the Repairs she may stand in need of, of which he is to deliver to the Captain two Copies, one of which, when signed by the Captain, he is to deliver to the Master Shipwright of the Dock Yard. In making this report he is to be very careful not

to exaggerate any defect, by which there may appear to be a greater necessity for the Ship being repaired than does really exist, nor to conceal any which may really require to be repaired.

9.

He is to be particularly attentive in observing the exertions, and examining the works, of Artificers sent from other Ships to assist in repairing the Ship he belongs to; and he is to report to the Captain when he discovers any who, by their want of skill, or want of diligence, shall appear to be undeserving of the additional wages appointed to be paid them.

10.

Whenever the Ship shall be, for any purpose, ordered to be heeled, he is to see that all the Pumps are in good order, and ready to be worked; he is to station one of his Mates to observe, by sounding the Well, whether any material increase of water is occasioned; he is to attend to this frequently himself, and to observe also whether there be any extraordinary appearance of water in the hold; and in three-decked Ships, he is to be particularly attentive in seeing that the lower deck-ports are well secured.

11.

The Caulker is to be under the immediate direction of the Carpenter, who is to see that he examines frequently the Caulking of the Ship's Sides and Decks, particularly in those parts where the seams are most likely to be opened by the working of the Ship, reporting to the Carpenter any part of the Caulking which he finds defective, and, when directed to repair it, he is to be careful that the Oakum he uses is dry and in good condition; and if any men be employed to assist him, he is to see that their work is perfectly well executed.

CHAPTER XIII.

SURVEYS.

1.

ALL Applications for Surveys of Provisions or Stores shall be made in writing to the Captain by the Officer who has charge thereof, and shall be transmitted by the Captain to the Flag Officer commanding the division of the Fleet to which he belongs, who is to order the Surveys applied for to be taken, except in cases which the Commander-in-Chief may reserve for his particular directions. But Captains not serving in a Fleet, or, if serving in a Fleet, not being at the time in company with the Flag Officer commanding the Squadron or Division to which they belong, are to transmit such applications to the senior Officer present.

2.

Surveys on Stores, Slops, and Provisions of every description are to be taken on the following occasions, viz. :

When they appear to have become unserviceable ;

When they appear to be deficient in quantity, or defective in quality ;

When the Officer who has charge of them wishes to pass his accounts, or, when he or any other Officer has reason to suspect that

the quantity of any species remaining is less than, according to the quantity expended, it ought to be : or when by the death or absence of an Officer who has charge of any Stores or Provisions, or by his being removed from the Ship, the charge of them is to be transferred to some other person.

3.

All Surveys of Provisions and Stores (except as hereinafter provided for Surgeon's Stores), shall be held by a Lieutenant and a Master, together with a Warrant Officer of the class or department to which the articles to be surveyed may belong. Surveying Officers are to be selected if possible from other Ships, and when there shall be no Master or Warrant Officer of the particular class or department present, except him having charge of the article to be surveyed, the Survey is to be postponed ; or if it be immediately necessary, the senior Officer shall appoint such other person to assist thereat, instead of such Master or Warrant Officer, as he may think proper ; but such Master and Warrant Officer are in every case (when possible) to be present to give what information may be required, and to prevent partiality or injustice, or to represent it to the Captain if they perceive without being able to prevent it.

4.

The reports made by Surveying Officers are to specify by whose order the Surveys are taken, and for what purpose ; what are the Articles ordered to be surveyed ; the quantity and quality of those Articles remaining on board, or the actual state of any which shall be particularly represented as deficient or defective ; the number or quantity is always to be written in words at length ; and if any Stores complained of be found to be no longer fit for their proper use, the Reports are to specify whether they be fit for any other, and for what, or whether they be no longer fit for any purpose whatever.

5.

If any appearance of neglect shall be discovered by the Surveying Officers, it is to be particularly noticed in their Report, whether it be the Officer who has charge of the Stores, or any other person who may have been guilty of it; but if an appearance of fraud be discovered, the Surveying Officers are not only to notice it in their Report, but they are also to deliver to the Captain a separate Report, informing him of their suspicions of such fraud having been committed, and of their reasons for suspecting it.

6.

There are to be three Copies of all Reports of Surveys, each signed by all the Surveying Officers; one of which Reports, written on the back of, or attached to the Order for the Survey, is to be delivered to the Officer who has charge of the Articles which are surveyed; one Copy to the Captain of the Ship to which the Stores belong; and one, by the Captain, to the Officer by whose order the Survey was taken; but when the Articles surveyed are to be transferred to the charge of another Officer, a fourth Copy, signed in the same manner, is to be delivered to the Officer to whose charge the Articles are to be transferred.

7.

The Copy of the Report, delivered to the Officer who had charge of the Articles surveyed, is to be transmitted by him to the proper Office, with his other Books and Papers, when he passes his Accounts. The Copy delivered to an Officer, to whom the charge of the Articles is transferred, is to be considered as his first charge of them, and is to be sent with his Books and Papers when he passes his Accounts. The Copy delivered to the Officer, by whose order the Survey is taken, is to be by him transmitted to the proper Office, by the first safe opportunity; and the Copy delivered to the Captain of the Ship is to be sent with his Books and Papers, when he passes his Accounts.

8.

The surveying Officers are not to direct any Stores or Provisions to be thrown overboard, except such as by their state may be prejudicial to the health of the Ship's company; whatever they find in such state, they are themselves to see thrown into the Sea before they leave the Ship; and they are to mention their having done so in their report. All other Stores, not convertible to any use, they are to direct the Officer having charge of them to return into store, whenever the Ship shall go to a Port where there is a Store-keeper, or other Officer authorized to receive them.

9.

If any Officer shall wilfully sign any false report of the quantity or condition of the Articles he is ordered to survey, or shall discover any fraudulent practices in the Management of them, without making proper mention thereof in his Report; or if any person shall give any false account of Stores or Provisions, by which the surveying Officers may be deceived, and be led to make out an improper report, he is to be immediately suspended, and his misconduct reported to the Commander-in-Chief, or to the Secretary of the Admiralty, that he may be tried by a Court Martial, or otherwise dealt with as may be deemed proper.

10.

When any Officer employed on a Foreign station shall be represented to the Commander-in-Chief as being in such a state of health, as to render it necessary for him to go to another climate, the Commander-in-Chief is to order three Captains, and the Surgeons of the Ships they command, to survey him; and if they shall be satisfied that to continue in the service in which he is employed would be attended with danger, and that a change of climate is necessary to his recovery, they are to report accordingly, particularly specifying

the disease or hurt which makes such change of climate necessary. But if they shall discover any misrepresentation in such Officer's case, or any disposition in him to withdraw himself unnecessarily from the service on which he is employed, they are to report their opinion to the Commander-in-Chief, that all who have concurred in such misrepresentation may be dealt with as circumstances may require.

11.

All Commissioned and Warrant Officers, (except Gunners, Boat-swains and Carpenters) invalided abroad, shall, as soon after their arrival in England as possible, appear at the Admiralty Office to be examined, and if it shall in any case appear that the invaliding was irregular or unnecessary, the Officer will be ordered back forthwith to rejoin his Ship, and the Lords Commissioners of the Admiralty will take such other measures with regard to him, and to the surveying Officers, as the particular case may require. If any invalided Officer shall not from his state of health be able to appear at the Admiralty Office as above directed, he shall send to the Secretary of the Admiralty a Certificate of his inability to travel to town, signed by the Officers of any Naval Hospital, or by the Captain and Surgeon of one of His Majesty's Ships; or if he should land at a Port where there is neither Hospital nor King's Ship, from any two Medical practitioners; but such Officer is to attend at the Admiralty as soon as he may be able to travel. Gunners, Boatswains, and Carpenters invalided abroad, are to attend for examination at one of the Naval Hospitals; but if they should land at a Port where there is no Hospital, and shall be unable to travel to one, they must transmit to the Secretary of the Admiralty a Certificate of such inability, signed by the Captain and Surgeon of one of His Majesty's Ships, if there be one present, or of any two medical practitioners; and when able to travel, they are to proceed to the nearest Naval Hospital.

12.

Passages will be provided for Officers invalided, in the first Ship of War returning to England after such invaliding; but should any Officer not think proper to wait for such opportunity, no allowance will be made for the expense he may incur in coming home in any other manner; except only, when the Senior Medical Officer present may deem the immediate removal of such Officer from the climate indispensably necessary for the preservation of his life, in which case the following allowances will be made to Officers, in aid of the Expenses they may incur in providing themselves with Passages, viz.,

To all Commissioned Officers, and to such Warrant Officers as are accustomed to mess with the Lieutenants,

From the East Indies, or South America, West of Cape Horn	- £70
From the Cape of Good Hope Station, or South America, East of Cape Horn	- - - - - 50
From the West Indies, or Coast of Guinea	- - - - - 40
From the Mediterranean, or North American Station	- - - - - 30
From any other Foreign Port, not included in the before-mentioned Stations	- - - - - 20

To Warrant Officers not authorized to mess with the Lieutenants, and to Midshipmen, half the sum allowed in the foregoing scale.

Officers, to be entitled to receive the foregoing allowances, must produce to the Secretary of the Admiralty—first, a Certificate from the Medical Officer, stating his opinion of the necessity of their immediate removal from the station, and his reasons for forming such opinion; and, secondly, a memorandum, under the Admiral's or Commanding Officer's signature, signifying his approval of the Officer not having waited for a passage in one of His Majesty's Ships in consequence of the medical opinion, and stating the period at which the Admiral or Commanding Officer considered it probable that a vessel of war might have sailed from the station for England.

Officers returning invalided, who shall not produce both these documents, will not, under any circumstances, be made any allowance beyond their Half-Pay, if their Lordships shall think them entitled to their Half-Pay.

13.

Men represented to be unfit for His Majesty's Service are to be surveyed by three Captains, and the Surgeons of the Ships they command. If any man found unserviceable shall have been newly raised, it is to be noted against his name, and when, and by whom he was entered; and it is to be particularly specified whether the hurt or disease which renders him unserviceable appears to have been got in His Majesty's Service.

14.

Three Reports are to be made out (signed by the Captains and Surgeons) of an Officer being found incapable of continuing on the station where he is employed, two of which are to be delivered by the Captain of the Ship to the Commander-in-Chief, and the other to the Officer surveyed: the Commander-in-Chief is, by the first safe opportunity, to transmit one to the Secretary of the Admiralty; to whom also the Officer is to send that which he receives, together with the permission of the Commander-in-Chief to leave the Ship he belonged to, as soon as he shall arrive in any part of the United Kingdom. Two reports of men surveyed are to be made out and delivered to the Commander-in-Chief, one of which he is to transmit by the first proper opportunity to the Secretary of the Admiralty.

15.

Surgeon's Instruments, Medicines, and Necessaries for the Sick, are to be surveyed by the Physician of the Fleet and two Surgeons, or by three Surgeons, as the Commander-in-Chief shall direct; who are to be very particular in specifying the quantity, quality, and

condition of each of them. If among the medicines they should find any not fit to be administered, they are to see them thrown overboard.

16.

In all cases in which it may be absolutely necessary to hold a Survey either on Officers or Men, Stores or Provisions, when it may not be possible to collect the number and description of Officers required to hold such Survey, the Senior Officer is to direct such other number and description of Officers to hold it as the nature of the circumstances may require, substituting, as far as may be, Officers of the same class and department, instead of those whose attendance cannot be procured. The order for holding any such Survey shall recite the circumstances which render it impossible to obtain the attendance of the regular Surveying Officers, and which also render it necessary to hold the Survey before there is any likelihood of obtaining their attendance.

CHAPTER XIV.

CONVOYS.

1.

WHEN an Officer is ordered to convoy Ships from one Port to another, he is to apply for a sufficient number of printed Convoy Instructions, if he has them not on board, and after filling up the blanks, appointing proper rendezvous, and adding such further Signals and Instructions as circumstances may require, he is to deliver one, signed by himself, to each of the Masters of Ships or Vessels put under his protection; strictly charging him to keep it in his own possession; and not to inform any person whatever of the rendezvous, or secret signals appointed in it.

2.

He is to make a List of the names of the Vessels, their Masters, &c., which are to sail with him; and before he sails from any Port in the United Kingdom, he is to transmit a Copy of such List to the Secretary of the Admiralty; and on his arrival in Port with any Convoy from abroad, he is to send to the Secretary of the Admiralty a List, in which he is to specify the Vessels that arrive with him, and the time and cause of separation of those which do not.

3.

He is strictly enjoined not to suffer any person in the Ship to receive, on any pretence whatever, any fee, reward, or gratuity, from any Master or Owner of any Ship or Vessel, or from any person on board, for the protection afforded them.

4.

The Officer who shall have charge of a Convoy is to consider the protecting of it as his most particular duty, in the execution of which he is to be very watchful to prevent its being surprised, and very alert in defending it if attacked, and to be careful not to part company from it.

5.

He is to keep the Merchant Ships well collected, and he is to be attentive, while he endeavours to proceed with all possible expedition, not to carry more sail than will admit of the heaviest sailing Ships keeping company with him, without risk of springing their Masts or straining the Ships; and if any of them shall be in distress, either from badness of weather, or any other cause, he is to afford them every necessary assistance. But if he shall find such distress to be the consequence of the Vessel not having been properly fitted or stored for the voyage she was intended to make, he is to report such neglect to the Secretary of the Admiralty.

6.

If the Master of any Merchant Ship or other Vessel under Convoy shall disobey the directions given him for his conduct; or shall, by inattention to Signals, by neglecting to carry a proper quantity of sail, or by any other means, retard the progress of the Fleet; or, being censured for his conduct, shall behave himself disrespectfully to any Officer of His Majesty's Ships, the Officer commanding the Convoy is to send by the first opportunity a particular account of

the misconduct of such Master to the Secretary of the Admiralty, specifying the name of the Ship he commands, the name of her owner, and the place to which she belongs.

7.

If any Ship under Convoy shall separate from the Fleet, without having express permission so to do, the Officer commanding the Convoy is to send, by the first opportunity, to the Secretary of the Admiralty, the name of the Ship, and of her Master and Owner, with a particular and circumstantial account of the time and manner of her leaving the Fleet, attested by the Lieutenant who had the watch at the time, and one other Officer; that, if she be captured after having separated, the Underwriters may be enabled to judge whether they ought to pay her insurance.

8.

All the Ships of War are to repeat the Signals made by the Commanding Officer in the day: but those only whom he shall direct are to repeat the Signals made in the night.

9.

The Officer Commanding a Convoy may carry a light in the main-top, or in the stern, or in both, during the night, as from circumstances he shall think proper.

10.

When Convoys bound to different Ports sail at the same time, or when they meet at sea, they are, for the better protection of the whole, to keep company together as long as their respective courses shall allow them; during their continuing together, the Ships of War are to carry the appointed Signal distinguishing the Convoys they belong to; and the Merchant Ships of one Convoy are to be kept from mixing with those of another, to prevent, as much as possible, all mistakes and confusion when the Convoys separate.

11.

While two or more Convoys continue together, the Senior Officer is to command the whole, and in the night he is to carry the lights of a Commander-in-Chief; the Officer next in seniority, who has the command of a Convoy, is to carry the lights of, and to repeat all signals as, the second in command, although there be present an Officer who is senior to him, but who has not the command of a Convoy; the third in seniority who has the command of a Convoy is to act as the third in command, and so on for all the Convoys which may happen to be together.

12.

All Officers who have the command of Convoys are to take under their protection the Vessels of His Majesty's Allies, which shall be ready to sail, and the Masters of which shall request it; and he is to protect such Ships as effectually, to all intents and purposes, as those of His Majesty's subjects. But His Majesty's Ships are not to take under their protection the Ships of any Power which is at war with any other Power, with which His Majesty is not at war, nor the Ships of a Neutral Power, unless ordered so to do, or some very particular circumstances shall occur to render it necessary, of which they are to send the earliest possible information to the Secretary of the Admiralty.

CHAPTER XV.

P A S S A G E S.

1.

EVERY Captain, or Officer in the Command of one of His Majesty's Ships or Vessels, shall keep and transmit quarterly to the Secretary of the Admiralty, or to the Commander-in-Chief or Commanding Officer of the Squadron to be so transmitted, a List of every Passenger *whatsoever* who may be received on board, stating the dates at which the Passenger embarked and disembarked, whether received by order or not, and whether borne for Victuals or not.

2.

No Passage *at the public expense* is to be given, either abroad or at home, without a special order of the Lords Commissioners of the Admiralty; and if any Commanding Officer shall give or order any Passage without such authority, he will himself be liable for all the expenses incurred, unless the peculiar and unforeseen exigency of the case should be such as, in the opinion of the Lords Commissioners of the Admiralty, to warrant his having taken on himself to deviate from this regulation.

3.

The usual proportion of Provisions shall be allowed for every Passenger received by order: besides which, to cover the additional expenses necessarily to be incurred on such occasions, the Officers at whose table the Passengers shall be entertained, will be further allowed a sum according to the rank and numbers of the Passengers, and the length of their stay, as specified in the succeeding Articles; except in the cases of passages of Royal Personages, which will be considered on the circumstances of the individual cases.

4.

For Ambassadors and their Suites (not exceeding in the whole five persons), and for any passage not exceeding three days, the sum of £40; for any passage not exceeding seven days, £80.

5.

For Ministers Plenipotentiary, Envoys, Governors of Colonies of the First Class, or Commanders-in-Chief, when the latter are of higher rank than Major-Generals, and their Suites respectively (not exceeding in the whole four persons), for a passage not exceeding three days, £30;—for a passage not exceeding seven days, £60.

6.

For Governors and Commanders-in-Chief of lower rank than the foregoing, Military Officers and Diplomats, not lower than Brigadier-General and Secretary of Legation, and their Suites (not exceeding in the whole three persons), for a passage not exceeding three days, £25;—for a passage not exceeding seven days, £50.

7.

Passages exceeding seven days are to be paid for at the above

rates for the first week, and afterwards at the rate of £1 10s. per diem for each person entertained at the Commanding Officer's table.

8.

If a greater Suite shall be entertained than the supposed number, for a passage not exceeding seven days, an additional allowance is to be made of £1 10s. per diem for each person so exceeding.

9.

When individuals shall be ordered to be entertained at the table of a Flag Officer, or a Captain or Commander commanding a Ship or Vessel, £1 10s. shall be allowed for every day not exceeding fourteen, and £1 for every day after.

10.

When individuals shall be ordered to be entertained by a Lieutenant commanding, or at the Lieutenants' mess in any of His Majesty's Ships, Fifteen Shillings shall be allowed for every day not exceeding fourteen, and Ten Shillings for every subsequent day. If ordered to the Midshipmen's mess, Nine Shillings per day for the first fourteen days, and Six Shillings for every subsequent day.

11.

Consuls and their Families are to be entertained and paid for under the 9th Article; and Vice-Consuls and their Families under the 10th Article.

12.

Commissioners of the Navy and their Families are to be paid for under the 9th Article, and Naval Storekeepers and their Families under the 10th; and in these two cases the Commander-in-Chief or Senior Officer on a Foreign Station is authorized to order passages,

without a previous order from the Admiralty. The remuneration for Passengers under this Article will be made according to the Forms and Rules prescribed in the other cases, except that they will be paid for by the Navy Board instead of the Treasury.

13.

Children under fifteen years of age are to be paid for at *half* Rates.

14.

If any person, ordered to be entertained at one table, should by personal invitation or favour be received at another table, no allowance will be granted for his change to a superior table; and if he change to an inferior one, such allowance only will be made for his entertainment there, as would have been given for a person of the proper rank for entertainment at such inferior table.

15.

It being understood that Regimental Officers of the Army, when embarked with their Troops, whether in Troop Ships or regular Men of War, should all mess together, agreeably to the custom of the Army, the Naval Officers, commanding His Majesty's Ships in which Officers may be embarked under such circumstances, shall assign a proper place for holding the Regimental Mess, which the said Regimental Officers are to provide at their own expense; and no allowance whatsoever will be made, on the part of the public, to the Naval Officers for the entertainment of any Regimental Officers embarking with their Troops, whatever be their ranks. If it should be found convenient and agreeable to both parties to unite the Regimental Mess with the Mess of the Lieutenants of His Majesty's Ship, the Officers of the Army are, in this case also, to provide for their share of the actual expense thereof.

16.

Field Officers of the Army, not embarked with their Troops, are, when ordered Passages, to be entertained at the Captain's table, and Captains and Subalterns at the Lieutenants' table, and paid for under Articles 9 and 10.

17.

Commissaries ordered Passages, with or without charge of public money, are to be entertained agreeably to their ranks in the Military Service, and paid for accordingly.

18.

When a Naval Officer is directed to make preparation for any Passengers, the Lords Commissioners of the Admiralty will recommend that half the estimated amount of the whole expense be immediately paid by the Treasury to the Officer entitled to the same, or his Agent, as the Officer may desire: and when the Officer shall report to the Secretary of the Admiralty the completion of the service, a recommendation will be forwarded to the Treasury, agreeably to the length of time and the number of persons entertained, for the Payment of the remainder of the Sum. But no Officer is to *draw any Bill* whatsoever for these allowances.

19.

If it should happen that a Passenger does not embark, after the order for receiving him has been given, and provision thereupon made for his reception; or, having embarked, should be relanded or transferred to another Ship, the Naval Officer will nevertheless retain the half allowance already recommended, to cover the expenses he may have been at in making the necessary preparations.

20.

The Sums specified in all the above cases include a provision for a reasonable number of Servants, and every extra expense of every kind; except such fittings as the Dock-Yard may be ordered to furnish; and no further allowances will, on any account whatsoever, be granted for any of the specified services.

21.

When King's Messengers, or other Official Messengers, are embarked for Passages, by order, the Captain or Commander of the Ship is to appoint the Messenger a suitable birth, and to direct him to mess with either the Gunner, Boatswain, or Carpenter, as he may judge best, who will be allowed the Messenger's Rations, and Five Shillings per diem additional for every day he shall be entertained. On the Messenger's embarkation, the Captain will compute the time the voyage is likely to consume, and he will receive from the Messenger half the sum which the whole voyage is likely to cost; which half he is to have paid over to the Warrant Officer, who is to entertain the Messenger, to enable him to make provision for such entertainment; and when the voyage shall be concluded, the Messenger will deliver to the Captain, to be handed over to the Warrant Officer, the Balance which may remain due. It is understood that the Messengers will be furnished by the respective Offices with money for this purpose.

The sums specified in all the above cases include a provision for a reasonable number of servants, and every extra expense of every kind; except such fittings as the Dock-Yard may be ordered to furnish; and no further allowances will, on any account whatever, be granted for any of the specified services.

When King's Messengers, or other Official Messengers, are embarked for Passages, by order, the Captain or Commander of the Ship is to appoint the Messenger a suitable birth, and to direct him to mess with either the Gunner, Boatswain, or Carpenter, as he may judge best, who will be allowed the Messenger's Rations, and five Shillings per diem, additional for every day he shall be entertained. On the Messenger's embarkation, the Captain will compute the time the voyage is likely to consume, and he will receive from the Messenger half the sum which the whole voyage is likely to cost; which half he is to have paid over to the Warrant Officer, who is to entertain the Messenger, to enable him to make provision for his entertainment; and when the voyage shall be concluded, the Messenger will deliver to the Captain, to be handed over to the Warrant Officer, the Balance which may remain due. It is understood that the Messengers will be furnished by the respective Officers with money for this purpose.

APPENDIX.

APPENDIX

No. I.

Form of the Passing Certificate of Qualification for the situation
of Lieutenant.

Present to an Order from []

APPENDIX

We, whose names are hereunto subscribed, have examined Mr. [] touching his qualification to serve as a Lieutenant in His Majesty's Fleet, and we find as follows:

It appears from the official documents produced by him, that he has served in His Majesty's Navy as stated in the following Table:

[We insert a Table of the Candidate's Services, similar to that which is furnished for Time by the Navy Board.]

He appears by Parish Register (or other sufficient Document to be specified) to be of the age required by the King's Instructions: He produces Certificates of good conduct for [] years from Captain []; and after a strict investigation, we are of opinion that he is adequate to take charge of a Watch on board any of His Majesty's Ships at Sea, that he understands how to knot and splice, reef and steer, that he is able to manage a ship in all situations, and to rig her; that

APPENDIX.

No. I.

Form of the Passing Certificate of Qualification for the situation of LIEUTENANT.

Pursuant to an Order from [———]

Commander-in-Chief, &c.

WE, whose names are hereunto subscribed, have examined Mr. [———] touching his qualification to serve as a Lieutenant in His Majesty's Fleet, and we find as follows :

It appears from the official documents produced by him, that he has served in His Majesty's Navy as stated in the following Table :—

*[Here insert a Table of the Candidate's Services, similar to that which is
furnished for Time by the Navy Board.]*

He appears by Parish Register (or other sufficient Document to be specified) to be of the age required by the King's Instructions: He produces Certificates of good conduct for [———] years from Captain [———]; and after a strict investigation, we are of opinion that he is adequate to take charge of a Watch on board any of His Majesty's Ships at Sea, that he understands how to knot and splice, reef and steer, that he is able to manage a Ship in all situations, and to rig her; that

he can keep a Reckoning, and ascertain the Variation of the Compass, the Latitude and Longitude by observation by the different modes now usually practised; and we consequently deem him fully capable of filling the situation of a Lieutenant in His Majesty's Fleet.

Given under our hands, &c.

[—] Captain of His Majesty's Ship [—].

[—] Captain of His Majesty's Ship [—].

[—] Captain of His Majesty's Ship [—].

N.B.—If the examination take place on a Home Station, the part regarding the Candidate's ability to keep a Reckoning and ascertain the Variation of the Compass, the Latitude and Longitude by observation, may be omitted.

No. II.

*Form of the Passing Certificate of Qualification for the
situation of MASTER and SECOND MASTER.*

Pursuant to an Order from [———],
Commander-in-Chief, &c.

WE, whose names are hereunto subscribed, have examined Mr. [———], touching his qualifications to serve as a Master, or Second Master of a [——] Rate, and we find as follows:

It appears from Official Documents, produced by him, that he has served in the Navy, or Merchant Service, the length of time, and is of the proper age, as required by the King's Regulations. He is capable of taking charge of a Ship of War of the [——] Rate, to Pilot her between the North Foreland and the Land's End, and particularly into the Downs, Spithead, and from thence through the Needles, and into Plymouth Sound; and he understands keeping a Ship's Reckoning at Sea, and ascertaining the Variation of the Compass, and the Latitude and Longitude by Observation; he is thoroughly acquainted with the principle of Stowing Holds; of Rigging Ships, and managing them under every circumstance; and after full examination we deem him perfectly competent to fill the Station of a (Master or Second Master, as the case may be,) of a Ship of the [——] Rate.

Given under our hands, &c.

[———] Captain of His Majesty's Ship [———].

[———] Master of His Majesty's Ship [———].

[———] Master of His Majesty's Ship [———].

[———] Master of His Majesty's Ship [———].

No. III.

*Form of the Passing Certificate of Qualification for the situation
of SURGEON and ASSISTANT SURGEON.*

Pursuant to an Order from [————],
Commander-in-Chief, &c.

WE, whose names are hereunto subscribed, have examined Mr. [————], touching his qualifications to serve as a Surgeon in His Majesty's Fleet, and we find as follows :

That he has a perfect knowledge of Anatomy, Surgery, the Theory and Practice of Medicine, Midwifery, Chemistry, and Materia Medica ; that he understands how to treat Patients under the various diseases to which mankind are subject ; that he is well informed as to the means of preventing or checking diseases on board Ships in different climates ; and, after a most strict examination, we deem him to be in all respects fully competent to undertake the trust of Surgeon of one of His Majesty's Ships.

Given under our hands, &c.,

In presence of (Captain [————], or Commander [————]).

[————] *Physician of the Fleet, or Senior Surgeon of [————]
Hospital.*

[————] *Surgeon of His Majesty's Ship [————].*

[————] *Surgeon of His Majesty's Ship [————].*

[————] *Surgeon of His Majesty's Ship [————].*

In a passing Certificate for an Assistant Surgeon, it must be stated that the Candidate has given proof of his having served an apprenticeship of at least two years, and that his age is not more than twenty, nor less than twenty-six; that he has attended an Hospital in London, Edinburgh, Dublin or Glasgow, and has a sufficient knowledge in all the branches of his professional duty to enable him to execute efficiently the duties of an Assistant Surgeon of one of His Majesty's Ships.

No. IV.

*Form of the Passing Certificate of Qualification for the situation
of PURSER.*

Pursuant to an Order from [—————],
Commander-in-Chief, &c.

WE, whose names are hereunto subscribed, have examined Mr. [—————], touching his qualification to serve as a Purser in His Majesty's Fleet, and we find as follows:

He appears by Official Documents produced by him to have served as Clerk for [—————] years in His Majesty's Ships [—————]; he produces Certificates of good conduct from Captains [—————], and is of a proper age, as required by the King's Regulations. He is well versed in the rules of common Arithmetic; he understands the method of keeping Ship's Books and Accounts, so far as relates to Victualling Accounts; he understands the manner of calculating the various species of Provisions, and the substitutes for them, as authorized by the King's Regulations, as well as the method of receiving and issuing Provisions, Slops and Tobacco, and making up Purser's Accounts; and, after full examination, we deem him fully competent to discharge the duties of a Purser of one of His Majesty's Ships.

Given under our hands, &c.

In the presence of (Captain [—————], or Commander [—————]).

[—————] Purser of His Majesty's Ship [—————].
[—————] Purser of His Majesty's Ship [—————].
[—————] Purser of His Majesty's Ship [—————].

No. V.

*Form of the Passing Certificate of Qualification for the situation
of GUNNER.*

*Pursuant to an Order from [———],
Commander-in-Chief, &c.*

WE, whose names are hereunto annexed, have examined Mr. [———], touching his qualifications to serve as a Gunner in His Majesty's Fleet, and we find as follows :

He produces Certificates of good conduct from Captains [———], and has served in the Navy as required by the King's Regulations, to qualify him to receive a Gunner's Warrant.

He is a good practical Seaman, he knows the Use and Exercise of the Great Guns, and how to secure them and lash their Muzzles, he knows the proportion of Powder for loading Guns of every description, the method of filling the Cartridges, and the arrangement of them in the Magazine, he understands how to make Wads for Guns of different calibres, and how to make and fill Musket Cartridges ; he can write sufficiently well to keep his Accounts in clear and intelligible writing, and understands the use of figures ; and, after full examination, we deem him to be perfectly competent to fill the Station of a Gunner of one of His Majesty's Ships.

Given under our hands, &c.

In the presence of Captain [———]

[———] *Master of His Majesty's Ship* [———].

[———] *Gunner of His Majesty's Ship* [———].

[———] *Gunner of His Majesty's Ship* [———].

[———] *Gunner of His Majesty's Ship* [———].

No. VI.

*Form of the Passing Certificate of Qualification for the situation
of BOATSWAIN.*

Pursuant to an Order from [———],
Commander-in Chief, &c.

WE, whose names are hereunto subscribed, have examined Mr. [———], touching his qualifications to serve as a Boatswain in His Majesty's Fleet, and we find as follows :

He produces Certificates of good conduct from Captains [———], and has served in the Navy as required by the King's Regulations, to qualify him to receive a Boatswain's Warrant ; he is in every respect a thorough practical Seaman, he perfectly understands the Rigging of Ships according to the Regulations of the Navy ; he knows how to stow and secure the Anchors, how to erect and secure Sheers, how to get Tops on or off the Lower Masts ; and, after full examination, we deem him to be perfectly competent to fill the Station of a Boatswain in one of His Majesty's Ships.

Given under our hands, &c.

In the presence of [———], Captain of H. M. Ship [———].

[———] *Master of His Majesty's Ship* [———].

[———] *Boatswain of His Majesty's Ship* [———].

[———] *Boatswain of His Majesty's Ship* [———].

[———] *Boatswain of His Majesty's Ship* [———].

No. VII.

*Form of the Passing Certificate of Qualification for the situation
of CARPENTER.*

*Pursuant to an Order from [———],
Commander-in-Chief, &c.*

WE, whose Names are hereunto subscribed, have examined Mr. [———], touching his qualifications to serve as Carpenter in His Majesty's Fleet, and we find as follows :

He produces Certificates from Captains [———], he has served an Apprenticeship, and also served in the Navy as required by the King's Regulations, to qualify him to receive a Carpenter's Warrant. He understands Caulking, he knows how to Fish Masts and Yards in a ready and efficient manner, and can calculate the proper proportions for making Masts and Yards from rough Spars ; and, after full examination, we deem him to be perfectly competent to fill the Station of a Carpenter of one of His Majesty's Ships.

Given under our hands, &c.

In the presence of [———], Captain of H. M. Ship [———].

[———] *Master of His Majesty's Ship* [———].

[———] *Carpenter of His Majesty's Ship* [———].

[———] *Carpenter of His Majesty's Ship* [———].

[———] *Carpenter of His Majesty's Ship* [———].

and IX.

in Chief and Captain of the Fleet.

No. Signals made from the Ship.	No. Signals made to the Ship.	Remarks and Occurrences.

X.

Progress.

No. of Weeks' Provision on board.	Quantity of Water in Tuns.	Officers		Under what Orders.	Probable Time of being ready to proceed.	Cause of Detention.
		Absent.	Occasion.			

No. XIII.

Form and Certificate for Men entitled to Bounty.

A List of Men belonging to His Majesty's Ship []
 [] Captain (or Commander), who are entitled to Bounty
 Money, pursuant to His Majesty's Proclamation of []

[illegible]

These are to certify that the Men named in the foregoing list, voluntarily entered to serve in His Majesty's Navy, and that the ages, qualities, and times of entry, expressed against their names, agree with the Muster-book.

Dated [-----]

[— — —] *Captain.*

[—] *Boatswain.*

[] *Master.*

[—] *Purser.*

These are to certify that the persons solved in this list were paid the sums against their names expressed by [—————] amounting to the sum of [—————] on the [—————] in the presence of [—————]

Commanding Officer.

No. XV.

Form of Pay-List for Hired Artificers employed on any of His Majesty's Ships.

Men's Names.	Day of beginning work.	Day of discharge.	No. of days actually employed.	No. of days absent.	Rate of daily Wages.	Amount due for the days employed.	To whom paid.
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Barbadoes. } A List of Hired Artificers employed on board His Majesty's Ship [] in (here state the Services on which they were employed.)

To be signed by all the Signing Officers, and by the Officer under whom the Artificers were employed, all of whom are to be present when the Men are paid, and are to certify the payment.

To this is to be subjoined a Certificate from the Governor or Consul, or from two or three respectable Merchants, that the Wages as expressed in the Account were at the usual rates of the place.

Given under our hands, on board His Majesty's Ship [] at [] this [] day of [] 17[]

Approved []

[] Captain []

[] Master []

[] Purser []

[] Boatman []

No. XVI.

Form and Certificate for the hiring of Vessels. &c.

Barbadoes. } Captain [————] of His Majesty's Ship the [————]
 } Dr. to [————]

For the Hire of the [————] Schooner of [————] Tons
 [————] Master, with [————] Men, employed between
 the [————] and the [————] in [————]
 at [————] a Day, or Month, as the case may be.

This is to be signed by the Officers, and certified by the
 Governor, Consul, or two or three respectable Merchants, and to con-
 tain a Receipt for the payment.

No. XVII.

Form and Certificate for the hiring of Wharfs, Warehouses, &c.

Barbadoes. } Captain [————] of His Majesty's Ship the [————]
 } Dr. to [————]

For the Hire of a Wharf, Warehouse, Boat, Stage (as the case may be,) stating the rate at which the same was hired, the time it was used, and the sum paid for the hire.

This is to be signed by the Officers, and certified by the Governor, Consul, or two or three respectable Merchants, and is also to contain a Receipt for the Payment.

No. XVIII.

*Forms of Bills of Exchange and Certificates for Stores, &c.,
purchased, or Expenses incurred for Careening, &c.*

Barbadoes, 24th June, 1805.

First of Exchange,

£ [—————] Sterling.

Exchange, Premium, or Discount, at [—————] per Cent.

Gentlemen,

Thirty days after sight of this my first Bill of Exchange, (second and third of the same tenor and date not being paid,) be pleased to pay to [—————] or Order, the Sum of (expressed in words) according to the rate of Exchange above stated, being for Stores, or Repairs, &c., (as the case may be,) for the use of His Majesty's Ship under my command, as per voucher herewith forwarded, or that will be forwarded, by the first opportunity (as the case may be).

I am, Gentlemen,

Your humble Servant,

Captain of His Majesty's Ship [—————].

These are to certify that the above Bill was drawn for the use of His Majesty's Ship the [—————] and that the Stores have been supplied, or the work performed, &c., (as the case may be.)

To be signed by the Signing Officers of the Ship.

We the Subscribers, being Merchants at this place, do certify that the above Bill is drawn according to the present governing rate of Exchange.

To be signed by two or three Merchants.

} Merchants.

No. XX.

Directions respecting Admiralty Charts.

WHEREAS it has been thought proper to order Sets of Charts, arranged for the different Stations, and packed in Boxes, to be lodged with the Commissioners of the Dock Yards at Chatham, Sheerness, Portsmouth, and Plymouth, for the purpose of being issued to His Majesty's Ships, on demands being made by their several Captains, approved by the Commanders-in-Chief of His Majesty's Ships at the said Ports respectively; every Officer, on receiving a Box of such Charts, is required and directed to conform himself to the following Regulations:

He is to give a Receipt for the Charts, specifying the Marks and Numbers on the Box. Upon the issue of a Box of Charts, for any particular Station, he is to deliver to the resident Commissioner any Box or Boxes of Charts, which he may have received for any other Station, unless particularly directed to be supplied with them, in addition to those already on board.

No. XXI.

*List of Papers required to pass a Captain's Accounts.***A LOG-BOOK.**

Remark-book on Coasts, Roads, &c. or a Certificate none were made; signed by Captain and Master, to be transmitted to the Admiralty, and a Certificate from the Admiralty of the receipt thereof, to be produced.

Muster-books to be sent to the Commissioners of the Navy, at the expiration of every two months.

Slop-book, issues totalled, invoice account of DD. and R. men's clothes.

Tickets, dead and remove, to be transmitted with the Muster-books.

Sick-book.

Copy of Commission.

Receipt for Complete-book, Slop-book, and Description-book left with Successor.

Expenses, Supplies and Returns,	$\left\{ \begin{array}{l} \text{Gunners,} \\ \text{Boatswains,} \\ \text{Carpenters.} \end{array} \right\}$	Stores.
Orders and Report of Surveys of		

Certificate of no Backstays shifted or Top-masts lost.

Account of Receipt and Expenses, Muster-paper, and Tickets.

Vouchers for Stores purchased.

Sailing qualities of the Vessel, *if paid off*.

General Account of Provisions received and returned, as per form delivered from the Victualling Office.

Quarterly Accounts to be sent to Commissioners of Victualling.

Certificate of the quantity of Wine and Spirits issued, if on Home Station.

Ditto of Complement and Title-page.

Ditto from Purser to Captain.

Orders and Report of Surveys on Provisions.

Vouchers for Savings by Ship's Company, and of Provisions purchased.

An Account of, or Certificate of not, any Cask shaken.

Letters to the Commissioners of Navy, Victualling, and Sick and Hurt, to grant Certificates of no imprest outstanding.

No. XXIV.

*Form of Order for Survey of Provisions and Stores.**By &c. &c. &c.**Commander-in-Chief, or
Senior Officer present.*

CAPTAIN [—————] of His Majesty's Ship [—————]
having represented to me by Letter of [—————] date, that [—————]
[—————] on board the said Ship is much worn and chafed, (or
as the case may be) and is unfit for its proper use, requesting there-
fore that I would order a Survey on the same.

You are hereby required and directed to repair forthwith on board
the [—————], and there take a strict and careful Survey on the
[—————] complained of, which if found unfit for its
proper use as represented, you are to state to what purposes it may,
in your opinion, be converted most beneficially, specifying the exact
quantities of it adapted for each different use to which you recommend
its conversion, and you will leave it in the charge of the [—————]
of the said Ship to be so converted, or to be returned into Store, ac-
companied with a Copy of your Report thereon, as may afterwards be
ordered, and you are to transmit to me a correct Account under
your hands, of your proceedings herein, taking this Survey with
such care and accuracy that you may be able if required to make oath
to the impartiality and correctness of your proceedings.

Given under our hands, &c.

To

Lieutenant, the
Master, and the
Boatswain,

} of H. M. S. the [—————]

Or other Warrant Officer, according to the Article to be surveyed.

No. XXV.

Form of Report on Survey of Provisions and Stores.

*Pursuant to an Order from,
&c. &c. &c.*

WE, whose names are hereunto subscribed, have been on board His Majesty's Ship the [] and have there taken a strict and careful survey of the [] complained of, and find as follows, *viz* :—

A Bower Cable of [] inches, [] No. of Fathoms, (or other article specified,) much worn and chafed, and unfit for its proper use, of which we are of opinion that [] fathoms may be converted into Rope, [] fathoms into Points and Gaskets, and the remainder we consider to be only fit for Paper Stuff, the whole of which we have left in charge of Mr. [] Master of the said Ship, to be converted, or to be returned into Store, accompanied with a Copy of this Report; and we further declare we have taken this Survey with such care and attention that we are willing, if required, to make oath to the impartiality and equity of our proceedings.

Given, &c.

N. B. All other Orders and Reports of Survey on Stores and Provisions (except on Surgeons' Stores,) are to be made out on the above principle, differing, of course, as may be necessary, according to the denominations and nature of the articles to be surveyed.

When remains are to be surveyed to enable an Officer to pass his Accounts, or for other purpose, the quantities only of the several Articles, and not their condition, are to be reported.

No. XXVI.

Return of Passengers received on board any of His Majesty's Ships.

Return of all Passengers who have embarked in His Majesty's Ship [-----]
between the first January and first April, 182 , viz.

Names.	Date of Embarkation.	Qualities.	Received by Order of	Received by permission of Captain [-----] without other authority.	Victualled.	Not Victualled.
Mrs. Thompson	1st March	Wife of Storekeeper {	By Admiralty Order dated [-----]	Victualled
Mr. Jenkins	2nd March	A Private Gentleman	{ Taken on board by Captain's permission only }	Not victualled

I N D E X.

	Chap.	Sec.	Art.	Page
ABSENCE from the Ship without permission, prohibited	I.		2	1
for twenty-four hours, to be by leave of the Commander-in-Chief	I.		2	2
	VI.	IV.	13	77
	V.		9	37
without leave, to be noted on the Muster Book	VI.	III.	4	59
of Officers from their Ships, Stores to be surveyed	VI.	II.	16	49
	VI.	II.	29	54
ABSENT without leave, no Officer to be, nor sleep out of his Ship	I.		2	1
Officers, when Ship sails, to be reported	VI.	IV.	14	78
ABUSES or Frauds in the public Stores, Works, or Expense of any	I.		11	5
kind, to be reported, when discovered	XIII.		5	136
ACCOUNTS of all kinds, in receipt and expenditure, to be correct, and to state the precise facts	I.		10	5
of Stores expended at sea, to be examined and signed	VI.	II.	11	47
of Stores received and expended, Counterparts to kept by Captain	VI.	II.	15	48
of Expenses and Stores, to be examined and signed by the Master	VI.	II.	11	47
of Provisions, Captains to send them quarterly	VI.	II.	28	54
Books, &c., to be signed before any Officer leaves his Ship, if, on inspection he finds them correct, but not else	I.		13	6
	VI.	III.	30	71
on removal of Captains, what necessary, <i>App. No. XXI.</i>	VI.	III.	30	71
of Boatswains' and Carpenters' Stores, to be entirely in the Master's charge, and received and expended by him	VIII.	II.	1,2	112
	VIII.	II.	4	113
of ditto, no interlineations allowed in	VIII.	II.	5	113
of ditto, errors therein, how remedied	VIII.	II.	7	114
of Captain, vouchers to pass them, <i>App. XXI.</i>				178
	VI.	III.	14	62
	VI.	III.	15	63
of Careening, to be kept distinct, and vouchers required	VI.	III.	16	64
	VI.	III.	17	64
	VI.	III.	18	65
of Casks shaken, to be rendered	VI.	II.	20	51
of contingent expenses, Admiral to draw for	II.	II.	19	28
of Officers of Dock-yards, to be regularly sent home	II.	II.	7	22
of ditto, ditto, to be laid before the Admiral quarterly	II.	II.	18	27
ACCOUTREMENTS, <i>vide ARMS</i>				
ACTING Appointments to Dock-yards	II.	II.	4	21
Officers, when to be appointed to Dock-yards	II.	II.	3	20
	II.	II.	4	21
Captain of the Fleet, how appointed	IV.		3	34
Appointments, Returns of	II.	I.	21	17
ACTION, <i>vide Battle.</i>				

	Chap.	Sec.	Art.	Page
ACTS of PARLIAMFNT, Abstract of, for encouragement of Seamen, to be hung up	VI.	IV.	26	83
ADVANCE and Bounty Lists, how made and paid, <i>App. No. XIII.</i>	VI.	III.	6	59
of Wages to Ships' Companies, <i>App. XIII.</i>	VI.	III.	6	59
ADZES, not to be struck against Powder-barrels	X.		28	127
AIRING-STOVES to be kept in the Well occasionally	VI.	IV.	1	72
Lower Decks	VI.	IV.	1	72
ALLIES, Ships of, to be taken under Convoy	XIV.		12	145
ALLOTMENTS to be noted on the Ship's Books	VI.	III.	2	56
ALLOWANCE to Master for his charge of Boatswain's and Carpenter's Stores	VI.	III.	2	56
made to Officers invalided, in aid of expenses of passage home	XIII.		12	139
made for Passengers embarked by order	XV.			146
ALTERATIONS, none unless absolutely necessary to be made by Captains in their Ships; if made, to be reported	VI.	I.	6	41
not to be made in Rigging, Yards, Sails, Hull, Cabins, &c.	VI.	I.	6	41
not to be made in the Log without Captain's approval	VIII.	I.	25	109
AMMUNITION, to be filled and ready for service	X.		14	122
supplied for Exercise, and Expense of, reported	VI.	IV.	10	77
ANCHORS, when parted from, how recovered	VI.	II.	18	48
to be secured	XI.		2	128
ANCHORING in safety, directions for	VI.	IV.	19	80
Precautions to be taken by the Master for preserving the Cables	VIII.	I.	{ 15 16	{ 105 106
APPOINTMENTS, Measures to be taken by Captains and Commanders thereon	VI.	I.	1	40
ARMOURER, to have tools provided him by the Gunner	X.		25	126
his conduct to be observed by the Gunner	X.		26	126
ARMS, furnished detachments to be inventoried and accounted for	X.		21	124
ARREST, of Officers by the Senior Lieutenant	VII.		25	101
ARTICLES of WAR, to be read monthly and publicly hung up	VI.	IV.	26	83
ARTIFICERS, Forms for Payment of them, <i>App. Nos. XIV. XV.</i>			{	{ 171 172
employment of, to be inserted in the Log-Book	VIII.	I.	25	109
of all Ships, to repair defects	VI.	I.	7	42
conduct to be observed by Carpenter	XII.		9	133
their waste in expenditure, or neglect to be reported	I.		11	5
from Dock-yard victualled, account of	VI.	III.	25	69
for careening in distant ports	<i>App. No. XV.</i> { VI. VI.	III. III.	14 15	62 63
ASSISTANCE, to be rendered by Officers to Dock-yards	V.		10	38
to King's Ships in distress, how paid for	VI.	II.	18	49
ASSISTANT SURGEONS, qualifications for, and by whom examined and re-examined	II. II.	I. I.	13 16	13 15
	<i>App. No. III.</i>			158
BALLAST, how stowed	{ VI. VIII. VIII.	I. I. I.	2 2 3	40 102 103
quantity thereof, to be inserted in the Log	VIII.	I.	7	104
BATTLE, Captains to keep their Ships in a perfect state for	{ V. VI.	IV.	12 17	38 79
ditto, especially in Roads and Harbours, and in meeting Foreign Ships	VI.	IV.	17	79
conduct of each Ship therein, to be noticed by the Admiral	III.		5	81

	Chap.	Sec.	Art.	Page
BATTLE — <i>continued.</i>				
Captain to be suspended, if necessary	III.		5	31
duty of the Lieutenants therein at quarters	VII.		20	100
distribution of Ammunition	X.		17	124
Survey on remains of Ammunition	X.		18	124
Boatswains to provide for defects in the rigging	XI.		6	129
Carpenter's duty therein	XII.		6	132
Carpenters to see the wings and passages clear	XII.		7	132
Officers and Men slain to be reported at the end of the Muster-book	VI.	III.	4	59
BEARING of Marines at sea	{ VI.	III.	2	56
	{ VI.	III.	4	59
BEDDING , to be exposed and aired	VI.	IV.	2	72
BELLIGERENTS , Ships of, not to be taken under Convoy	XIV.		12	145
BILLS of EXCHANGE , directions for drawing them for Pilotage	{ VI.	III.	21	66
	{ VI.	V.	7	89
drawn for purchases by agents, will be imprested against Admiral	II.	II.	10	23
on public officers, to be drawn in form directed by them	II.	II.	18	27
for the purchase of Ships of War	II.	II.	16	26
drawn by Dock-yard Officers, to be approved by Admiral	II.	II.	17	27
ditto lists of them to be sent to the several Boards	II.	II.	18	27
BOARDS , in Naval Departments, Admirals to correspond with	II.	I.	4	9
ditto, their officers abroad to be under control of Admiral	II.	II.	2	20
Captains to correspond with them	VI.	IV.	16	78
BOATS , to be secured at sea before blowing weather	{ VI.	II.	17	49
	{ XI.		2	128
to be kept in constant order	{ VI.	I.	7	42
	{ XII.		5	132
not to come alongside, till permitted by Lieutenant	VII.		23	100
established number of, to be taken to sea	VI.	II.	17	49
to be cleared of Stores as soon as possible, and reloaded	VII.		23	100
Ship's, to be employed in the Purser's service when convenient	VI.	II.	6	45
BOAT HIRE , Purser not to be put to expense of	VI.	II.	6	45
how regulated when incurred	II.	II.	15	25
BOATSWAIN , qualifications for, and by whom examined	{ II.	I.	13	13
	{ II.	I.	19	16
instructions for him	XI.		1	128
to examine Stores received	XI.		1	128
to have plenty of Points, &c., ready for Sails	XI.		3	128
invalided, to be examined at nearest Naval Hospital	XIII.		11	138
BOOKS , Accounts, &c., belonging to Ships of War, regulations for	VI.	III.	1	55
and other Vouchers, to be signed by officers leaving	I.		13	6
their Ships	VI.	III.	30	71
and Papers, turned over by Captains to their successor	{ VI.	I.	2	40
	{ VI.	III.	30	71
necessary for Navigation to be found by Master	VIII.	I.	19	106
to be preserved on loss of the Ship	VI.	IV.	29	84
BOOMS , to be secured	XI.		2	128
BOUNTY and Advance Lists, how made and paid	VI.	III.	6	59
BOYS , how borne and mustered	VI.	III.	4	59
deficient Seamen not to be borne for	VI.	III.	4	59
to be instructed by the Chaplain	{ IX.		2	117
	{ IX.		4	118
BREECHINGS and TACKLES , Gunner's Crew to fit them	X.		6	120

	Chap.	Sec.	Art.	Page
BUILDINGS, not to be undertaken abroad without orders	II.	II.	6	22
Men sent to the Hospital for	VI.	VI.	12	94
CABINS, to be possessed by the respective Officers, and no alterations to be made	VI.	I.	6	41
CABLE, when cut or slipped, how to be recovered	VI.	II.	18	49
never to be cut or slipped if possible	VI.	IV.	19	80
care thereof by the Master enjoined	VIII.	I.	8	104
CABLE TIERS, to be inspected by the Master	VIII.	I.	13	105
CANDIDATES for promotion, by whom examined	II.	I.	13	13
CAPTAINS, Instructions for them	VI.	I.	1	40
on fitting and refitting	VI.	I.	1	40
on Stores and Provisions	VI.	II.	1	44
on Ship's Books, Accounts, &c.	VI.	III.	1	55
on Discipline	VI.	IV.	1	72
on Pilotage	VI.	V.	1	87
on Sick-quarters	VI.	VI.	1	90
to be responsible for their Ships, and every person therein	VI.	IV.	30	85
meeting at sea, measures observed	I.		8	4
or Commanders not to be removed without their consent (except Flag Captains)	I.		15	6
not to allow wives of Officers, nor any woman to go to Sea	VI.	IV.	15	78
their conduct in Battle to be noticed and reported	III.		5	31
Misbehaviour in Battle to be suspended	III.		5	31
to answer for Pilot's neglect	VI.	V.	5	88
on removal, to deliver over Muster Book and other Papers to Successor	VI.	III.	30	71
Vouchers for his Accounts				178
CAPTAIN of the FLEET, Instructions for him	IV.		1	33
his orders to be obeyed	IV.		1	33
not to be removed on death of Admiral, and Authority then	IV.		3	34
not to be removed by the Admiral	IV.		3	34
an acting one may be appointed	IV.		3	34
to keep a Journal	IV.		4	34
CAPTAIN'S CLERK may be removed without order	VI.	IV.	28	83
to be present at the receipt of Stores ²	VI.	II.	4	44
at all Payments to Ship's Company	VI.	III.	24	68
CAREENING, in distant Ports, Regulations for	VI.	III.	14	62
directions for hire of Artificers	VI.	III.	15	63
Hire of Warehouses and Vessels for	VI.	III.	16	64
in Foreign Ports, directions for	VI.	III.	17	64
Accounts thereof to be kept distinct	VI.	III.	18	65
CARPENTER, Qualifications for, and by whom examined.	{ II.	I.	13	13
Instructions for him	XII.		1	131
Duty on Commissioning the Ship	XII.		1	131
to examine Stores received	XII.		1	131
Invalided to repair to the nearest Naval Hospital	XIII.		11	138
CARRYING sail not to endanger the Masts and Yards	VIII.	I.	9	104
CARTRIDGES allowed for Exercise	VI.	IV.	10	76
to be filled as per Table for Scaling and Service.	X.		16	123
CASKS supplied to Ships, Quantity and Quality allowed	VI.	II.	19	50
Beer and Water not to be shaken without orders	VI.	II.	20	51

	Chap.	Sec.	Art.	Page
CASKS — <i>continued</i> .				
strong injunction for the care thereof	VI.	II.	20	51
shaken how returned	VI.	II.	20	51
CAULKER , conduct to be observed by the Carpenter	XII.		11	133
to be under the Carpenter—his duties	VI.	I.	7	42
CENTINELS to be posted at the Magazines and Store room, Hatchways, &c.	VI.	IV.	5	73
CERTIFICATES , never to be signed by Officers, but on being satisfied with the truth thereof	I.		13	6
of the Examination of Officers, <i>App.</i> Nos. I. to VII.				155
to be given to Officers requiring and deserving of them	VI.	III.	30	71
for assistance in recovering Cables, Anchors, &c.	VI.	II.	18	49
to Lighters with provisions, when detained	VI.	II.	22	52
of assistance rendered when careening in a Foreign Arsenal	VI.	III.	17	64
to Ordnance by the Gunner, when the Ship is complete	X.		29	127
to Armourer and his Mate, from the Gunner	X.		26	126
and Papers required of Officers invalided, to receive Allowance in aid of Passage	XIII.		12	139
to be produced by Chaplain	IX.		6	118
to Masters for Pilotage	VI.	V.	8	89
to Pilots how granted	VI.	V.	2	87
employed abroad	VI.	V.	4	87
to Captain respecting remarks	VI.	III.	6	88
CHAPLAIN , Instructions for him	IX.		7	89
to be treated with respect	VI.	IV.	6	88
to instruct the young Gentlemen and Boys in the principles of the Christian Religion	IX.		7	89
general conduct	IX.		27	69
Certificate necessary	IX.		1	117
CHARGES against Men for Slops, Beds, &c.	VI.	III.	24	82
CHARTS , information for correcting them	VI.	III.	1	117
Admiralty, directions respecting, <i>App.</i> No. XX.			6	118
of every Coast, to be examined and corrected by the Master	VI.	III.	13	62
to be provided by the Master	VIII.	I.	27	62
CHOICE pieces of Beef, not permitted	VIII.	I.	24	108
CLEAN and dry Clothes of the Men to be attended to	VI.	IV.	19	106
CLEANLINESS , directions for enforcing	VI.	IV.	24	52
and Discipline, to be enforced by Lieutenants	II.	I.	2	72
in Hulks, and Receiving Ships, enjoined	VI.	IV.	3	9
CLERK , <i>vide</i> CAPTAIN'S CLERK.	VI.	IV.	1	72
CLOTHES and bedding of Sick Men to accompany them	VII.		2	72
COALS expended, how certified	VI.	I.	11	43
and Wood, if insufficient, Master to report the same	VI.	II.	2	90
COLLECTING Convoys, directions for	VIII.	I.	11	47
COLLUSION or Fraud, to be made known	XIV.		4	103
COMMANDERS to obey such parts of Captain's Instructions as relate to them	I.		5	143
	VI.	VI.	13	94

	Chap.	Sec.	Art.	Page
COMMANDER-IN-CHIEF, Instructions for General Service	II.	I.	1	8
Civil Establishments	II.	II.	1	19
dying on his station, or forced to quit from ill health	IV.		3	34
measures taken on resigning	IV.		3	34
on his return, to attend at the Admiralty	II.	I.	25	18
duty of senior Officer, in absence of	I.		17	7
meeting a senior Officer	I.		8	4
of detached Squadrons, demands for Stores and Works to be attended to	II.	I.	1	8
COMMISSION on the purchase of Stores, when allowed	VI.	II.	20	66
COMMISSIONER not to be interfered with by Admiral, but to obey his orders in certain cases	II.	I.	1	8
death or removal, Admiral not to appoint a successor	II.	II.	4	21
to be applied to in writing	VI.	I.	4	41
abroad, to attend to demands for Stores of Commanders-in Chief of detached Squadrons	II.	I.	1	8
COMMISSIONING the Ship, Boatswain and Carpenter to examine Stores received	XI.		1	128
Captain and Officers to visit the Ship with Dock-yard Officers	XII.		1	131
Master's duty	VI.	I.	1	40
Boatswain's duty	VIII.	I.	2	102
Carpenter's duty	XI.		1	128
Carpenter's duty	XII.		1	131
COMMODORES, FIRST CLASS, <i>vide</i> COMMANDERS-IN-CHIEF.				
not commanding in chief, Instructions for them	III.		1	30
not to keep Ship's Accounts, when Pendant is struck in presence of senior Captain	III.		6	32
COMPANY, to be kept by different Convoys	XIV.		10	144
COMPASSES, to be inspected by the Master	VIII.	I.	18	106
COMPLAINTS of Misconduct, or other cause, how made (<i>Vide</i> Superior Officer)	I.		5	2
of Sick, to be attended to and redressed	II.	I.	11	12
COMPLEMENTS of Ships, to be obtained from Clerk of Checque	VI.	I.	3	40
CONDEMNED Stores, not to be thrown overboard, unless putrid, and then to be mentioned in Report of Survey	XIII.		8	137
CONDEMNED Provisions, how disposed of	XIII.		8	137
CONDEMNING Provisions	XIII.		2	134
CONDUCT of Officers and others, to be observed by Captain	VI.	IV.	30	85
and skill of Officers to be observed by the Admiral	II.	I.	1	8
CONTAGION, Precautions against	VI.	IV.	4	73
CONTINGENCIES of the Admiral, to be drawn for	II.	II.	19	28
CONTRACTORS, any fraud or neglect on their part to be reported	I.		11	5
for the Sick, how appointed and checked	VI.	VI.	11	93
CONTRACTS, reasons for forming to be stated to the Board they relate to	II.	II.	10	23
for Stores or Works, no Officer to have any interest in them, nor to receive Emoluments on account thereof	I.		12	5
for Stores or Works, how to be formed	II.	II.	11	24
Quality of Stores supplied by, to be examined and surveyed	II.	II.	{ 12 } { 13 }	"
CONTRADICTION Orders, <i>vide</i> Orders.				
CONVALESCENTS to be received from Agent of Hospital	VI.	VI.	6	91
Seamen and Marines, discharge and entry, how regulated	VI.	VI.	7,9	92
CONVERSIONS of Stores, not to be made without necessity	VI.	II.	{ 8 } { 9 } { 10 }	46

	Chap.	Sec.	Art.	Page
CONVERSIONS — <i>continued.</i>				
of Stores, Orders for, to be given	VI.	II.	8,9	46
of Sails, not to be made without Survey	VI.	II.	10	46
of Stores, how charged	VIII.	II.	12	115
of Stores condemned	VIII.	II.	13	115
CONVOYS , General instructions for	XIV.		1	142
to be afforded to Ships of Allies	XIV.		12	145
not to be afforded to Belligerents	XIV.		12	145
to be afforded to Merchantmen	VI.	IV.	18	79
meeting	XIV.		10	144
Lists, how made out and sent	XIV.		2	142
Ships of, ill found, and unable to keep company, to be reported	XIV.		5	143
Signals, how made and repeated	XIV.		8	144
Ships separating from	XIV.		{ 2 7	142 144
COOKING , Care enjoined therein	VI.	II.	25	53
COPPERS , to be kept clean	VI.	II.	25	53
CORPORALS , to go their rounds regularly	VII.		10	97
CORRESPONDENCE , and Signature of Papers, always to state the rank of the Officer signing	I.		14	6
Admiral to carry on, with the Public Boards	II.	I.	4	9
Duplicates and Triplicates to be sent from Foreign Stations	II.	I.	5	10
to be kept up by Captains with Public Boards	VI.	IV.	16	78
COURSE of the Ship never to be changed without orders	VII.		13	98
CREW , <i>vide</i> Ship's Company.				
CRUIZERS , how to be employed by Port Admirals	V.		11	38
CURED MEN , <i>vide</i> Convalescents.				
CUSTOM-HOUSE OFFICERS , to be received, assisted, and borne as Super-numeraries in King's Ships	VI.	IV.	21	81
how to be treated	VI.	IV.	21	81
DAILY PROGRESS , to be reported	VI.	I.	5	41
<i>App. No. X.</i>				167
DAY'S WORK of Lieutenants to be furnished to the Captain	VII.		19	99
by Master ditto ditto	VIII.	I.	21	107
DEAD MEN , to be carefully noted in Muster-book after battle	VI.	III.	4	59
DEATH of Master or Warrant Officers, Survey on their Stores	{ VI. VIII.	II. II.	29 17	54 116
of Officers at Sea, measures taken with Effects, Papers, &c.	VI.	II.	29	54
of Men, Certificate of cause of, to be sent with the Corpse to the Hospital	VI.	VI.	12	94
DECKS , to be swept twice at least every day	VI.	IV.	1	72
washed every morning	VI.	IV.	1	72
DEFECTS , to be daily reported to the Captain	VII.		12	98
List of, to be ready on Ship going into Port	VI.	II.	12	47
trifling ones to be made good at Sea	{ VI. XII.	I. I.	7 5	42 132
Carpenters to make two reports thereof on going into Port, and how to dispose of them	XII.		8	132
to be made good on putting into Port	VI.	I.	9	42
Surveys thereon, how held	VI.	I.	9	42
not to be exaggerated, but speedily made good	V.		{ 7 8	37 37
DEFICIENT Stores, to be surveyed	XIII.		2	134
DEMANDS for Stores, how made	{ V. VI.		2 7	35 45

	Chap.	Sec.	Art.	Page
DEMANDS — <i>continued</i> .				
for Stores, on Foreign service, by Captains not under superior Officer	VI.	II.	7	45
for Provisions, may be made by Captains	VI.	II.	21	51
in distant Ports	VI.	II.	27	53
DESCRIPTION Book, how kept	VI.	III.	7	59
of Men to be on one of the Pay Lists and Discharge Tickets	VI.	III.	10	61
DESERTERS , <i>vide</i> Run Men.				
DETACHMENTS , Arms sent with them to be inventoried	X.		21	124
	VI.	IV.	1	72
DIRT , Accumulation of, to be prevented	VIII.	I.	3	103
	VIII.	I.	13	105
DISCHARGE of Men from the service, regulations for	VI.	III.	9	60
description to be on one of the Pay lists, &c.	VI.	III.	10	61
of Seamen, or Marines, from the Hospital, how regulated	VI.	IV.	7	74
	VI.	IV.	9	75
of Seamen by Act of Parliament	II.	I.	22	17
to be carefully noted in the Muster-book	VI.	III.	2	56
of Marines, sent sick, how replaced	VI.	VI.	9	92
DISCHARGE Tickets, how kept and made out	VI.	III.	1	55
	VI.	III.	8	60
precautions against counterfeiting them	VI.	III.	10	61
of Seamen and Marines from the Hospital	VI.	VI.	7,9	92
of Marines sent sick on shore	VI.	VI.	9	92
description of Men to be on the back of	VI.	III.	10	61
DISCIPLINE , Captain to be responsible for	VI.	IV.	1	72
	VI.	IV.	30	85
to be enforced by the Lieutenants	VII.		21	100
of their divisions, Lieutenants to answer for	VI.	IV.	12	77
DISCONTENT in Ships' Companies, excitement thereof to be carefully guarded against	I.		6	3
Those observing any person's conduct tending thereto, the same to be reported	I.		6	3
DISEASE from new raised men, precautions against	VI.	IV.	3,4	73
DISMANTLING , <i>vide</i> Paying off.				
DISOBEDIENCE of Ships convoyed, to be reported	XIV.		6	143
DISPATCHES , <i>vide</i> Correspondence.				
DISPOSITION of the Fleet to be frequently reported	II.	I.	5	10
to be reported monthly	II.	I.	5	10
DISRATING Commissioned or Warrant Officers prohibited	VI.	III.	12	61
Mates' Warrants may be withdrawn	VI.	III.	12	61
exception in case of Petty Warrant Officers	VI.	III.	12	61
DISTRESS , King's Ships assisted in—by Merchantmen	VI.	II.	18	49
DIVERTING Squadrons or Ships from their Station	I.		8	4
	I.		9	4
Ships as above, to be reported to the Admiralty	I.		9	4
DIVINE SERVICE to be performed every Sunday, where there is a Chaplain	VI.	IV.	24	82
DIVISION of Men to be placed under each Lieutenant, who is responsible for	VII.		22	100
of the Fleet, reports thereof, how made by Flag Officers	III.		2	30
DOCK YARDS , their regulations to be attended to by the Admiral	II.	II.	8	22
Captains to conform to regulations thereof	VI.	I.	9	42
Officers thereof to supply Stores, and perform works exclusively to the Squadron	II.	II.	9	23

	Chap.	Sec.	Art.	Page
DOCK YARDS — <i>continued</i> .				
Commander-in-chief to furnish men for work therein when required	II.	II.	14	25
Captains ditto ditto	V.		10	38
Abroad, where there is no Commissioner, to be controlled by the Admiral	II.	II.	2	20
Officers thereof to obey him	II.	II.	2	20
Admiral may suspend them for misconduct	II.	II.	3	20
Officers, how surveyed	II.	II.	4	21
officers to render quarterly accounts	II.	II.	18	27
death or removal of officer acting, successor to be appointed	II.	II.	3	20
death or absence of Commissioner, duties to be carried on by the other Officers	II.	II.	4	20
no new appointments to be made therein or alteration in Pay, Allowances, &c.	II.	II.	5	21
acting Naval Officer and other Officers when to be appointed	II.	II.	4	21
	II.	II.	20	28
Bills of Naval Officer to be approved by Admiral	II.	II.	17	27
no New Buildings to be made without orders	II.	II.	6	22
Admiral to see all Officers obey their orders	II.	II.	7	22
where there is a Commissioner, Admiral to have no authority in abroad, Commanders-in-Chief of detached Squadrons, their requisition for Stores and Works to be attended to	II.	I.	1	8
DRAMS not to be permitted	VI.	II.	26	53
DRAWING Bills of Exchange, Directions for	II.	II.	17	27
	II.	II.	18	27
<i>App. No. XVIII.</i>				175
DUTY of the Lieutenants of Ships	VII.		1	95
ECONOMY of Squadrons and Divisions to be reported to the Commander-in-Chief	II.	I.	3	9
in Public Expenditure strictly enjoined	II.	I.	9	11
of Stores, <i>vide</i> Expenditure.				
EFFECTS of Officers dying at Sea, how secured	VI.	II.	29	54
of Marines sent to Hospital, how disposed of	VI.	VI.	2	90
<i>Vide</i> Dead Men's Clothes.				
EMBEZZLEMENT of Stores to be prevented	I.		11	5
ENEMY , his movements or intentions to be reported	II.	I.	5	10
to be prepared to repel attempts of	VI.	IV.	17	79
ENTRY of Marines embarked	VI.	III.	2,4	56
EQUIPMENT , progress therein to be reported	VI.	I.	5	41
ERRORS , Master to be accountable for in his accounts	VIII.	II.	7	114
ESTABLISHMENT and fitting of Ships not to be altered	II.	I.	8	11
	VI.	I.	6	41
of Ordnance to be examined on fitting out	X.		2	119
of Stores, every article to be carried to Sea, unless otherwise ordered by Admiralty or Commanding Officer	VI.	II.	17	49
Stores converted to be conformable to	VIII.	II.	11	115
ESTIMATES of repairs, &c., to be certified by the Admiral	II.	II.	6	10
EVIDENCE at Courts Martial to be written	VIII.		11	105
EVOLUTIONS not to be ordered by Flag Captain without Admiral's permission	VI.	IV.	27	83
of the Squadron to be carefully observed	II.	I.	2	9
mistakes to be corrected	III.		3	31

	Chap.	Sec.	Art.	Page
EXAMINATION of Officers abroad for promotion, by whom conducted	II.	I.	13	13
of Masters	II.	I.	15	14
of Stores, on receipt on board	VIII.	II.	3	113
	X.		2	119
	XI.		1	128
	XII.		1	131
EXCHANGE on Bills, rate of, to be expressed in vouchers	VI.	III.	19	65
benefit of, to be allowed the Public in drawing Bills	VI.	III.	21	66
how certified	VI.	III.	19	65
EXERCISE of Ship's Company frequently at the guns enjoined	II.	I.	3	9
general, not to be performed without Flag Officer's permission	VI.	IV.	9	75
Gunner and every other officer to instruct the men therein	VI.	IV.	27	83
Ammunition to be supplied for it	VI.	IV.	9	75
at small arms, under a Lieutenant	VI.	IV.	10	76
Powder, &c., expended in, to be reported	VI.	IV.	9	75
of new raised men in Seamanship, &c.	VI.	IV.	10	76
of the Squadron in Evolutions, to be frequently done	VI.	IV.	11	77
EXPENSE to the Public, to be avoided as far as possible in the conversion and expenditure of Stores	II.	I.	3	9
appearing wasteful, to be reported	I.		9	11
EXPENDING old Provisions, those so represented to be kept at hand	I.		11	5
EXPENDITURE of Stores, Economy therein strictly enjoined	VIII.	I.	6	103
especially abroad	II.	I.	9	11
to be recorded in Log-Book	VI.	II.	11	47
omission therein, how inserted	II.	I.	9	11
accounts thereof, to state the purposes to which they were really applied	VIII.	I.	25	109
errors in stating, same to be accounted for	VIII.	II.	5	113
lost, to be carefully stated	VIII.	II.	7	114
ditto in extraordinary cases, precautions therein	VIII.	II.	5	113
Warrant Officer's accounts thereof to be examined and signed by the Master	VIII.	II.	6	114
EXTRA PAY of Artificers for Careening	VI.	II.	8	46
App. No. XV.	VI.	II.	11	47
FALSE Reports of Survey, penalty of signing	VI.	II.	15	63
FEES, none to be received on account of Contracts	III.		172	
from convoyed Ships prohibited	XIII.		9	104
	I.		12	5
	XIV.		3	143
	VI.	IV.	5	73
FIRE, precautions against	VH.		10	97
	VIII.	I.	9	104
	VIII.	II.	14	115
and lights to be put out by the Master at Arms	VH.		10	97
FITTING the Ship, general regulations for	VI.	I.	1	40
neglect or delay in, to be noticed by the Port Admiral	V.		7	37
FLAG Officers, instructions for them on General Service	II.	I.	1	8
Civil departments	II.	II.	1	19
Commanding at His Majesty's Ports	V.		1	35
not Commanding in chief, Instructions for	III.		1	30
not to be interfered with in their Commands	I.		8	4
FLAG Ships going into Harbour, Flag to be shifted	V.		2	87
Captains of, their duties.	VI.	IV.	27	83

	Chap.	Sect.	Art.	Page
FLAG SHIPS — <i>continued</i> .				
Captains of, not to inflict punishment without Flag Officer's permission	VI.	IV.	27	83
to set a proper example of attention and alertness	II.	I.	2	9
Captains to Commodores of First Class considered as				
Captains of Flag Ships	III.		6	32
Fog Signals to be prepared by Lieutenant	VII.		15	98
FOLLOWERS allowed Captain on removing.	VI.	IV.	28	83
FOREIGN Pilots how paid	{ VI.	V.	6	} 88
	VI.	V.	7	
Ports directions for careening there	VI.	III.	17	64
Treatment of the Sick in	VI.	VI.	11	93
measures taken on the loss of Ships there	VI.	IV.	29	84
Ships of War arriving, assistance offered, and respect paid to their Officers			16	7
when boarded, precautions for Quarantine	VI.	IV.	23	82
not to be approached without the Ship being ready for battle	VI.	IV.	17	79
lending Stores to them	VI.	II.	13	48
number, description, and disposition of to be reported	II.	I.	5	10
when to be convoyed.	XIV.		12	145
Stations, where there is no Commissioner; Commander-in-Chief				
to have Charge of the Fleet and of Civil Department also	II.	II.	2	19
FORMS of Accounts, Paper, Tickets, &c., to be demanded	VI.	III.	1	55
FRAUD , or abuses in the Public Service, to be immediately reported	I.		11	5
on account of Stores to be reported	{ I.		11	5
	VI.	II.	4	44
discovered in Surveys, to be specified in the report	{ XIII.		5	136
	XIII.		9	137
FRESH BEEF , Receipt of, to be entered in the Log Book	VI.	II.	24	52
how cut up and distributed	VI.	II.	24	52
accounts thereof to be rendered	VI.	II.	28	54
FUNNELS , Lead and Sheathing of to be kept in perfect repair	VI.	IV.	5	73
GENERAL INSTRUCTIONS for all Officers	I.			1
duties of Captains	VI.	IV.	30	85
GLASSES , hour and other to be examined by the Master	VIII.	I.	18	106
GRIEVANCES , how redressed, <i>vide</i> Superior Officer.				
GROG , to be mixed before Spirits be issued	VI.	II.	26	53
GUNS , Establishment to be received and examined, on fitting out	X.		2	119
to be scaled	X.		15	123
Gunner to be careful in receiving and seeing their Vents clear, &c.	X.	{ 3 }		} 119
		4 }		
to be kept dry, and free from rust, and Vents not to be enlarged	X.		13	122
to be exact in fixing, &c., according to Instructions	X.		5	120
Vents, &c. bores to be particularly attended to	X.		13	122
to be sponged carefully before returned	X.		24	125
how preserved when in the hold	X.		23	125
their lashing to be examined every Watch.	VII.		11	97
Locks and carriages, state of to be frequently examined	X.		12	122
GUNS , Tackles, and Breechings, to be fitted in time	X.		6	120
GUNNER , general Instructions for him—to follow those to Masters, as				
relate to Expense and Conversion	X.		1	119
Qualification for, and Examination of	II.	I.	{ 13	13
			18	16
to exercise the Men	VI.	IV.	9	75
to be examined at the nearest Naval Hospital when invalided	XIII.		11	138
GUNPOWDER. <i>Vide</i> Powder.				

	Chap.	Sec.	Art.	Page
HALF-PAY, not to be obtained by Lieutenants without their Log	VII.		18	99
Officers invalidated, Certificates required to be placed thereon	XIII.		12	139
HAND GRENADES, to be kept dry	X.		19	124
HARBOUR, Ships not to go into without applying to the Port Admiral	V.		6	37
HAWSE, to be kept clear	VIII.	I.	16	106
HEELING, the Ship-carpenter's duty on that occasion	{ VI.	I.	8	42
	{ XIII.		10	137
Precautions taken	{ VI.	I.	8	42
	{ XIII.		10	137
HIRE of Artificers for Careening	VI.	III.	14	62
App. No. XV.				172
of Ships and Craft abroad, when absolutely necessary	II.	II.	16	26
of Vessels to convey intelligence	VI.	IV.	20	80
of Vessels on loss of the Ship	VI.	IV.	29	84
of Boats, how regulated	II.	II.	15	25
of Warehouses and Vessels for Careening	VI.	III.	16	64
Vouchers necessary in payment thereof	VI.	III.	16	64
App. No. XVI.				173
App. No. XVII.				174
App. No. XVIII.				175
HIRED Armed Vessels, condition of to be carefully reported	V.		13	38
particulars to be inserted in Log-book	VIII.	I.	25	109
HOLD, principle of stowing, Master to have a thorough knowledge of	{ II.	I.	15	14
	{ VIII.	I.	3	103
Stowage of, to be obtained from Navy-office or Dock-yard	{ VI.	I.	2	40
	{ VIII.	I.	2	102
Stowage of, Master to be present at	VIII.	I.	3	103
to be well ventilated	VI.	IV.	1	72
Vide Stowage.				
HOSPITALS to be inspected by Captains, except those having Captains as Governors	II.	I.	11	12
to be visited occasionally by Admiral	II.	I.	12	12
Agents of, to send an account of the disposal of Men sent sick	VI.	VI.	5	91
reception of Sick Officers, whether fit or unfit objects, and directions thereon	VI.	VI.	4	91
HULKS, care and cleanliness thereof	VI.	I.	11	43
HURT, or Disease of Invalids, when contracted, to be noticed in Report of Survey	XIII.		13	140
IMPREST, to be laid against the Admiral's Pay for purchase of Stores till vouchers are received	II.	II.	10	23
IMPROVEMENTS in Naval departments, to be proposed to the respective Boards	II.	I.	4	9
INDENTING for Stores received	VIII.	II.	4	113
Certificate to be granted by the Gunner	X.		29	127
INFECTIO, Precaution against	VI.	IV.	1, 2	72
Cases of, not to be received	VI.	IV.	4	73
how treated	VI.	IV.	4	73
INSPECTION of Ships by Commander-in-Chief	II.	I.	3	9
hired Ships by the Port Admiral	V.		13	39
INSTRUCTIONS NAVAL, Officers to obey such parts as relate to them	VI.	VI.	13	94
to Convoys, how made	XIV.		1	142
INSTRUMENTS, Nautical, to be found by the Master	VIII.	I.	19	106
INTELLIGENCE of the Enemy's motions or intentions to be reported	II.	I.	5	10
obtained by Captains, how transmitted	VI.	IV.	16	78

	Chap.	Sec.	Art.	Page
INTELLIGENCE — <i>continued</i> .				
of importance, how transmitted	VI.	IV.	20	80
INTERLINEATIONS in Accounts of Stores, how remedied	VIII.	II.	5	113
INTERMENT of Men sent to Hospitals	VI.	VI.	12	94
INVALIDED Officers, Allowance to, in aid of Expense of Passage home	XIII.		12	139
Documents required to obtain the above	XIII.		12	139
except Gunners, Boatswains, and Carpenters, to repair to the Admiralty for examination	XIII.		11	138
Boatswains, Gunners, and Carpenters, to attend at one of the Naval Hospitals for examination	XIII.		11	138
INVALIDING of Officers. <i>Vide</i> Surveys.				
INVALIDS , Hurts or Diseases of—whether contracted in the Service or not, to be noted in Reports of Survey	XIII.		13	140
how surveyed	XIII.		13	140
to be sent home in Ships with Pay Lists	XIII.		7	136
JOURNAL of the Squadron, to be kept and transmitted by Commander-in-Chief	II.	I.	24	18
<i>App. No. VIII. IX.</i>				164
to be kept by Captains of the Fleet	IV.		4	34
JUNK , to be worked up, under the Boatswain's inspection, by the Rope-maker	XI.		4	128
JUSTICE , to be strictly done to the Crew	VI.	IV.	27	83
KEYS of the Hold and Spirit-room to be kept by Master. Precautions in delivering them to Master's Assistant	VIII.	I.	9	104
LATITUDE , to ascertain it daily. <i>Vide</i> Observations and Day's Work	VII.		19	99
LAWS and Regulations in Foreign Ports, to be observed in cases of Shipwreck	VI.	IV.	29	84
LEAD , to be constantly hove in pilot water	VI.	V.	1	87
LEAKS , to be stopped by Caulker	VI.	I.	7	42
	V.		9	37
LEAVE , beyond twenty-four hours not to be given by Captain to Officers	I.		2	1
	VI.	IV.	13	77
Officers absent on, when Ship receives sailing orders, to be reported	VI.	IV.	14	78
LENDING Stores to other Ships, regulations for	VI.	II.	{ 13 14	{ 48 48
to Foreign Ships and Merchant Ships	VI.	II.	{ 13 14	{ 48 48
LETTER BOOKS , to be kept by Captains	VI.	III.	29	70
LIEUTENANTS , instructions for them	VII.		1	95
to obey such parts of the Captain's Instructions as relate to them	VI.	VI.	13	94
qualifications for that rank, and examination	II.	I.	{ 13 14	{ 13 13
to write their names on a page of every Muster-book	VI.	III.	2	56
to be responsible for their respective divisions	VI.	IV.	12	77
Senior, to be responsible in absence of Captain	VII.		25	101
may put Officers under arrest in absence of Captain	VII.		25	101
may inflict punishment when Captain is on leave	VII.		25	101
LIGHTERS with Stores for other Ships not to be stopped by Captains	VI.	II.	5	45
not to be detained by Captains	VI.	II.	22	52
to be cleared and re-laden by Lieutenant of the Watch	VII.		23	100
LIGHTS , precautions against accidents by	VI.	IV.	5	73
	VIII.	I.	9	104
for carrying into Store-rooms	VI.	IV.	5	73
	VIII.	II.	14	115

	Chap.	Sec.	Art.	Page
LIGHTS — <i>continued.</i>				
to be put out at night by the Master at Arms	VII.		10	97
for Night Signals to be prepared	VII.		14	98
to be carried by convoying Ships	XIV.		9,11	144
LIMITS of Station, Ships of Squadron, nor Flag-officers, to be placed beyond	II.	I.	6	10
LIQUORS. <i>Vide Spirits.</i>				
LISTS of Ship's Company, how divided in Muster-book	VI.	III.	2	56
LIVE OXEN. <i>Vide Oxen.</i>				
LOG , to be hove during each Watch	VII.		2	95
and Log-board to be properly marked	VII.		2	95
LOG-BOARD , occurrences to be noted thereon	{ VII.		17	99
	VI.	IV.	9	75
to be signed by Officer of the Watch	VII.		17	99
LOG-BOOK of the Ship, particulars to be entered therein	{ VI.	IV.	9	75
	VIII.	I.	25	109
<i>App. No. XIX.</i>				176
to be left with successor	VI.	III.	30	71
to be signed by the Officer of the Watch	VIII.	I.	25	109
not to be altered, after being signed by the Officer of the Watch, without the Captain's approbation	VIII.	I.	25	109
Purser's concerns to be entered therein	VIII.	I.	25	109
copies to be furnished by the Master, and to whom	VIII.	I.	26	110
to contain a drawing of Stowage of the Hold	VIII.	I.	7	104
to be kept by the Captain, and transmitted	VI.	III.	26	69
to be kept by Lieutenants	VII.		18	99
LOG-LINES and Lead-lines to be correctly marked by Master	VIII.	I.	18	106
LOOK-OUT to be kept at the Mast-head	VII.		7	97
LOSS of the Ship, measures taken thereon	VI.	IV.	29	84
of Stores, to be inserted in the Log-book	VIII.	II.	6	114
wilfully or by neglect, charged to defaulters	X.		21	124
LOWER DECK , directions for ventilating and keeping it clear	VI.	IV.	1	72
MAGAZINE , precautions for securing it	VI.	IV.	5	73
Power to be lodged there only	X.		10	121
to be examined before Powder is put in	X.		7	121
precautions on receiving Powder	X.		8	121
on opening the	X.		9	121
MANNING the Ships, directions for	VI.	I.	3	40
MARINES , how borne and mustered	{ VI.	III.	2	56
	VI.		4	41
	{ VI.	VI.	3	90
sent sick on shore, how discharged	VI.	VI.	5	91
	VI.	VI.	9	92
how borne on their return	VI.	VI.	7	92
MARINE OFFICERS. <i>Vide Officers.</i>				
MASTER , Instructions for him—general duties	VIII.	I.	1	102
to have entire charge of, and receiving and expending Boatswain's and Carpenter's Stores	VIII.	II.	1	112
to obey such parts of Captain's Instructions as relate to him	VI.	VI.	13	94
examination and servitude necessary for the rank of	{ II.	I.	13	13
	II.	I.	15	14
Form of the Passing Certificate of. <i>App. No. II.</i>				157
Second to have a knowledge of Pilotage, Stowing Holds, rigging and unrigging a Ship	II.	I.	15	14

	Chap.	Sec.	Art.	Page
MASTER — <i>continued.</i>				
unnecessary Pilotage charged to him	VI.	V.	4	87
in what cases allowed Pilotage	VI.	V.	8	89
to be preferred to a Pilot when he has the necessary knowledge	VI.	V.	8	89
to be careful in remarking on Foreign Coasts	{ VI.	III.	27	69
to instruct Master's Assistants and Volunteers Second Class	VIII.	I.	23	107
MASTER'S ASSISTANTS to be instructed by Master	VIII.	I.	23	107
to be careful of lights in the Hold, and never to allow one in the Spirit Room	VIII.	I.	9	104
MASTER-ATTENDANT , his directions to be attended to by Ships in Harbour	VI.	I.	10	43
MASTER AT ARMS to go his rounds carefully	VII.		10	97
MASTS and Yards to be minutely examined on fitting out	XII.		1	131
establishment of, not to be altered	VI.	I.	6	41
not to be endangered by carrying sail	VII.		9	97
to be daily examined at Sea	{ VII.		12	98
	XII.		2	131
MATCHES , precautions in burning them	X.		20	124
MATES Warrants may be withdrawn	VI.	III.	12	61
and Midshipmen to be constantly on deck in their Watch	VII.		3	95
to have charge of subdivisions	VI.	IV.	12	77
MEDICINES surveyed, and unfit to use, to be thrown overboard	XIII.		15	140
necessaries, &c. how surveyed	XIII.		15	140
MEETING of Squadrons at Sea	I.		8	4
a Captain at Sea	I.		8	4
of two Convoys at Sea	XIV.		10	144
MEN , how entered. <i>Vide</i> Ship's Companies	{ VI.	I.	3	40
	VI.	IV.	3	73
MERCHANT SHIPS , lending Stores to them	VI.	II.	14	48
how paid for assistance given King's Ships in distress	VI.	II.	18	49
in Convoy to be kept collected	XIV.		5,7	143
to be prevented separating	XIV.		5,7	143
MESS of Military embarked, how formed	XV.		15	149
MIDSHIPMEN , qualifications for Lieutenants	II.	I.	14	14
disrating of Petty Officers	VI.	III.	12	61
by whom examined and re-examined for Promotion	II.	I.	13	13
Form of the Passing Certificate of, <i>App. No. I.</i>				155
to have charge of Subdivisions, <i>vide</i> Mates	VI.	IV.	12	77
MISCONDUCT of Superior Officers, how reported	I.		5	2
of Officers, such as to merit arrest, how dealt with	I.		7	3
MONEY , drawing for. <i>Vide</i> Bills.				
MOORINGS , preservation thereof	VI.	I.	10	43
precautions to be taken by the Masters	VIII.	I.	16	106
MORALS of the Crew, attention to	VI.	IV.	30	85
MOTIONS of Senior Officer to be followed by Ships in Port	VI.	IV.	22	81
MUSTERS of Squadrons to be frequently performed	II.	I.	3	9
of Ships Companies in Port, directions for	VI.	III.	5	59
MUSTER-BOOK , directions for keeping it	VI.	III.	2	56
to be furnished Clerk of the Checque	VI.	III.	5	59
to be made up and transmitted every two months	VI.	III.	13	62
particulars required therein	VI.	III.	13	62
to be delivered over by Captains removing, to their successor	VI.	III.	30	71

	Chap.	Sec.	Art.	Page
MUSTER-BOOK — <i>continued</i> .				
one page of every one to be signed by the Lieutenants	VI.	III.	2	56
to contain account of Men Slain				
Marines to be distinct on				
NAVAL COLLEGE , Midshipmen to be re-examined at	II.	I.	14	14
time passed there allowed, according to progress	II.	I.	14	14
NAVAL OFFICERS , Naval Establishments. <i>Vide Dock-yard.</i>				
NAVIGATING the Ship to be by Master, under Command of Captain	VIII.	I.	20	106
the Ship when in charge of a Pilot	VI.	V.	5	88
NAVIGATION of the Ship to be recorded in Log-Book	VIII.	I.	25	109
NAUTICAL remarks on Foreign Coasts, directions for	VI.	III.	27	69
information to be transmitted by the Captain and Master on	VIII.	I.	23	107
Foreign Coasts, &c.	VI.	III.	27	69
NECESSARIES for the Surgeon, how surveyed	XIII.		15	140
of the Purser, deficiency of, to be reported by the Master	VIII.	I.	4	103
Purser to make reports of quantities on board	VI.	IV.	25	82
Pursers to be taken off, when Service admits of it, in Ship's Boats	VI.	II.	6	45
NEGLECT in fitting the Ship to be reported	VI.	I.	5	41
in Ordnance Stores to be reported	VI.	II.	3	44
in Officer having charge of Stores, Report of Survey to notice it	XIII.		5	136
of Officers under the several Boards to be reported	II.	I.	4	9
NEGLIGENCE or delay in equipment to be noticed by Port Admiral	V.		7	37
or mistake may be corrected by Commander of another Squadron	III.		4	31
NEUTRALS , not to be conveyed without orders to do so. <i>Vide Foreign Ships</i>	XIV.		12	145
NEW-RAISED Men, how inspected, when received	VI.	IV.	3,4	73
when surveyed, notations required	XIII.		13	140
precautions against contagion from them	VI.	IV.	4	73
to be exercised in Seamanship &c.	VI.	IV.	11	77
Advance of Pay	VI.	III.	6	59
NUMBER , original, on Ship's Books, to be noted against each Man, if discharged and re-entered	VI.	III.	2	56
OBSERVATIONS made by the Lieutenant in his Watch to be reported	VII.		5	96
of the Latitude, &c., to be daily made by Lieutenants	VII.		19	99
on Foreign Coasts, by the Captain	VI.	III.	27	69
of the Latitude, daily, by the Master	VIII.	I.	21	107
OFFICERS in general, to make themselves acquainted with the Articles of War, Naval Instructions and King's Regulations, &c.	I.		1	1
to obey such parts of the Captain's Instructions as relate to them	VI.	VI.	13	94
OFFICERS dying at Sea, measures taken	VI.	II.	29	54
Arrest and Suspension of, for misconduct, may be released therefrom, and still do duty without prejudice to future Trial and Inquiry	I.		7	3
how surveyed	XIII.		10	137
not to quit their Ships for Sick-quarters, unless in urgent cases	VI.	VI.	4	91
how sent to the Hospital			4	91
invalided, to appear at the Admiralty for Examination	XIII.		11	138
allowance made in aid of expenses	XIII.		12	139
Boatswains , Gunners, and Carpenters, invalided, to be examined at the nearest Naval Hospital	XIII.		11	138
to be corrected by Captains, or misconduct properly represented	VI.	IV.	30	85
not to take their wives to Sea, nor any woman without permission	VI.	IV.	15	78
OMISSIONS in Account of Stores, how remedied	VIII.	II.	5	113
		II.	7	114

	Chap	Sec.	Art.	Page
OPPRESSION of superior Officers how reported	I.		5	2
inferior Officers and Men forbidden	VI.	IV.	27	83
ORDERS of superiors not to be remarked on, or brought into contempt	I.		6	3
but may be remonstrated with respectfully			4,5	2
if contrary to those of other superior Officers, to be obeyed-after				
due representation, and to be reported			4	2
Receipt of them to be acknowledged	VI.	IV.	16	78
to be taken for those left by Captain to his successor	VI.	III.	30	71
to Officers of Dock-yards, Admiral to enforce them	II.	II.	7	22
from Home, not to be counteracted by the Admirals	II.	II.	8	22
secret, not to be shown to senior Officers	I.		8	4
of the Captain of the Fleet, to be obeyed by Officers, as well senior				
as those junior to him	IV.		1	33
to Ships in Port to go through the Port Admirals	V.		5	36
and Letters, Copies of to be entered in Books	VI.	III.	29	70
ORDER BOOK to be kept by Captain	VI.	III.	29	70
Book, to be carried by Lieutenants sent to Flag Ships	VII.		24	101
ORDNANCE STORES, to be examined when received	VI.	II.	3	44
Directions for Receipt of	VI.	II.	3	44
Establishment of, to be obtained from the Ordnance	VI.	II.	2	44
PAPER, for Tickets, accounts, &c., to be demanded	VI.	III.	1	55
PAPERS to be signed before Flag Officer strikes his Flag, or Captain				
leaves the Ship	I.		13	6
of Officers dying at Sea, to be secured	VI.	II.	29	54
PARTING Convoy, to be reported	IV.		7	144
PASSAGES, General Regulations for	XV.			146
none to be granted at the public expense, without orders from the				
Admiralty	XV.		2	146
to be granted to Commissioners and Storekeepers of the Navy, and				
their Families, by Admiral or senior Officer	XV.		8	148
for above, to be paid by the Navy Board, instead of by the Treasury	XV.		12	148
Regimental Officers, their Mess, when embarked for	XV.		15	149
to Field Officers and Subalterns, embarked without troops	XV.		16	150
Commissaries when embarked, to be entertained agreeably to their				
military rank	XV.		17	150
Allowance for, and how obtained, when ordered to make preparation	XV.		18	150
ditto, made on the completion of the same	XV.		18	150
no Bill to be drawn for Passage Allowance	XV.		18	150
King's Messenger, how entered and victualled	XV.		21	151
to Military Officers	XV.		15	149
{	XV.		16	150
{	XV.		17	150
{	XV.		17	150
Allowance in aid of, to Officers invalided	XIII.		12	150
PASSENGERS, embarkation and disembarkation of, to be inserted in Log				
Book	VIII.	I.	25	109
List of, embarked, to be sent quarterly	XV.		1	146
embarked by order, to be victualled and allowed for as under, except				
in cases of Royal Personages	XV.		3	147
Allowance for Ambassadors and their Suites	XV.		4	147
Allowance for Ministers, Plenipotentiaries, Envoys, Gover-				
nors of Colonies First Class, or Commanders-in-chief,				
higher than Major-Generals	XV.		5	147
Governors and Commanders-in-chief of lower rank than				
Major-Generals	XV.		6	147

	Chap.	Sec.	Art.	Page
PASSENGERS—continued.				
Allowance for Military Officers and Diplomats, not lower than Brigadier-Generals, and Secretaries of Legation	XV.		6	147
embarkation beyond seven days, to be paid for at the rate of 1 <i>l.</i> 10 <i>s.</i> per day	XV.		7	148
allowance to be made when the Suite is greater than is supposed	XV.		8	148
when embarked under fourteen days and after	XV.		9	148
for those entertained by a Lieutenant commanding, or at a Lieutenant's or Midshipman's Mess	XV.		10	148
for Consuls and Vice-Consuls, with their Families	XV.		11	148
for Commissioners and Storekeepers of the Navy, and their Families	XV.		12	148
for Children, made at half rate	XV.		13	149
removing from one table to another, how paid for	XV.		14	149
Regimental Officers and Marines, when embarked as such, their Mess, &c.	XV.		15	149
Field Officers and Subalterns embarked without their Troops, how entertained and allowed for	XV.		16	150
for Commissaries, when entertained	XV.		17	150
for preparation, and when the service is completed	XV.		18	150
no bill for—to be drawn	XV.		18	150
advanced to be retained, if Passenger re-lands, or does not embark	XV.		19	150
as fixed includes Provision for a reasonable number of servants	XV.		20	150
for King's Messengers, and how entertained	XV.		21	151
PATIENTS , their complaints to be listened to and redressed	II.	I.	11	12
PAY of Ship, measures to be taken	VI.	III.	22	67
of Captain, Accounts necessary	VI.	III.	30	71
<i>App. No. XXI.</i>				178
PAY BOOKS , how made up	VI.	III.	{ 2	56
how prepared for paying off	VI.	III.	{ 22	67
PAY LISTS for Artificers			23	68
<i>App. No. XV.</i>				172
to be given according to Act of Parliament	VI.	III.	9	60
description of Men to be on one of them	VI.	III.	10	61
for Crews employed on extra duty. <i>App. No. XIV.</i>				171
PAYING SHIPS , Regulations for	VI.	III.	22	67
PAYING off SHIPS. Precautions in returning Stores	{ VIII.	II.	15	115
	{ XI.		7	129
Rigging to be carefully returned	{ VIII.	II.	15	115
	{ XI.		7	129
Books, how prepared	VI.	III.	23	68
PAYMENTS , Captain, Purser, and Clerk to be present at all	VI.	III.	24	68
PAYMENT to Ships, Captain to be present, and measures taken	VI.	III.	24	68
PILOT , Regulations for him	VI.	V.	1	87
on temporary service, how borne, and Certificates for	VI.	V.	{ 2	87
			{ 4	87
			{ 6	88
on permanent service, ditto ditto	VI.	V.	{ 2	87
			{ 4	87
			{ 6	88
Birth for him	VI.	V.	3	87

	Chap.	Sec.	Art.	Page
PILOT — <i>continued</i> .				
Hammock and Bedding to be furnished to him	VI.	V.	3	87
his directions to be obeyed, but removed from charge, if insufficient	VI.	V.	5	8
Master to be preferred, if qualified	VI.	V.	8	89
PILOTAGE , in what cases allowed to Masters and Second Masters	VI.	V.	8	89
deducted from Master's Pay	VI.	V.	4	87
Master and Second Master to have a knowledge of	II.	I.	15	14
Master, how paid for	VI.	V.	8	89
not to be allowed, except in unusual situations	VI.	V.	4	87
abroad, how paid	VI.	V.	6, 8	88-9
PILOTING the Ship, Master to be attentive thereto	VIII.	I.	22	107
Lead always to be hove	VI.	V.	1	87
PORT , Ships coming into unnecessarily, to be reported by Port Admiral	V.		7	89
Ships there, to follow motions of Senior Officer	VI.	IV.	22	81
PORT ADMIRALS , Instructions for them	V.		1	35
not to be interfered with by Senior Officers	V.		6	37
PORTS of the Guns, to be well lined and barred in	{ VII.		11	97
to be secured, when Ship is heeled	{ XII.		3	131
	VI.	I.	8	42
POWDER , precautions on receiving the same	X.		{ 7, 8	121
never to be kept but in the Magazine	X.		9	121
delivered out, precautions	X.		10	121
barrels, precautions in using the Gun Metal Adze	X.		10	121
proportion allowed for exercise	X.		28	127
scale of proportion to be used for service	VI.	IV.	10	76
when returned, none loose to remain in the Magazine	X.		16	123
	X.		24	125
PRECAUTIONS against Fire	{ VI.	IV.	5	73
	{ VII.		10	97
	{ VIII.	I.	9	104
	{ VIII.	II.	14	115
in heeling Ships	VI.	I.	8	42
in issuing Spirits	VI.	IV.	5	73
PRICES of Provisions and Stores purchased, how certified	VI.	III.	{ 19	65
			21	66
PRIZE SHIPS , purchased abroad, how valued	{ II.	I.	10	12
	{ II.	II.	16	26
PROCEEDINGS , Captain to report them on all occasions	VI.	IV.	16	78
PROGRESS in fitting the Ship, to be reported daily	VI.	I.	5	41
Form of, <i>App. No. X.</i>				166
PROMOTION , Candidates for, by whom examined	II.	I.	13	13
PROTECTION of Convoys, Injunctions for	XIV.		4	143
of Merchant Ships, when about to sail during War	VI.	IV.	18	79
to be afforded to Ships of Allies	XIV.		12	145
not to be afforded to Ships of Belligerents	XIV.		12	145
of Neutrals	XIV.		12	145
PROVISIONS , Instructions to Captains thereon	VI.	II.	{ 1	44
supplied by order of Commander-in-chief or Captain	VI.	II.	28	54
to be obtained from Agent or Correspondent of the Victualling Board	VI.	II.	21	51
surveyed, not to be thrown overboard	VI.	II.	27	53
on Foreign Stations, how to be obtained	XIII.		8	137
how purchased, <i>vide Note</i>	II.	II.	9, 10	23
to be hoisted in carefully and expeditiously, and examined	VI.	III.	21	66
remains of, to be surveyed on Officers leaving	VIII.	I.	5	103
	VI.	II.	16	49

	Chap.	Sec.	Art.	Page
PROVISIONS — <i>continued</i> .				
oldest sort to be stowed uppermost	VIII.	I.	6	103
weekly expenditure thereof to be reported	VI.	IV.	25	82
purchased, expended, &c., correct account of to be rendered	I.		10	5
particulars of above to be inserted in the Log Book	VIII.	I.	25	109
any spare, to be supplied by Ships returning to England	II.	I.	7	10
PUMPS , to be kept in constant order	XII.		4	132
PUNISHMENT , directions for inflicting the same	VI.	IV.	27	83
forms to be observed therein	VI.	IV.	27	83
in Flag Ships, must have Flag Officer's permission	VI.	IV.	27	83
if Commissioned, or Warrant Officers, deserve it, line of conduct to be pursued	I.		7	3
not to be inflicted by Lieutenant, except Captain is on leave	VII.		25	101
inflicted, to be inserted in the Log Book	VIII.	I.	25	109
Report of, <i>App. No. XXIII.</i>				181
PURCHASE of Prize Ships abroad, only when absolutely necessary, and how surveyed	II.	I.	10	12
	II.	II.	16	26
of Stores, Captain, rules for him therein	VI.	III.	19	65
			21	66
precautions to be taken therein	II.	II.	10	23
neglect, collusion, or fraud in, to be reported	I.		11	5
not to be made without absolute necessity	VI.	II.	7	45
by Captain abroad not under a Superior Officer	VI.	II.	7	45
Vouchers necessary therein	VI.	III.	19	65
and Provisions in the absence of the Commissioner	II.	II.	10	23
no fees to be taken therein	I.		12	5
when Commission may be allowed	VI.	III.	20	66
of Provisions, how effected, <i>vide Note</i>	VI.	III.	21	66
mode different from that of other Stores	VI.	III.	21	66
PURSER , Qualifications for, and by whom examined	II.	I.	13	13
	II.	I.	17	15
not to be forced to necessity of hiring Boats	VI.	II.	6	45
to be present at all payments to rectify mistakes	VI.	III.	24	68
to report quantities of provisions and necessaries before going to Sea	VI.	IV.	25	82
QUALIFICATIONS of Officers abroad, how examined	II.	I.	13	13
QUALITIES of Ships to be made out	VI.	III.	31	71
to be obtained from the Navy Board, or Master Attendant, if previously Commissioned	VI.	I.	2	40
QUARANTINE , precautions for	VI.	IV.	23	82
QUARRELS , Master at Arms to stop them	VII.		10	97
QUARTERLY Accounts of Provisions, to be carefully transmitted by the Captain	VI.	II.	28	84
QUARTERS , Distribution of Officers and Men at	VI.	IV.	8	74
to be taken charge of by the Lieutenants	VI.	IV.	12	77
RATINGS , directions for	VI.	IV.	7	74
RECEIVING-SHIPS to be kept clean	VI.	I.	11	43
RELIGIOUS Instructions	IX.		2,4	117
				118
REMAINS of Stores to be reported on making demands	II.	I.	8	11
	VI.	II.	12	47
in store to be frequently inspected	VIII.	II.	8	114
of Stores to be surveyed on Master's removal	VIII.	II.	16	116
Surveys on	XIII.		2	134
to be surveyed in passing Accounts	XIII.		2	134

	Chap.	Sec.	Art.	Page
REMAINS — <i>continued.</i>				
of Stores to be surveyed on death, removal, &c. of Officers	VI.	II.	16	49
of Slops to be surveyed	XIII.		2	134
of Ammunition after Action to be surveyed	X.		18	124
REMARKS on Foreign Coasts, &c. to be carefully made, and transmitted by Captain	VI.	III.	27	68
to be made by the Master and Master's Assistants on Foreign Coasts, &c.	VIII.	I.	23	107
	VI.	III.	27	68
REMONSTRANCES may be made against Orders of superior Officers	I.		4	2
REMOVAL of Captains or Commanders not to be without their consent, except in particular cases	I.		15	6
of Captains; Accounts necessary	VI.	III.	30	71
				178
measures taken	VI.	IV.	28	83
number of followers allowed	VI.	IV.	28	83
of Pilots for incompetence	VI.	V.	5	88
RENDEZVOUS for Convoy to be appointed	XIV.		1	142
REPAIRS of Buildings, &c. abroad	II.	II.	6	22
of Ships abroad. <i>Vide</i> Careening.				
of Small-arms abroad	X.		27	126
REPORT of Survey, how drawn up	XIII.		4	135
				183
to specify Neglect and Frauds	XIII.		6	135
to be in triplicate, and sometimes in quadruplicate	XIII.		6	135
of Survey, how disposed of, on Stores and Invalids	XIII.		7	136
	XIII.		14	140
Penalty on signing false ones	XIII.		9	137
on Officers invalidated, how made up	XIII.		14	140
REPORTS of the Squadron to be made to the Captain of the Fleet	IV.		2	33
to be made to the Port-Admiral, and also to the respective Commanders-in-Chief	V.		2,3	35-6
	V.		4	36
RESIGNING the Command, measures taken by the Admiral	II.	I.	23	18
RESPECT and Obedience to be shewn by all to superior Officers, and attention to Inferiors	I.		3	2
RETURNS of the Squadron to be made to the Captain of the Fleet	IV.		2	33
	III.		2,3	30-1
of all Ships in Harbour to be made to the Port-Admiral	V.		2,3	35
	V.		4	36
of State and Condition to be correctly made	VI.	III.	28	70
of Appointments and Removals to be made to the Admiralty	II.	I.	21	17
of Stores, directions for	VI.	I.	9	42
of Ship's Stores on paying off	VIII.	II.	15	115
	XI.		7	129
of Ordnance into store, precautions	X.		24	125
RIGGING , established length to be adhered to	VI.	I.	6	41
no alterations to be made therein	VI.	I.	6	41
Boatswain to attend to particularly, before going into battle	XI.		6	129
to be daily examined by the Boatswain	VII.		12	98
	XI.		2	128
to be often examined by the Master	VIII.	I.	17	106
when requiring to be set up, Master to report the same	VIII.	I.	17	106
to be carefully returned on paying off the Ship, and not to be cut	VIII.	II.	15	115
	XI.		7	129

	Chap.	Sec.	Art.	Page
RIGGING — <i>continued</i> .				
a Ship; Master and second Master to have a thorough Knowledge of	II.	I.	15	14
worn out, how applied	VI.	II.	9	46
RIOTS and Quarrels to be stopped by the Master at Arms	VII.		10	97
ROPE to be cut out the precise length established	VI.	I.	6	41
required, Master to report the same	VIII.	I.	27	111
made at Sea, charged to the Master	XI.		8	129
ROPE-MAKER , Master to observe his conduct	VIII.	I.	27	111
Boatswain ditto	XI.		8	129
ROPE-MAKING in the Ship, Master to superintend	VIII.	I.	27	111
ROUNDS of the Master at Arms at night to be frequent	VII.		10	97
RUN MEN , how accounted for on Ship's Books	VI.	III.	2	56
List of, to be noted at the end of the Muster-book	VI.	III.	2	56
from other Ships to be reported	VI.	III.	7	59
SAILS , when received, to be examined	XI.		9	129
establishment of, not to be altered	VI.	I.	6	41
to tallied and stowed, to be readily got at	XI.		10	130
and Sail-rooms to be inspected by the Master	VIII.	I.	14	105
to be properly fitted with points, &c. under the Master's inspection	VIII.	I.	10	104
Boatswain to have Points, Gaskets, &c. ready	XI.		3	128
Boatswain to see them dry before put away	XI.		9	129
not to be converted till surveyed	VI.	II.	10	46
SAIL-MAKER to examine the sails	XI.		9	129
SAIL-ROOMS to be often inspected	XI.		11	130
SAILING Qualities of the Ship to be made out and transmitted	VI.	III.	31	70
to be obtained by the Captain from the Navy-board or Master-Attendant	VI.	I.	2	40
SALE of Officers' Effects	VI.	II.	29	54
of dead Men's Effects. <i>Vide</i> Seamen.				
SALT MEAT to be properly steeped	VI.	II.	25	53
SALVAGE of King's Stores, how paid for	VI.	II.	18	49
SCALING Guns when received	X.		15	123
proportion of powder for	X.		16	123
SCURVY , measures for prevention of	VI.	II.	25	53
SCUPPERS to be plugged when Ship is heeled	VI.		8	42
SEARCHING H. M. Ships, right of by Custom-house Officers	VI.	IV.	21	81
SECOND MASTER'S Qualifications, and by whom examined	II.	I.	{ 13 15	13 14
<i>App. No. II.</i>				157
in what cases allowed Pilotage	VI.	V.	8	89
to have a thorough knowledge of rigging and unrigging a Ship, &c.	II.	I.	15	14
SECRET ORDERS , &c. not to be copied	II.	I.	23	18
not to be shewn	I.		8	4
SENDING Sick Men to Hospital, Officer to convey them	VI.	III.	11	61
	VI.	VI.	1, 2	90
Marines to Hospital, directions for	VI.	VI.	2	90
	VI.	VI.	9	92
SENIOR OFFICER to act in absence of Commander-in-chief	I.		17	7
in Port his motions to be followed	VI.	IV.	22	81
not to interfere with the Port Admiral	V.		6	37
not to assume any Authority or Control over the Commissioner	II.	II.	1	19
meeting a Junior Commander-in-chief	I.		8	142
directions on meeting one at Sea	I.		8	142
of two Convoys to command	XIV.		11	145

	Chap.	Sec.	Art.	Page
SENIOR OFFICER — <i>continued.</i>				
Lieutenant to command in Captain's absence	VII.		25	101
<i>Vide</i> Superior Officer.				
SEPARATION of Vessels from Convoys	XIV.		2	142
	XIV.		7	144
SERVING OUT FRESH BEEF , to be impartial	VI.	II.	24	52
SHAKING of CASKS prohibited	VI.	II.	20	51
SHIPS returning from Foreign Stations to land or supply to other Vessels their unnecessary Stores and Provisions before sailing, and to carry home invalids	II.	I.	7	10
of War purchased and Commissioned Abroad, precautions therein {	II.	I.	10	12
	II.	II.	16	26
in Harbour, to be under the Port Admiral commanding except those not in Harbour under Senior Flag Officer present	V.		1, 2	35
in Ports or Harbours, how to make their returns	V.		2, 3	35-6
	V.		4	36
in Port to be hastened to Sea	V.		8	37
but not to be sent to Sea without orders	V.		1	35
SHIP'S Company, no one to excite dissatisfaction in them with their con- dition or services employed on; and if any person do so his conduct to be represented by those who observe it	I.		6	3
Boatswains and Mates to see them duly employed	XI.		5	129
to be divided into Divisions	VI.	IV.	12	77
directions for discharging them	VI.	III.	2	56
Names always to be spelt correctly	VI.	III.	10	61
how treated on loss of the Ship	VI.	IV.	29	84
directions for Rating	VI.	IV.	7	74
SHORE DUTY , Commissioner may demand Men for the same	V.		10	38
SHOT , proportion allowed for Exercise	VI.	IV.	10	76
when received, to be properly gauged	X.		13	121
measures for keeping them fit for Service	X.		13	121
those of a wrong nature to be returned	X.		13	121
remains of, to be surveyed after battle	X.		18	124
grape, to be frequently aired	X.		19	124
to be drawn before salutes	X.		22	125
SHOT PLUGS , Carpenter to have them ready for action	XII.		6	132
SICK to be visited by the Chaplain	IX.		5	118
Book to be kept by the Captain	VI.	III.	4	59
<i>App. No. XII.</i>				169
sent from the Ship, general Regulations for	VI.	III.	11	61
	VI.	VI.	1, 2	90
Officers, not Hospital Cases, to be received there, and their Cases reported	VI.	VI.	4	91
Slops, &c. supplied at Hospital	VI.	VI.	10	93
Slops to be supplied to, before they are sent to the Hospital	VI.	VI.	10	93
Men and Marines D S. and D.S. qd.	VI.	VI.	5	91
	VI.	VI.	8	92
Tickets, directions for making them out	VI.	III.	11	61
	VI.	VI.	2	90
how disposed of	VI.	VI.	3	90
Marines, how treated	VI.	VI.	2, 3	90
how replaced and disposed of	VI.	VI.	9	92
charges on return for Slops supplied at Hospital	VI.	VI.	10	93
how returned and paid	VI.	VI.	7, 9	92

	Chap.	Sec.	Art.	Page
SICK — <i>continued.</i>				
Marines how received on return	VI.	VI.	7	92
treatment of, in Foreign Ports	VI.	VI.	11	93
Men under care of Contractors	VI.	VI.	11	93
Officers to be surveyed. <i>Vide</i> Officers	XIII.		10	137
Officers of Dock-yards to be surveyed before removed	II.	II.	4	21
SIGHTS of Guns, directions for the care of them	X.		3	119
	X.		5	120
SIGNALS to be observed by Lieutenants	VII.		14	98
Lieutenants not to make any without orders	VII.		16	99
to be entered in the Log every Watch	VII.		17	99
for Convoys, how repeated	XIV.		8	144
in a Fog, directions for	VII.		15	98
measures taken for them at night	VII.		14	98
SIGNING of Books, Accounts, and Papers, not to be done without careful examination, and certainty of their being correct	I.		13	6
of any Letter or Document, to state the rank of the Officer	I.		14	6
Officers, who are considered	VI.	II.	1	44
Accounts by Captain removing	VI.	III.	30	71
SKIMMINGS , &c. prohibited being eaten by the men	VI.	II.	25	53
SLAIN OFFICERS and Men, lists of to be noted in the Muster-book	VI.	III.	2	56
<i>Vide</i> Pensions.				
SLEEPING out of the Ship without permission prohibited	I.		2	1
SLIPPING CABLE , directions for recovering the same	VI.	II.	18	49
SLOPS , value of, to be noted on Pay Lists, Discharge Tickets, &c.	VI.	III.	10	61
particulars relating to, to be entered in Log-book	VIII.	I.	25	109
no other debt to be charged against the men as	VI.	IV.	6	74
Book to be kept and left with the Captain's Successor	VI.	III.	30	71
SMALL ARMS , directions for training the men to	VI.	IV.	9	75
exercise of, to be under a Lieutenant, the Gunner, Master at Arms, and Ship's Corporal	VI.	IV.	9	75
to be often inspected by the Gunner	X.		12	122
measures necessary for repairing them	X.		27	126
SMOAKING TOBACCO to be allowed only in the Galley	VI.	IV.	5	73
SMUGGLING to be reported when discovered	VI.	IV.	21	81
SOUNDING enjoined	VIII.	I.	20	106
SPARING Stores to other Ships, Foreign Men of War, or Merchant Vessels, Regulations for	VI.	II.	13	48
	VI.	II.	14	48
SPIRIT-ROOM , keys to be delivered to Master's Assistant, and precautions	VIII.	I.	9	104
SPIRITS , precautions for issuing the same	VI.	IV.	5	73
measures for security thereof against Fire	VI.	IV.	5	73
drinking in drams prohibited	VI.	II.	26	53
no Sutlers of allowed	VI.	IV.	6	74
SQUADRONS , their state and condition to be examined into by Commanders-in-chief when appointed	II.	I.	1	8
state and condition and repairs to be carefully attended to by all Flag Officers	II.	I.	3	9
	III.		1,2	30
Reports and Returns thereof to be made to divisional Flag Officer	III.		2	30
Returns thereof also to the Captains of the Fleet	IV.		2	33
to be often mustered and inspected	II.	I.	3	9
evolutions thereof to be carefully observed, and mistakes corrected	III.		3	31
by any Flag Officer	III.		4	31
STATE and CONDITION of Squadron to be examined into by Commanders-in-Chief on their appointment	II.	I.	1,3	9

	Chap.	Sec.	Art.	Page
STATE and CONDITION—continued.				
of Squadron to be carefully attended to by all Admirals	II.	I.	3	9
of Divisions to be frequently inspected by Junior Flag Officer	II.	I.	3	9
of the Armed Vessels in Port to be carefully inspected	III.		1,2	30
of Ships commissioned, Captains to examine	V.		13	38
Captain to be careful in making correct returns of	VI.	I.	1	40
to be sent by all opportunities	VI.	III.	28	70
to be sent by all opportunities	VI.	IV.	16	78
to be sent by all opportunities	VI.	IV.	16	78
STATION , Vessels not to be sent beyond limits of	II.	I.	6	10
of Ship's Company at quarters, General Table of, to be hung up	VI.	IV.	8	75
Lieutenant to keep the Ship therein	VII.		4	96
to be preserved in a Squadron	III.		3	31
STATIONARY , account of to be kept	VI.	III.	1	55
STORES or Provisions, Instructions to Captains therein	VI.	II.		44
Instructions to Masters, for Boatswains' and Carpenters'	VIII.	II.	1	112
great Economy to be observed in Conversion or Expenditure of	VI.	II.	11	44
Flag Officers to cause rigid Economy to be observed	II.	I.	9	11
great Economy to be observed on Foreign Stations	II.	I.	9	11
all fraud or abuse in the person supplying them to be reported	I.		11	5
precautions to prevent Embezzlement	II.	I.	8	11
precautions to prevent Embezzlement	VI.	II.	4	44
Contracts for, no Officer to have any interest therein	I.		12	5
Accounts thereof to be correctly rendered	VI.	III.	20	66
and Provisions to be supplied or purchased by the respective civil	I.		10	5
Officers for Ships abroad	II.	II.	9,10	23
for Dock-yards abroad, supply to be kept up	II.	II.	7	22
received into Dock-yards abroad, to be surveyed	II.	II.	13	24
on Contracts to be carefully examined	II.	II.	12	24
in charge of Officers of Dock-yards removed, to be surveyed	II.	II.	2	20
purchased, precautions to be taken therein	II.	II.	10	23
purchased, Vouchers necessary in payment thereof	II.	II.	11	24
intended for other Ships, not to be stopped	VI.	III.	19	65
none to be issued to Ships without a return of remains	VI.	II.	5	45
denominated "Boatswains' and Carpenters'," these Officers to {	II.	I.	8	11
examine them when received	XI.		1	128
extra supply of, Commander-in-chief or Senior Officer may order	XII.		1	131
not to be applied to private uses or wasted	II.	II.	1	19
establishment of to be taken to Sea	VI.	II.	8	46
none to be left behind without sanction of Admiral or Senior Officer	VI.	II.	17	49
Abstract of, to be left by Captains with successors	VI.	II.	17	49
to be carried on board by Boats of the Squadron and Dock-yard	VI.	III.	30	71
examination on the receipt thereof	II.	II.	15	25
to be examined and hoisted in carefully and expeditiously	VI.	II.	3	44
supplies of, to be recorded in the Log	VIII.	I.	5	103
Gunner's, for Foreign Service, oldest to be first used	VIII.	I.	25	109
Inventory or Survey-book to be furnished Captain by Dock-yard	X.		11	122
and Ordnance	VI.	II.	2	44
directions to Master on receiving Boatswains' and Carpenter's Stores	VIII.	II.	3	113

	Chap.	Sec.	Art.	Page
STORES—continued.				
Returns or receipts of, to be conformable to the Dock-yard Regulations	VI.	I.	9	42
Return of, only one to be made	VI.	I.	9	42
lent or spared to Foreign Ships of War and Merchant Ships, directions for	VI.	II.	{ 13 14	48 48
supplied Master, to state on receipt he has charged himself with them	VIII.	II.	9	114
Surveys thereon, on Officers leaving	VI.	II.	16	49
and Provisions surveyed, not to be thrown overboard unless prejudicial to health	XIII.		8	137
how surveyed, when unserviceable	XIII.		3	137
when found deficient	XIII.		3	137
for ascertaining remains	XIII.		3	137
of Ships returning home, those to spare to be landed before they sail	II.	I.	7	10
to be carefully returned on paying off Ship	{ VIII. XI.	II.	15 7	115 129
lost, Salvage thereon	VI.	II.	18	49
STORE ROOMS , not to be altered	VI.	I.	6	41
directions to Master for visiting, and arrangement thereof	VIII.	I.	12	105
to be ventilated	{ XI. VIII.	I.	1 12	128 105
STOVES to be used in the Well	VI.	IV.	1	72
STOWAGE of the Hold, the Master and Second Master to understand thoroughly the principle of	II.	I.	15	14
directions for	VIII.	I.	2, 3	102
to be entered in the Log	VIII.	I.	7	104
of old Provisions uppermost	VIII.	I.	6	103
STRANGE SAILS seen, Lieutenant to report them	VII.		5	96
at night, Lieutenant to clear for Action and send another Officer to report it	VII.		8	97
SUBSTITUTES , how and when allowed	VI.	II.	23	52
SUNDAYS , Men not to work on	VI.	IV.	24	82
Chaplain to preach on	{ VI. IX.	IV.	24 3	82 117
SUPERIOR OFFICERS to have implicit obedience and respect paid to them	I.		3	2
Captains to observe, and correct, or report the conduct of Officers, and others	VI.	IV.	30	85
to be treated with due respect, although guilty of misconduct, or injustice, which is to be reported	I.		5	2
their Conduct, or Orders not to be remarked on, or brought into contempt	I.		6	3
but if considered injudicious or unjust, may be represented to himself, or superior	I.		5	2
and protection to be obtained from their tyranny	I.		5	2
SUPERNUMERARIES , how borne and mustered	VI.	III.	2	56
distribution of, by Port Admiral, not to be interfered with by Senior Flag Officer	V.		6	37
not to be borne without good reason	VI.	III.	28	70
not to be carried to sea without orders	VI.	I.	3	40
Artificers of Dock-yard to be borne as	VI.	III.	25	69
particular returns of, to be made	VI.	III.	28	70
SUPPLIES abroad, how obtained by Captain, not under Superior Officer	VI.	II.	7	45
from other Ships, Master to charge himself with, and to note his having done so in the Receipt	VIII.	II.	9	114

	Chap.	Sec.	Art.	Page
SUPPLIES — <i>continued</i> .				
for other Ships not to be stopped	VI	II.	5	45
of Stores to other Ships (Foreign and English), Regulations for {	VIII.	II.	10	114
must be by written order	VI.	II.	13	48
	VI.	II.	14	48
SURGEONS , examination for that Rank {	II.	I.	13	13
	II.	I.	16	15
Instruments, how surveyed	XIII.		15	140
Necessaries, how surveyed and completed	XIII.		15	140
SURVEYS , general regulations for holding	XIII.		1	134
on what occasions held	XIII.		2	134
Officers to be appointed thereon	XIII.		3	135
applications for, to be in writing	XIII.		1	134
on Provisions and Stores, Forms for Order, and Report {				182
App. Nos. XXIV. XXV.				183
on Stores to be held before conversion	VI.	II.	9	46
			10	46
on Officers abroad, how held	XIII.		10	137
on Men ditto	XIII.		13	140
on Convalescents discharged from the Hospital, when considered				
unfit to be received back	VI.	VI.	6	91
and inspection of new raised men {	VI.	IV.	3	73
	XIII.		13	140
on defects, directions for holding	VI.	I.	9	42
on Ships of War purchased abroad	II.	I.	10	43
on the quality of Stores and Provisions received, and work done				
abroad by Contract	II.	II.	12	24
on remains of Stores of Dock-yard Officers removed	II.	II.	3	20
to be held on Stores of Officers leaving the Ship {	VI.	II.	16	49
	VIII.	II.	16	116
on Stores of Officers dying at sea to be held	XIII.		2	134
on Unservicable Stores, directions to the Master for	VIII.	II.	13	114
on Remains ditto	XIII.		1	134
on Surgical Stores, on Surgeon's joining	XIII.		15	140
on remains of Ammunition after Battle	X.		18	124
SURVEY BOOK to be furnished to the Captain, by Clerk of the Checque				
and Ordnance	VI.	II.	2	44
to be delivered to Successor {	VI.	II.	2	44
	VI.	III.	30	71
SURVEYS of, and Remarks on Coasts of Foreign Parts strictly enjoined .	VI.	III.	27	69
			3	135
SURVEYING OFFICERS , who to be employed	XIII.		16	141
			15	140
SUSPENSION of Officers of Dock-yards, for misconduct, by the Admiral .	II.	II.	3	20
by the Captain	I.		7	3
SUTLERS not to be allowed on Board	VI.	IV.	6	74
TACKLES and Breechings, Gunner's Crew to fit them	X.		6	120
TENDERS not to be purchased, hired, or allowed, without absolute necessity	II.	II.	16	26
TICKETS for Pay, &c., Account kept of quantity expended	VI.	III.	1	55
			1	55
of Discharge, how kept and made out	VI.	III.	9	60
			10	60
TIME of Students passed at the Naval College	II.	I.	14	14

	Chap.	Sec.	Art.	Page
TOOLS to be taken care of by the Gunner	X.		25	126
TREATMENT of Sick and Wounded, in Foreign Ports.	VI.	VI.	11	93
TYRANNY of Superiors, or other misconduct how to be reported	I.		5	2
but no failure of respect to them on this account permitted. <i>Vide</i>				
Superior Officers	I.		5	2
VENTILATION, directions for	VI.	IV.	1	72
VICTUALLING of Ship's Company, according to established scale	VI.	II.	23	52
to be by order of Commander-in-Chief or Captain	VI.	II.	21	51
to be by Agents or Correspondents of the Victualling Board	VI.	II.	27	53
VISITATION of the Sick in Contractor's care	VI.	VI.	11	93
VOLUNTEERS and Masters' Assistants to be instructed by Master	VIII.	I.	23	107
how inspected when received	VI.	IV.	3, 4	73
			14	62
VOUCHERS in purchases, or hire, description necessary.	VI.	III.	15	63
			16	64
			19	65
to Captain's Accounts <i>App. No. XXI.</i>				178
UNIFORM, <i>Vide</i> Clothing				
UNSERVICEABLE STORES, surveys to be held on and how. <i>Vide</i> {	II.	I.	9	11
Surveys	XIII.		2	134
and Men to be sent home in Ships returning to England	II.	I.	7	10
WAGES. <i>Vide</i> Pay.				
WARRANT OFFICERS, except inferior ones to be disgraced	VI.	III.	12	61
Mates may be disgraced	VI.	III.	12	61
WASTE of Stores not perishable, disallowed to Master	VIII.	II.	6	114
WASTEFUL expenditure to be reported	II.	I.	8	11
WATCH, directions for the Lieutenants thereof	VII.		2	95
to be given to their successors when relieved	VII.		6	96
to be frequently mustered by the Lieutenants	VII.		3	95
WATER purchased to be inserted in Quarterly Accounts	VI.	II.	28	54
WATER-CASKS demand for	VI.	II.	19	50
not to be shaken	VI.	II.	20	51
great care to be taken of them.	VI.	II.	20	51
WELL, to be sounded twice in each Watch	VII.		11	97
swabbed dry, and fires let down to dry it	VI.	IV.	1	72
WIDOWS' Men, Allowance for, and number to be borne	VI.	III.	3	58
WIFE of any officer not to be carried to Sea without permission	VI.	IV.	15	78
WINE, precautions against smuggling	VI.	IV.	21	81
WINGS to be cleared in time of Action	XII.		7	132
WOMEN not to be carried to Sea without permission	VI.	IV.	15	78
WOOD to be stowed in the Hold	VIII.	I.	4	102
WORK, none to be done on Sundays, unless absolutely necessary	VI.	IV.	24	82
WOUNDED MEN, list of, to be noted in Muster-book	VI.	III.	2	56
WRECK of the Ship, measures to be taken thereon	VI.	IV.	29	84
YEOMEN not to issue Stores without orders from the Master	VIII.	II.	8	114

*By the Commissioners for Executing
the Office of Lord High Admiral
of the United Kingdom of Great*

REGULATIONS

*by His Majesty's Order in Council of the 31st June 1854, and that in that
the Regulations and Instructions heretofore issued to the Physicians
of His Majesty's Fleet and the Surgeons of His Majesty's Ships and
Vessels, shall be established:—You are hereby required and directed*

INSTRUCTIONS,

FOR THE

MEDICAL OFFICERS

OF

HIS MAJESTY'S FLEET.

MDCCCXXV.

*By the Commissioners for Executing
the Office of Lord High Admiral
of the United Kingdom of Great
Britain and Ireland, &c.*

WHEREAS in pursuance of the Authority vested in us, by His Majesty's Order in Council of the 23rd June, 1824, we think fit that the Regulations and Instructions hereunto annexed, for the Physicians of His Majesty's Fleet and the Surgeons of His Majesty's Ships and Vessels, shall be established;—You are hereby required and directed to pay the most strict Attention and Obedience to the same, so far as the several matters contained therein may relate to your respective Duties.

Given under our hands, the 3d day of October, 1825,

MELVILLE,

W. JOHNSTONE HOPE.

To

*The respective Flag Officers, Captains,
Commanders, Commanding Officers,
and Medical Officers of His Majesty's
Ships and Vessels.*

By Command of their Lordships,

JOHN BARROW.

TABLE OF CONTENTS.

	Page
Physician's Instructions	1
Surgeon's " 	9
Assistant Surgeons	The end
Appointment	1
Proportions	2
Instruments	2
Surveys on Appointment	3
on unserviceable Articles	4
Completion of Supplies	
Home Service	
Groceries	3
Extra Supplies	
Foreign Service	5
Trusses	37
Mode of Supply	4
Purchases	5
Care	7
Affidavit	7
Dryness	6
Inspection	6
Appearance of Sickness	17
Scurvy	17
Boat Service	18
Tropical Climates--Use of Bark	
and Port Wine	23
Warm Clothing	24
Sick Births.	8
Cleanliness	9
Visiting the Sick	10
Humanity and Kindness	11
Fever	12
Ulcers	13
Fish	14
Diet	15
Wine	15
Preserved Meat	16
Wounded Men	19
Physician of the Fleet	20
Convalescents from Hospitals	21
Invalids and unserviceable	
Seamen	25 & 26
Patients	27 & 28
Operations	29
Daily Sick Book	30
Weekly Return	31
Monthly and	
Quarterly	Nosological
Return.	
Journal	33
Accounts	34
Vaccine Inoculation	35
New raised Men	36
Trusses	37
Pensions	38 & 39
Correspondence	40
Address	41
Extraordinary Cases	42
General Caution	43

INSTRUCTIONS

PHYSICIANS OF HIS MAJESTY'S FLEET.

INSTRUCTIONS

FOR

THE PHYSICIANS

OF

HIS MAJESTY'S FLEET.

When a Physician of the Fleet shall be appointed, he shall, on receiving his Warrant, forthwith take upon him the duty of Physician accordingly, *either on board the Ship, if there be one in the Squadron, or, if not, on board such other Ship, as the Commander-in-Chief shall direct.* **FOR** the execution of this Duty he is to consider himself intrusted with the Charge and Superintendence of the Medical Department of the Fleet (and on Foreign Stations, of the Naval Hospitals), and with a general Control over all the other Medical Officers serving therein.

When on board a Hospital Ship he is to visit all the Patients regularly, Morning and Evening, and oftener when the nature and urgency of their Complaints may render it necessary; and to direct such Modes of Practice, whether Physical or Surgical, as he may deem necessary; observing that the Surgeon and all other persons appointed to attend the Sick on board the Hospital Ship are under his Orders, and that all arrangements relating to the part of the Ship appropriated for the Reception of the Sick are under his Direction:—He is therefore to propose to the Captain every thing which he may think likely to be of Service to the Sick, to increase their Comforts, or to accelerate their Cure; and as far as circumstances will admit, the Captain is to comply with his Requests for these Objects.

INSTRUCTIONS

FOR THE

PHYSICIANS OF HIS MAJESTY'S FLEET.

1.

WHEN a Physician of the Fleet shall be appointed, he shall, on receiving his Warrant, forthwith take upon himself the duty of Physician accordingly, residing on board the Hospital Ship, if there be one in the Squadron, or, if not, on board such other Ship as the Commander-in-Chief shall direct. In the execution of this Duty, he is to consider himself intrusted with the Charge and Superintendence of the whole of the Medical Department of the Fleet (and on Foreign Stations, of the Naval Hospitals), and with a general Control over all the other Medical Officers serving therein.

2.

When on board an Hospital Ship he is to visit all the Patients regularly, Morning and Evening, and oftener when the nature and urgency of their Complaints may render it necessary; and to direct such Modes of Practice, whether Physical or Surgical, as he may deem necessary; observing that the Surgeon and all other persons appointed to attend the Sick on board the Hospital Ship are under his Orders, and that all arrangements relating to the part of the Ship appropriated for the Reception of the Sick are under his Direction:—He is therefore to propose to the Captain every thing which he may think likely to be of Service to the Sick, to increase their Comforts, or to accelerate their Cure; and as far as circumstances will admit, the Captain is to comply with his Requests for these Objects.

3.

If any Men shall be sent to the Hospital Ship with such Hurts or Diseases as may be cured without Danger or Inconvenience in the Ships to which they belong, he is to refuse to receive them, and to desire the Officer who conducts them, to take them back to their Ships.

4.

He is to visit the Ships of the Squadron frequently, and to inquire into the Health of the Ships' Companies, and the Treatment of the Sick; and where he finds them sickly, he is to discover if possible the Cause of their Sickness, and to direct such Measures as may remove it: and he is, whenever he may consider it proper, to call upon the Surgeon of any Ship for a written Statement respecting any Disease which may be prevalent in the Ship, or any particular Case or Cases, and likewise to inspect the Surgeon's Journals, and see that the cases are properly entered therein. He is also to inquire into the Conduct and Abilities of the Assistant Surgeons, that he may be able, if called upon, to point out to the Victualling Board, or to the Commander-in-Chief, those who may be best qualified for any particular Service, or for Promotion.

5.

He is, whenever he shall think it necessary, to examine the Instruments, Medicines, and Necessaries on board any Ship, and if he finds them bad in quality, or deficient in quantity, he is to report the same to the Commander-in-Chief, that he may take such Measures as circumstances may require.

6.

He is, once every week at least, if Weather and other circum-

stances will admit of it, to report in the annexed Form, to the Com-
 mander-in-Chief, the State of the Sick of the Hospital Ship; and
 also once a week, or once a month, according as the Commander-
 in-Chief may require, to report to him the General State of the Sick
 of the Fleet, in the annexed Form, as far as he shall have been able
 to obtain Information thereof, always sending a Duplicate of No. 2,
 to the Victualling Board. He is to specify particularly in his Re-
 ports, those Ships which, from the Unhealthiness of their Crews,
 appear to be least fit for active Service, and most in want of Refresh-
 ments; and he is to point out to the Commander-in-Chief whatever
 he may think necessary for the Recovery of the Health of the Crew
 of a Ship particularly sickly, or for the Preservation of the Health of
 the Fleet in general. To enable the Physician to judge of the State
 of the Health of the Crews of the Ships of the Fleet, the Surgeons
 of the respective Ships are required to furnish him with duplicates
 of the Nosological Reports forwarded to the Victualling Board,
 Monthly on the Home Stations, and Quarterly on the Foreign.

App. No. 1.

No. 2.

7.

He is, when employed on a Foreign Station, to visit, as frequently
 as opportunities may offer, the Hospitals, or Sick Quarters, belong-
 ing to the Naval Service. On these Visitations he is to be consi-
 dered by all His Majesty's Officers as charged with all the Duties of
 an Inspector of Hospitals; and he is to examine in particular into
 the detail of the following points:—

Treatment, Diet, (including their proper classification) and Me-
 dical Comforts of the Patients.

State of Hospital Stores, and their Economical Expenditure.

General Economy of the Establishment.

Efficiency of the Officers and other Persons employed therein.

And he is also to attend at any Survey which may be held, during his Visitation, on Men supposed to be unfit for the Service, and assist the Surveying Officers with his Opinion. He is likewise to examine with great attention the state of the Agent's Accounts, particularly that of his Contingent Disbursements. He is to transmit to the Commander-in-Chief, and also to the Victualling Board, a Report of the result of each Visitation, with such Observations thereupon as may be necessary to guide him, or them, in the adoption of any measures which may be found expedient, in consequence thereof.

8.

He is also, as opportunities occur, to communicate with the Victualling Board on the Health of the Fleet, and to state to them whatever circumstances, relating to the Medical Department, it may be proper they should be informed of, in order that they may take such Measures as may be deemed necessary for the occasion.

9.

The Physician is to give immediate Information to the Victualling Board, of the Day on which he shall have joined the Fleet; and when unemployed, during peace, he is to state his Address to the said Board on the 31st December, and as often as he shall change his Abode; and during War, on the 31st March, 30th June, and 30th September, as well as on the 31st December, in each year, in order that the Board may at all times be informed of his Residence.

*Referred to in Article 6,
of Physician's Instructions.*

His Majesty's Hospital } WEEKLY ACCOUNT of SICK and WOUNDED
Ship } SEAMEN, &c.

[illegible]

No. 2.

Fleet, for the Week commencing

No. 2.

and ending

[illegible]

SURGEONS OF HIS MAJESTY'S FLEET.

INSTRUCTIONS

FOR THE

SURGEONS OF HIS MAJESTY'S FLEET.

1.

WHEN a Surgeon shall be appointed to any of His Majesty's Ships, he shall, on receiving his Warrant, forthwith join his Ship, and take upon himself the Charge of Surgeon accordingly ; and in the Performance of his Duty, he is strictly to comply with the following Instructions, and to obey all such Orders as he may receive from the Victualling Board, his Captain, the Physician of the Fleet in which he may be serving, or any other his Superior Officer.

2.

He will be furnished with Medicines, Utensils, and Necessaries, agreeably to the Scales hereunto annexed, viz :

- No. 1, Medicines and Utensils,
- No. 2, Necessaries.

Appendix,
No. 1 and 2.

He will be required to provide and keep in proper Repair, at his own expense, such Surgical Instruments, as the Victualling Board shall judge necessary ; a List of which is annexed. Upon his first joining, his Instruments are to be submitted to the Inspection of the Physician of the Fleet, or if there be none, to the Surgeons of the Hospital Establishment on the spot, or at which he may first arrive, (or if the Ship be in the River Thames, to the Surgeon of the Vic-

Appendix,
No. 3.

tualling Yard, at Deptford) from whom he is to obtain and transmit, with his Accounts, a Certificate of the Instruments being complete in Quantity, of a proper Quality, and in good Repair. And as he is required to certify that the Assistant Surgeons of the Ship are in possession of the several Instruments they are required to provide, (which are specified in the annexed List) he is to examine the Instruments frequently, and to report to the Victualling Board, any want of attention on the part of an Assistant to the keeping of his Instruments at all times complete, and in a fit State for immediate Use.

Appendix,
No. 4.

3.

When a Surgeon shall be appointed to a Ship in Commission, to succeed the one already in charge of the Medical Stores, &c., a Survey (in the annexed Form) shall be held on the Medicines, Utensils, Bedding, and Necessaries, remaining on board; which Survey is to be made out, in Duplicate, and signed both by the Surgeon superseded, and by the one newly appointed, as well as by the Surveying Officers, one Copy of which is to remain with the Surgeon delivering up charge of the Medicines, &c., as a Voucher to his final Account, and the other to remain in the hands of the Surgeon taking charge, for the purpose of being transmitted by him to the Victualling Board, with his first Twelvemonth's Account, as a Voucher for his Debit.

Appendix,
No. 5.

The Surgeon is, at the end of every Twelvemonth, to close his Annual Account by Survey, and to make out Statements (in the annexed Forms) of the quantities of Medicines, Utensils, Bedding, and Necessaries, remaining on board under his Charge, and to demand such additional Supplies as may be required to complete the proportions allowed to the Ship for one Year; observing that such of

Appendix,
No. 6 and 7.

the Grocery Articles as may have been necessarily expended, may be completed at the end of every Six Months; the Demands, when duly approved by the Captain, are to be transmitted by the Surgeon to the Medical Agent of the Victualling Board, in order to his being furnished with such Supplies accordingly.

The Surgeon is not to repeat his Demand for Medicines or Necessaries, within a Year, or for Groceries, within Six Months, unless the Ship shall be ordered on Foreign Service, or shall be detached—or unless a case of extraordinary Expenditure shall have arisen, of the circumstances of which a particular written Statement is to be submitted to the Victualling Board, if on a Home Station, or if on a Foreign Station, to the Physician of the Fleet, if present, whose order, or (if there be no Physician) the Surgeon's written statement, approved by the Captain, is to accompany the demand to the Medical Agent of the Board.

4.

Every Surgeon, or Assistant Surgeon, requiring a Supply of Medicines or Necessaries, is to take to the Hospital the Chest, which is required to be completed, with its Remains. All Demands for Medicines and Necessaries, (excepting in cases of real Emergency, the nature of which is to be expressed on the Demand) are to be made in such time as to prevent Inconvenience to the Hospital, by their being delayed till the Ship is about to sail, and they are to be delivered at the Hospital before three o'clock in the Afternoon, and no Articles are to be returned into Store after that Hour.

Should any Articles of Medicine, Utensils, Bedding, or Necessaries, become unfit for use, the said Articles are not to be taken

Appendix,
No. 8.

Credit for, nor returned into Store, until a Survey shall have been held upon them, in the annexed Form, in Duplicate, one of which Surveys is to accompany the Account in which Credit is claimed for such Articles as are returned to any of the Agents of the Victualling Board, and the other to accompany the Articles so returned.

5.

When the Surgeon shall have been informed by his Captain or Commanding Officer, that the Ship is destined for Foreign Service, he is forthwith to complete, per Demand, his Medicines, to a Two Years' Supply, agreeably to the Scale No. 1, and also such of the Articles of Necessaries, as are pointed out in Scale No. 2, in order to prevent as much as possible the necessity of purchasing: and at the end of the Two Years (or sooner, if the Ship should be ordered to a Station where he is not likely to be able to obtain a Supply from any Officer of the Victualling Board), such Supplies are to be completed to One Year's proportion, by Demand in the manner before-mentioned. But if it should happen from any unforeseen cause, that his Supplies are expended, at a time when he cannot have intercourse with a Naval Hospital, or obtain a sufficiency from another Ship, he is to represent the same to the Captain, who will direct the Purser to supply him with any Articles of the description required, which may be in his possession, and will give the Surgeon an Order, in writing, to purchase any other Articles which may be necessary, observing that Medicines, so purchased, are to be examined by the Physician of the Fleet, if there be one present, otherwise by himself and his Assistants, to ascertain that they are of proper Quality. But when Necessaries, or other Articles than Medicines, are ordered to be purchased, they are to be inspected by the Master and Purser of the Ship, who are to certify to the Quality

and Quantity that were actually received on board ; and he is to obtain a Voucher, according to the Form, in the Appendix, and to draw a Bill in payment for the same, or for the Medicines purchased on the Commissioners for Victualling His Majesty's Navy, according to the annexed Form, advising them of his having so drawn,—enclosing in his Letter of advice, a Duplicate Voucher or a Copy, certified by his Captain, and delivering the Bill to the Vendor.

Appendix,
No. 9.

No. 10.

No. 9.

6.

When, from bad Weather, the Lower-Deck Ports of Ships of the Line cannot be opened, and the Leakage from those Ports, and the Breath and Perspiration of the Men sleeping below, render the Space between Decks replete with Moisture and noxious Effluvia, the Captain will, on his representation, cause Iron Pots or hanging Stoves, with burning Cinders, to be carried between Decks—into the Well—or any other of the lower parts of the Ship in which they can be placed with safety.

When Infection shall exist, or there shall be cause to suspect its existence, he is to adopt, with the Captain's permission, every possible Measure for checking it, bearing in mind that Dryness, Cleanliness, and Ventilation, are the most effectual means to prevent Disease and Contagion, and to remove the latter when it exists ; the Bedding and Clothes of the Men should likewise, on such occasions, be frequently opened and spread loose, so that they may be completely purified.

7.

He is to take care that the Medicines and Necessaries with which he is supplied, be faithfully administered for the relief of the Sick

and Wounded, and that no part of them be either wasted or embezzled, nor applied to any other purpose than that for which they were furnished; and to this effect he is to make Affidavit, as often as he shall pass his Accounts, in the Form prescribed in the Appendix, No. 16.

8.

The Patients are to be removed, when the Surgeon shall judge it necessary, into the Sick Birth, and every Person appointed to attend it is to be under his immediate Direction; and he is to take care that the Birth be kept at all times as clean and dry as possible. He is to have a Stove, with clear-burning Cinders, in the Sick Birth, as often as he may think it necessary, not only for the comfortable Warmth of the Patients, should the Climate and Season require it, but also to correct Dampness and purify the Air. The Captain will, on his Request, allow such a number of the Ship's Company as may be requisite, to attend the Sick Night and Day, as Nurses, and he is to make due representation to the Captain, should he find any of them negligent, or wanting in Tenderness, in the performance of their Duty. He is to take particular Care that Medicines and proper Drink be provided every Evening, in sufficient quantities to last until Morning; and as Drink to the Sick, particularly in Fevers, is essential to their Comfort and Recovery, he is to give the most positive Directions, that the Nurses and Attendants offer, and gently press it upon the Patients, every Hour, or oftener, according to circumstances, although the Patients may not ask for it; and he is to leave strict Orders with his Assistants or with the Nurses, as the case may be, that in the event of any Alteration taking place in the state of Patients labouring under dangerous Diseases, he be immediately acquainted therewith, by Day or by Night, in order that no Time may be lost in affording the necessary Assistance. The Captain will, on his application, cause

him to be furnished with a proper number of Buckets, having Covers, and with any other Articles which he may find necessary for the Sick Birth.

9.

Hair Mattresses, Sheets, Linen Caps, Pillowcases, and all necessary Utensils for Patients confined to Bed, being allowed, together with Soap for washing them, and for cleansing the Persons of the Sick, he is to give particular Directions to the Assistants acting under him, that the Patients be kept in a state of perfect Cleanliness. He is also to be particularly attentive that the Mattresses, Sheets, Caps, and all other Articles supplied for the Use of the Sick, be well taken care of, and that no part of them be embezzled or used for any other purpose than that for which they were supplied.

10.

He is to visit the Sick and Wounded Men under his care, twice at least every Day, and as much oftener as the State of their Health or Wounds may require; and he is to take care that his Assistants also visit them, from time to time, as circumstances may render advisable, and report to him their Remarks, and every necessary particular regarding their Conditions, Complaints &c., and whether such other Persons as may be appointed to attend the Sick, have been observed at all times duly attentive to them.

11.

As he has the charge of the lives of so many Persons, who from crowded Accommodations, the Nature of their Diet, the Variation of the Weather and Climate, and numerous other circumstances, are liable to infectious Fevers, as well as to Scurvy and Chronic Complaints, and also to accidents from Wounds, or Hurts, &c. incident

to their Mode of Life, the guarding against and counteracting of which Evils will depend very materially on his own Resources and Promptitude, in applying the most speedy Remedies, according to circumstances; and as Sickness (which in the most favourable situation on Shore, in some degree depresses the Spirits) will much more affect his Patients on board Ships of War, who labour under so many Inconveniences which cannot be remedied—under all these circumstances, it will become his Duty to soothe and cheer their Minds by the most humane Attention, and by every Expression of consolatory Kindness—to hear with Patience all their Complaints, and redress all real Grievances—which will naturally inspire them with Confidence, exhilarate their Spirits, and add to their Hope of Recovery.

12.

When Men are taken ill of Fever, which he suspects to be infectious, they are to be stripped on their entry into the Sick Birth, and, if practicable, washed with Soap and warm Water; and on their going to Bed, they are to have clean Shirts and Nightcaps. He is to take care that their own Bedding, and the Clothes which they have recently worn, be immersed in boiling Water, and washed before they are returned to the Men's Chests. The Mattresses, Blankets, Sheets, &c., appropriated to the Use of the Sick, are frequently, in suitable Weather, to be hung up separately on Lines, for the purpose of being purified by Ventilation.

13.

When Ulcer becomes prevalent among the Ship's Company, the Captain will authorize him to separate the Ulcerated Patients as much as possible, both from the Ship's Company, and from one another. He is also to dress them at a distance from each other, and

to observe with the strictest attention, that all the removed Dressings be thrown overboard—and that the foul Bandages be immediately put into a Bucket of boiling Water, as the Process of boiling is considered to destroy every kind of contagious or infectious Matter. He is further directed to take care that every ulcerated Patient be allowed a Sponge to himself, which is daily to be purified in boiling Water—and should the Washing of the Sore be deemed necessary, he is strictly to observe that no two ulcerated Patients be washed in the same Water. When an Ulcer shall have run into the Sloughing Stage, the Surgeon is to cause the Patient to be kept entirely separate from the others, and in a Situation where the greatest possible degree of Ventilation can be preserved—and the greatest care is to be taken that no other ulcerated Patient be suffered to approach him.

14.

When Fish are caught for the Ship's Company, he is to give the Captain a List of the Men who stand most in need of such Refreshment, that they may be first supplied.

15.

He is to regulate the Diet of the Sick, according to their several Symptoms and Disorders. This is to consist of a certain Proportion of their Sea Victualling, restricting them in regard to Salt Provisions, and such other articles as he may judge improper for their Complaints, and employing their Oatmeal in making Gruel and Sowens, and their Flour in making soft Bread or Puddings; these, together with their Sugar and Raisins, the Necessaries in his charge, and the Preserved Meats allowed to the Ship when Abroad, will constitute a wholesome Diet for the Sick. For such cases as in his opinion require Wine, at a time when Beer or Spirits are served, the Captain will, on his application, direct the Purser to furnish, in

lieu of Beer or Spirits, such a quantity of Wine as he may judge necessary; and in case the Quantity should exceed the usual Allowance of One Pint daily for each Man, he is to give a Receipt to the Purser for the extra Quantity, (above the Pint each) with which he has furnished them, and to note such Cases in his Journal. In case any of the Articles supplied by the Purser shall be deficient in Quantity, or improper in Quality, he is to represent the same to the Captain, who will give such Directions thereon as he may think proper.

16.

All Ships, proceeding to Foreign Stations, being supplied with a proportion of Preserved Meats, which are placed in the charge of the respective Pursers—the said Meats are to be issued gratuitously to such of the Sick and Convalescents on Board, as may, in the Surgeon's opinion, stand in need of such Refreshments, in small quantities, of from Two to Six Ounces per Man per diem, as the respective Cases may require; and these Quantities are not to be exceeded, unless under very peculiar circumstances. The Surgeon is therefore to demand of the Purser, in writing, such quantities of the said Meats, as he may from time to time require. Every Demand is to bear the Captain's approval, and he is to give the Purser Receipts for all such Supplies in Triplicate. All Issues of such Meats made by the Surgeon are to be noted against the details of each Case reported in the body of his Journal.

17.

He is not to confine his attention entirely to the Sick Birth, or to those Men who may be actually Sick, but he is to be attentive to every circumstance that occurs, which may in any degree affect the Health of the Men, whom he is at all times carefully to observe;

and if he discover the appearance of Disease or Indisposition in any Man, he is to examine him, though he make no Complaint, and on finding his Suspicion well founded, he is immediately to take such steps as may be necessary for his Cure, in order that, by an early attention to every case of Disease, the Cure of it may be more speedy, and the communication of it to others may if possible be prevented. Upon long Cruises or Voyages, when there is not a Sufficiency of Lemon Juice for the whole number of Men on board, he is, on his inspection of the Ship's Company, from time to time, to endeavour to ascertain whether any of them have obscure Symptoms of Sea Scurvy, too slight to make it necessary for them to withdraw from Duty, and to be put on the Sick List. He is to make out a List of such Men, and to present it to the Captain, in order that he may give Directions for their being supplied with such Quantity of Lemon Juice and Sugar in the Purser's charge, as the Surgeon may think necessary.

18.

Whenever a Part of the Ship's Crew may be ordered on distant Boat Service, or on detached Service in Tenders or small Vessels, or otherwise, so as to expose them in a greater degree to Wet, or Night Air, he is to be careful to endeavour, by timely representation to the Captain or Commanding Officer, to prevent any Men from being sent on such Duty who may have but recently recovered from Illness, or who may have lately returned on board from Hospitals or Sick Quarters, as such Men must naturally be more liable to receive injury from increased Exposures of this nature, than those whose Constitutions have not been affected by any recent Attacks; and the latter description, therefore, should be exclusively selected for the said exposed Duties by Commanding Officers, who will strictly attend to the Surgeon's representation, as far as the general

state of the Crew, and the Nature of the Service required, will admit.

19.

He is to keep every thing necessary for dressing Wounded Men, in such a state of Readiness, that he may be perfectly prepared, if the Ship should be suddenly brought to action; and whenever the Ship shall be cleared for Action, he is, with his Assistants, and others appointed to attend him, to repair to the Cockpit, or such other place as the Captain shall appoint, where a platform shall be prepared for the Wounded Men. He is to instruct all those stationed with him, and all others whom the Captain shall appoint, in the Use of the Tourniquet; causing a proper supply of temporary Tourniquets to be made, and distributing several of them, when clearing for Action, to the different Quarters, and sending two or three at least, into each Top, to be applied as occasion may require; so that the Wounded Men may suffer as little as possible, from the loss of blood, while waiting until he shall be able to attend to them and dress their Wounds.

20.

If there should be any Men among the Sick, whose Diseases may appear to be dangerous and difficult to cure, he is to inform the Captain thereof, that application may be made for the assistance of the Physician of the Fleet, whose Directions, as to their Treatment, the Surgeon is always to obey; and he is on all occasions to communicate with the Physician of the Fleet, relative to the Health of the Officers and Ship's Company.

21.

When any Seamen, in a Convalescent State, may be sent on board any of His Majesty's Ships, from an Hospital (by reason of the

crowded state thereof), such of the Sick as shall require it, may be victualled on the Hospital Diet, by the Medical Agent of the Hospital, upon the Surgeon of the Ship, with the Approval of his Captain, representing the Necessity thereof to the Surgeon of the Hospital, and stating the Quantity required, giving Receipts for such Provisions to the Agent: and if any of the Sick on board would, in the Surgeon's opinion, be benefited by the Hospital Diet, though not sufficiently ill to make it necessary to send them on Shore to the Hospital, the same plan of victualling them on board, by the Agent of the Hospital, may be adopted. A list of the Men so victualled, is to be delivered by the Surgeon to his Captain, in order that they may be checked of their Ship's Provisions.

22.

When any Man shall die on board a Ship, the Surgeon is to report to the Victualling Board, and to the Physician of the Fleet, (if there be one) very particularly, the circumstances of the Case. If the Death should happen in Port, this Statement is to be sent with the Nosological Return hereafter mentioned; but if at Sea, by the earliest opportunity that may offer.

In all cases of sudden Death, where there has not been any previous Indisposition, the Body is to be carefully examined, with a view to ascertain the cause of Dissolution; and a full and explicit Report of such investigation, is to be sent to the Victualling Board, and to the Physician of the Fleet, as promptly as possible.

23.

Sickness and Mortality among Seamen in Tropical Climates, having been observed to be chiefly occasioned by the nature of the duties they are often required to perform on Shore, and Peruvian Bark, with Wine,

having been found to be useful as a Preventive, he is, when the Ship shall be in such Climates, to request of the Captain, a List of the Men who are to be sent on Shore, to procure Wood or Water, or on other laborious Duty; and he is when he may consider it advisable, and shall have obtained the Captain's sanction, to administer to each Man, previously to his leaving the Ship in the Morning, a drachm of Bark, in half a gill of sound Wine: and he is also to give to each Man the like quantity of Wine, after he shall have taken the Bark, and a like quantity of Bark and Wine, proportioned in the same manner, is to be given to each Man in the Evening of the same Day, on his return to the Ship; and if it should happen that any Men are to remain on shore all Night, he is to furnish the Officer commanding them with a sufficient quantity of Bark and Wine, mixed together, according to the proportion before-mentioned, for their use both Night and Morning; particularly observing that the Bark administered for the purpose, is always to be given in Substance, and not in Tincture, and that the Wine so given is to be in addition to the established Daily Allowance, and he is therefore to grant a Receipt to the Purser for the quantity so supplied. He is to make application to the Captain, to cause some of the Wine of the best Quality supplied for the Ship's use, to be reserved for this purpose.

The Surgeon is to observe attentively the subsequent State of Health of the Men, to whom the Bark shall have been thus administered, and to report very fully to the Victualling Board, his Opinion of its Effects.

24.

It having frequently occurred that the Crews of Ships returning from Foreign Stations, have on their arrival in the Northern Latitudes, particularly in the Winter Season, been seized with Catarrhal,

Pulmonic, and Rheumatic complaints, as well as other dangerous Diseases, which have evidently arisen from a Deficiency of warm Clothing and sudden change of Temperature; he is, when he knows that the Ship is destined to return from a Warm to a Cold Climate, to submit the matter to the Captain's consideration, with his Recommendation that an adequate Stock of suitable Clothing may be secured, to provide against such Contingencies.

25.

Whenever there shall be men on board, who, from the general State of their Health, or the particular nature of their Hurts or Diseases, are no longer fit to serve in His Majesty's Navy, he is to report them to the Captain, that they may be surveyed; but he is to be very careful not to suffer himself to be deceived by the feigned Complaints of artful Men, who may wish to obtain their Discharge from the Service improperly.

When such Men have been surveyed and invalided, and are consequently sent either to an Hospital, or on Board any other Ship, for Passage to England, a concise Statement of each Man's Case, and the Medical Treatment thereof, to the period of his being invalided, is to be delivered to the Surgeon or other Officer, in whose charge the Men are placed, to be by him delivered to the Officer of the Hospital, or the Surgeon of the Ship into which the said Men may be discharged on their Arrival in England.

26.

Should the Surgeon be entrusted, at any time, with the care of Invalids, on their Passage from Foreign Stations, he is duly to appropriate to their especial Use, the Necessaries, &c., supplied for

that purpose, and immediately after the Invalids shall have been disembarked, he is to return into Store whatever Surplus may remain unexpended, together with the empty Packages, Bottles, &c., and produce a Receipt for the same; but it is not necessary for him to enter these Articles in his Annual Accounts of Expenditure.

In case of the Death of any of the Invalids, during the Passage, he is to transmit to the Victualling Board, the original Statement of the Men's Cases received with them, and also his own Statement of the Symptoms, and mode of Treatment, while under his Care.

He is also further to transmit to the Victualling Board a List of the names of all Invalids, brought home under his Charge, in the annexed Form.

Appendix
No. 11.

27.

No Patients are to be sent from the Ship for Cure, either to an Hospital, Hospital Ship, or Sick Quarters, more especially in Tropical Climates, when they can be conveniently cured on board, unless where Infection exists, or their Wounds, Surgical Cases, or Diseases, be such as to make it dangerous to others or injurious to themselves to keep them in the Ship, or when the Number of the Sick and Wounded be so great, as to prevent their receiving proper Attendance; but whenever any Patients are to be sent out of the Ship to an Hospital, he is to give as early Information as possible of such Intention to the Resident Commissioner at the Hospital (if at Portsmouth or Plymouth) or to the Chief Medical Officer of other Hospitals; in order that Preparation may be made for their Reception, and that particular Care may be taken to prevent the Communication of the infectious Diseases to others.

An Officer, accompanied by the Surgeon, or one of his Assistants,

will always be sent with them, to see that they are properly received at the Hospital, or Sick Quarters, and that they are conveyed thither with as little Inconvenience as possible.

The Surgeon is to send to the Physician or Surgeon of the Hospital, an Account, in writing, sealed up, of the manner in which the Sick Men were first seized, of the nature and progress of their Disorders, and of the means which have been used for their Cure; and stating if there be reason for suspecting any of their Complaints to be feigned. If two Boats be required to convey the Men, he is to be in the Boat with the worst Cases, and his Assistant with the other; so that Relief may not only be afforded to the Men on the Passage, but a better Detail of their Cases given at the Hospital, on their Reception.

28.

Every Surgeon from whose Ship any Sick, Hurt, or Wounded Men, shall have been sent to an Hospital, is, during the Ship's Stay at the Port, to visit them, as frequently as the Captain may direct, in order to ascertain whether any of them be so far recovered as to be fit to be restored to the Service, in their proper Ship, in which case he is to report the circumstance to his Captain.

29.

It being a Standing Order at the Naval Hospitals, that a Signal shall be made whenever an Operation is about to take place, all Surgeons of Ships are to attend every such Operation, when the Service will admit of it; and when it can be done, to request of the Captain, that such of their Assistants as can be spared from the Ship, be permitted to accompany them.

30.

Appendix,
No. 12.

He is every Morning to deliver to the Captain, a List of all those who are unable to attend to their Duty, describing their Cases as entered in a Book to be kept (agreeably to the annexed Form.) He is thereon to submit his Opinion on the Steps proper to be taken for their Comfort and Accommodation, and to report particularly, if there be any whose Distempers may be infectious, in order that they may be sent out of the Ship; or if that cannot be done, that they may be separated from the rest of the Sick, and the Ship's Company; and that Means may be taken to prevent the Progress of Disease. And he is to send to the Victualling Office a Copy of his Daily Sick Book (in the same Form) for the Period for which the Journal is rendered.

No. 12.

31.

No. 13.

When required, he is to forward to the Commander-in-Chief, through his Captain, Weekly, or at such other Period as he may direct, a Return of the State of the Sick (in the Form in the Appendix.)

32.

No. 14.

When the Ship shall be on the Home Station, he is not to fail to transmit regularly to the Victualling Board, at the end of every Month, and when Abroad, at the end of every Three Months, a Nosological Return of the State of the Sick, in the annexed Form, signed by himself, subjoining thereto, under the head of Remarks, a full and comprehensive account of their Diseases—the State of the Weather and Climate—and the result or average of the Height of the Thermometer—and a Detail of every other circumstance which may have had an Influence in promoting good Health—or occasioning Sickness in the Ship's Company; but during the Continuance of any

prevailing Sickness—whether of an Endemic or Epidemic nature, or whether originating from Contagion, or peculiar Constitution of the atmosphere—the Report is to be sent Monthly, or as often as opportunities offer, when Abroad. If there should be a Physician of the Fleet on the Station, a copy of every Nosological Return is to be transmitted to him.

33.

He is to keep a rough and a fair Journal of his Practice, according to the annexed Form, noting the Disease, and detailing the daily Symptoms of all particular Cases, (including those sent to the Hospital, as well as Cases of Death, and Invalids,) with the Medicines prescribed. He is likewise to keep a Journal of the Weather, and Height of the Thermometer, in order that he may be enabled to state the Result in his Nosological Return, as before required. He is, under the head of General Remarks, to give a History of the Complaints that prevailed in the Ship during the Period of the Journal, and for the Omission of which, no Excuse will be allowed: and if any malignant or infectious Diseases shall have existed, he is to endeavour to trace them to their Source, and to account for their Introduction, stating the Means used to destroy the Infection, and prevent its Re-appearance,—and he is to state what has been the general Economy of the Ship. He is also, as before directed, to note against each Man's Case, the Extra Quantity of Wine, and the Quantity of preserved Meat, which he may have demanded of the Purser for his Use.

No. 15.

34.

He is to transmit the following Accounts and Documents to the Victualling Office, at the expiration of a Year from his first appoint-

ment, and of each following Year, and not oftener, unless in the Event of quitting the Ship, in which case it is to be immediately done, viz.—

Appendix,
No. 15.

The fair Journal, with the following addenda—Copy of Daily Sick Book—List of all Men Wounded or Hurt, and of Pension Certificates granted, or a Certificate that no Accidents have occurred, nor any Certificates for Pensions been granted—and General Remarks.

No. 16.

An Account of the Receipt and Expenditure of the Medicines, Utensils, and Necessaries, placed in his Charge—taking care that the period for which the Account is rendered, corresponds exactly with the period for which the Captain's Certificate is granted, and he is to make Affidavit to the truth of the said Account as prescribed by the Form.

No. 5.

Surveys on the Medicines, &c., on taking Charge from a Predecessor, and on closing his Annual, or final, Account, and on all Unserviceable Medicines and Stores returned into Store.

No. 8.

No. 3.

The Report on the State of his Instruments (with his first Account).
Duplicate Invoices for Medicines, &c., received from *Army* Departments.

Receipts for all Supplies to other Ships, and Public Departments, or for Issues of any other description.

Receipts for all Returns.

Certificate from his Captain, to the Loss or Destruction of any Article of Bedding taken credit for.

List of Trusses issued, with the Men's Receipts.

App. No. 17.

Receipt from Successor (if there be one) in case no Survey should have been taken.

A Certificate from the Captain as to his good Conduct, for the exact period for which he is borne on the Ship's Books.

A Schedule of the Documents *required* to be sent with each Account—noting *against each* Document, whether it does, or does not, accompany the Account, and inserting against each Document, deficient, the reason of its Omission,—and also against any Documents that may not be perfect, or may not correspond in all respects with the Instructions, the cause of the Defect, or Departure from the Instructions. If such Explanations shall not accompany the Account, or the Schedule—if these Documents shall not have been delivered into Office, examined, and approved—and if the Nosological Returns shall not have been regularly transmitted, he will not be furnished with a Certificate to entitle him to receive from the Navy Board the Balance of his Pay—nor be placed on the Half-Pay List.

35.

It being considered expedient, that the practice of Vaccine Inoculation shall be extended through His Majesty's Navy, he is to

advise all the Men who may be known to have hitherto escaped the Small Pox, or who may be even doubtful of having had that Disease, to be inoculated with the Vaccine Virus ; and it being directed that a Column shall be appropriated, in the Books of His Majesty's Ships, for the purpose of noting against the name of every Man, whether he has, or has not, had the Small Pox, or been Vaccinated, he is to make a corresponding note on the Cases sent to the Hospital, with the Men referred to, in Articles 25 and 27.

36.

When directed by the Captain or commanding Officer to inspect Men newly received, he is not only very carefully to examine their Persons, to discover whether they have any Hurts or Disease, or are in any other respect unfit to serve in His Majesty's Navy, but he is also to inquire very particularly, in what Situations they have recently been, in order that he may be able to judge whether there be any Risk of their bringing an Infectious Disorder into the Ship, and that proper precautions may be taken to prevent it. He is also to enquire whether they are Pensioned on Greenwich Hospital, and if so, to report it to the Captain. In cases where Men shall have been received on board, from a Rendezvous or Receiving Ship, whom he shall consider unfit for the service, he is to report to the Captain, in Writing, his reasons for deeming them so, in order that the Captain may thereupon adopt the measures particularly directed by his Instructions.

37.

Trusses for Ruptures being allowed to every Ship, in the proportions stated in the Scale, in the Appendix, he is to issue them to such Men as may require them, transmitting with his Annual Account, a List, in the annexed Form, of the Names of the Men to

whom they may have been supplied, with their Receipts for them. The proportion of Trusses allowed on the first fitting of the Ship, not being required to serve for any given time, he is always to complete to the full number allowed, on his Arrival in Port, observing only, that any which may be discovered to have been misapplied, or which may not be duly accounted for, will be charged against his pay.

38.

It being directed by the Regulations for His Majesty's Service at Sea, Chapter V., Section 4, Page 58, that all Warrant Officers, (except Masters, Secretaries, Physicians, Chaplains, Surgeons, and Pursers, for whom His Majesty is pleased to reserve to himself the Consideration of the Claims and Pretensions for Pensions,) as well as Petty Officers, Seamen, and Marines, and others on Sea Pay, shall, when Wounded or Hurt, so as to disable them from continuing in the Service, be entitled to Pensions—and that when any such Person shall receive any Wound or Hurt, so as to disable him from continuing in the Service of the Ship (whether it be on Board, in the Boats, or on Shore) the Captain shall, within a reasonable time, and before he be superseded, or the Hurt or Wounded Man be discharged from the Ship, cause a Certificate to be made out, and delivered to him, expressing the Nature of the Hurt, and on what Occasion it was received; which Certificate shall be signed by the Captain, a Lieutenant, the Master, Surgeon, and one of the other Warrant Officers of the Ship, in order that the Person so Wounded may receive such Pension from Greenwich Hospital as the Nature of the Injury received may warrant, and as may be according to the Rules established in that behalf.—The Surgeon is therefore to make out the said Certificate, agreeably to the Form in the Appendix,

Appendix
No. 18.

in which is to be minutely described the Nature of the Injury sustained, and the manner in which it occurred. He is to be provided at all times with a sufficient number of the Forms of the said Certificates, which will be delivered to him on Application to the Victualling Board, or to their Medical Agents.

39.

He is to forward to the Victualling Board, with every Nosological Return (but separate therefrom), a List of all Certificates (in the annexed Form) actually given by him during the period for which such Return shall be made; but whenever no Certificate shall have been so given, he is to write a Certificate to that effect, upon the Nosological Return. The General List of all Seamen and Marines, who may have received Wounds or Hurts, during the period of his Journal (including as well those who have had Certificates granted to them, as those who have not) is to be inserted at the end of his Journal, in the Form therein prescribed.

40.

Every Surgeon, or Assistant Surgeon, serving on board any of His Majesty's Ships or Vessels, is, previously to his sending any Letter or Communication relative to his Public Duty, or otherwise, to the Victualling Board, to submit the same to the Captain or Commanding Officer of the Ship or Vessel in which he may be serving, (except in cases purely Medical, when he is to address himself to the Victualling Board direct, without any communication with the Captain); and in proof of such Letter or Communication having been so submitted, he is to request his Captain or Commanding Officer to note thereon his Approval, or Inspection, accordingly.

41.

Every Surgeon, and Assistant Surgeon, is to give immediate Information to the Victualling Board, of the Day on which he shall have joined, or quitted, any Ship, and every such Officer being unemployed, is, during Peace, to state his Address to the said Board, on the 31st of December; and, during War, on the 31st of March, 30th of June, and 30th of September, as well as on the 31st of December in each Year; and (whether in Peace or War) as often as he shall change his Abode; in order that the Board may at all times be informed of his Residence.

42.

Whenever any unusual Expenditure of Medicines or Stores—any departure from these Regulations, or from any other Orders or Instructions—or, in short, whenever any thing out of the common course shall occur, he is to attach an Explanation thereof to the Account for the period during which the same may occur, in order to anticipate the necessity of the Victualling Board's calling for it, and to prevent their entertaining, for a time, a Supposition that some Neglect, or Irregularity, may have been committed by him, which the receipt of such Explanation might have satisfactorily accounted for: and unless such Explanations be punctually transmitted, the Certificate to entitle a Surgeon to his Pay must necessarily be withheld, until they are received.

43.

Finally, he is to obey all Directions which he may at any time receive from the Commissioners for Victualling His Majesty's Navy, or the Physician of the Fleet, in which he may be serving, relating to the Application of Medicines, or the Treatment of the Sick; and he is to give them all such Information as they may from time to time require, and in such Forms, as the Victualling Board may direct,

respecting the State of the Men under his Care, and the Means he makes use of to cure them; and he is to communicate to them, all Observations he may have made, which he conceives may be beneficial to His Majesty's Service, and to propose to them all such measures as he may think likely to contribute either to the Health of the Men immediately under his Care, or to the preserving of the Health or promoting the Comfort of Seamen in general.

APPENDIX TO THE SURGEON'S INSTRUCTIONS.

CONTENTS.

DESCRIPTION.	No. of the Form.
Scale of Medicines and Utensils	1
Ditto...Necessaries	2
Instruments to be provided by a Surgeon,—and Certificate of Condition . .	3
Ditto...to be provided by an Assistant Surgeon	4
Surveys on Remains of Medicines, Utensils, and Necessaries	5
Demand and Receipt,—For Medicines and Utensils	6
Ditto.....Necessaries	7
Survey on Unserviceable Articles	8
Voucher for Purchases	9
Bills of Exchange	10
List of Invalids	11
Daily Sick Book	12
Weekly Return for Commander-in-Chief	13
Nosological Return	14
Journal	15
General Annual Account of Medicines, Utensils, and Necessaries	16
List of Trusses issued	17
Form of Pension Certificates	18
List of ditto	19

PROPORTIONS in which Medicines and Utensils

NAMES OF MEDICINES.	First Rate.			Second Rate.			Third Rate.			Fourth Rate.			Fifth Rate.			Sixth Rate.			Sloops.			Cutters.		
	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.
Acaciæ Gummi	3	—	—	2	10	—	2	4	—	1	2	—	—	15	—	9	—	—	6	—	—	3	—	—
Acidi Citrici	4	—	—	3	8	—	3	—	—	1	8	—	1	4	—	12	—	—	8	—	—	4	—	—
Acidi Nitrici Diluti	—	8	—	—	7	—	—	6	—	—	3	—	—	2	4	—	1	4	—	1	—	—	4	—
Acidi Sulph. Diluti	12	—	—	10	8	—	9	—	—	4	8	—	3	12	—	2	4	—	1	8	—	12	—	—
Ammoniaci Gummi	—	8	—	—	7	—	—	6	—	—	3	—	—	2	4	—	1	4	—	1	—	—	4	—
Ammoniacæ Carbonatis	1	8	—	1	5	—	1	2	—	—	9	—	—	7	4	—	4	4	—	3	—	1	4	—
Antimonii Tartarizati	—	6	—	—	4	—	—	3	4	—	2	—	—	2	—	—	1	4	—	6	—	—	4	—
Anthemidis Florum	6	—	—	5	4	—	4	8	—	2	4	—	1	14	—	1	2	—	12	—	—	6	—	—
Argentii Nitratis	—	2	—	—	1	6	—	1	4	—	—	6	—	—	5	—	—	3	—	2	—	—	1	—
Aurantii Cort. Exsic	6	—	—	5	4	—	4	8	—	2	4	—	1	14	—	1	—	—	10	—	—	5	—	—
Camphoræ	1	—	—	—	14	—	—	12	—	—	6	—	—	5	—	—	3	—	2	—	—	1	—	—
Ceræ Albæ	4	—	—	3	8	—	3	—	—	1	8	—	1	4	—	—	12	—	8	—	—	4	—	—
Cerati Calaminæ	16	—	—	14	—	—	12	—	—	6	—	—	5	—	—	3	—	—	2	—	—	1	—	—
— Cetacei	24	—	—	21	—	—	18	—	—	9	—	—	7	8	—	4	8	—	3	—	—	1	8	—
— Resinæ	16	—	—	14	—	—	12	—	—	6	—	—	5	—	—	3	—	—	2	—	—	1	—	—
Cetacei	3	—	—	2	10	—	2	4	—	1	2	—	—	15	—	9	—	—	6	—	—	3	—	—
Cinchonæ Lanc. Cort. Pulv. ..	12	—	—	10	8	—	9	—	—	4	8	—	3	12	—	2	4	—	2	—	—	1	12	—
Confectionis Aromat.	1	—	—	—	14	—	—	12	—	—	6	—	—	5	—	—	3	—	2	—	—	1	—	—
Cretæ Prepar.	3	—	—	2	6	—	2	2	—	1	1	—	—	13	—	—	8	—	6	—	—	3	—	—
Cupri Sulph.	—	8	—	—	7	—	—	6	—	—	3	—	—	2	4	—	1	4	—	1	—	—	4	—
Emplastri Cantharidis	12	—	—	10	8	—	9	—	—	4	8	—	3	12	—	2	4	—	1	8	—	12	—	—
— Plumbi	8	—	—	7	—	—	6	—	—	3	—	—	2	8	—	1	8	—	1	—	—	8	—	—
— Resinæ	4	—	—	3	8	—	3	—	—	1	8	—	1	4	—	—	12	—	8	—	—	6	—	—
Extracti Colo. Comp.	1	4	—	1	1	4	—	15	—	7	4	—	6	2	—	3	6	—	2	4	—	1	2	—
— Conii	—	12	—	—	10	4	—	9	—	—	4	4	—	3	6	—	2	—	1	2	—	—	5	—
— Hyoscyami	—	12	—	—	10	4	—	9	—	—	4	4	—	3	6	—	2	—	1	2	—	—	5	—
Gentianæ Radicis	6	—	—	5	4	—	4	8	—	2	4	—	1	14	—	1	—	—	10	—	—	5	—	—
Guaiaçi Resinæ	—	12	—	—	10	4	—	9	—	—	4	4	—	3	6	—	2	2	—	1	4	—	6	—
Hydrargyri Nitr. Oxyd. Ppt. .	—	8	—	—	7	—	—	6	—	—	3	—	—	2	4	—	1	4	—	1	—	—	4	—
— Oxymuriatis	—	1	—	—	7	—	—	6	—	—	3	—	—	3	—	—	2	—	1	—	—	1	—	—
— Submuriatis	4	—	—	3	8	—	3	—	—	1	8	—	1	4	—	—	10	—	7	—	—	3	4	—
Ipecacuanhæ Rad. Pulv.	1	—	—	—	14	—	—	12	—	—	6	—	—	5	—	—	3	—	2	—	—	1	—	—
— Pulv. Comp.	1	6	—	1	—	—	—	14	—	—	8	—	—	6	—	—	5	—	3	—	—	2	—	—
Jalapæ Rad. Pulv.	4	—	—	3	8	—	3	—	—	1	8	—	1	4	—	—	12	—	8	—	—	4	—	—
Lini Seminis	12	—	—	10	8	—	9	—	—	4	8	—	3	12	—	2	4	—	1	8	—	12	—	—
Liquoris Ammoniacæ	1	—	—	—	14	—	—	12	—	—	6	—	—	5	—	—	3	—	2	—	—	1	—	—
— Arsenicalis	—	8	—	—	7	—	—	6	—	—	3	—	—	2	4	—	1	4	—	1	—	—	4	—
— Plumbi Acet.	6	—	—	5	4	—	4	8	—	2	4	—	1	14	—	1	2	—	12	—	—	6	—	—
— Vol. Cornu Cervi.	3	—	—	2	10	—	2	4	—	1	2	—	—	15	—	9	—	—	6	—	—	3	—	—
Magnesiacæ Subcarbonatis	3	—	—	2	10	—	2	4	—	1	2	—	—	15	—	9	—	—	6	—	—	3	—	—
— Sulphatis	180	—	—	160	—	—	140	—	—	70	—	—	60	—	—	30	—	—	20	—	—	10	—	—
Olei Ment. Pip.	—	3	—	—	2	5	—	2	2	—	1	1	—	1	—	—	5	—	—	3	—	—	2	—
— Olivæ	8	—	—	7	—	—	6	—	—	3	—	—	2	8	—	1	8	—	1	—	—	8	—	—
— Ricini	6	—	—	5	4	—	4	8	—	2	4	—	1	14	—	1	2	—	12	—	—	6	—	—
— Terebinth	3	—	—	1	12	—	1	8	—	—	12	—	—	10	—	—	6	—	4	—	—	2	—	—
Opii Colati	1	8	—	1	5	—	1	2	—	—	9	—	—	7	4	—	4	4	—	3	—	1	4	—
Pilulæ Hydrarg.	2	—	—	1	12	—	1	8	—	—	12	—	—	10	—	—	6	—	4	—	—	2	—	—
Potassæ Nitr. Purif.	6	—	—	5	4	—	4	8	—	2	4	—	1	14	—	1	—	—	10	—	—	5	—	—

Grand Ships are to have such Proportion of Medicines and Utensils as is allowed for the Rate which bears the same Number of Men as the Grand Ship; or the nearest thereto, but the proper Chest for the actual Rate of the Ship.

1.

are to be supplied to His Majesty's Ships and Vessels.

NAMES OF MEDICINES.	First			Second			Third			Fourth			Fifth			Sixth			Sloops.			Cutters.		
	Rate.			Rate.			Rate.			Rate.			Rate.			Rate.								
Potassæ Subcarbon.....	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.	lbs.	oz.	dr.
Supertart.....	4	—	—	3	8	—	3	—	—	1	8	—	1	4	—	—	12	—	—	8	—	—	4	—
Pulveris Antimonialis.....	4	—	—	3	8	—	3	—	—	1	8	—	1	4	—	—	12	—	—	8	—	—	4	—
Scammon.....	2	—	—	1	12	—	1	8	—	—	12	—	—	10	—	—	6	—	—	4	—	—	2	—
Quassæ Ligni.....	—	8	—	—	7	—	—	6	—	—	3	—	—	2	4	—	1	4	—	1	2	—	—	6
Rhei Rad. Pulv.....	1	8	—	1	5	—	1	2	—	—	9	—	—	7	4	—	4	4	—	3	—	—	1	4
Sennæ Foliorum.....	2	—	—	1	12	—	1	8	—	—	12	—	—	10	—	—	6	—	—	4	—	—	2	—
Speciei pro Confect Opii.....	2	8	—	2	3	—	1	14	—	—	15	—	—	12	4	—	7	4	—	5	—	—	2	4
Spiritus Æther Nitr.....	—	8	—	—	7	—	—	6	—	—	3	—	—	2	4	—	1	4	—	1	—	—	—	4
Rectificati.....	1	—	—	—	14	—	—	12	—	—	6	—	—	5	—	—	3	—	—	2	—	—	1	—
Sulphuris Loti.....	4	—	—	3	—	—	3	—	—	1	8	—	1	4	—	—	12	—	—	8	—	—	4	—
Sulphatis Quininæ.....	4	—	—	3	8	—	3	—	—	1	8	—	1	4	—	—	12	—	—	8	—	—	4	—
Tincturæ Catechu.....	—	4	—	—	3	4	—	3	—	—	1	4	—	1	2	—	6	—	—	4	—	—	—	2
Cinnam. Comp.....	2	—	—	2	—	—	1	8	—	1	8	—	1	—	—	1	—	—	—	8	—	—	8	—
Digitalis.....	2	—	—	1	12	—	1	8	—	—	12	—	—	10	—	—	5	4	—	4	—	—	2	—
Ferri Muriat.....	3	—	—	2	8	—	2	—	—	1	4	—	—	14	—	—	10	—	—	8	—	—	6	—
Opii.....	—	8	—	—	7	—	—	6	—	—	3	—	—	2	4	—	1	4	—	1	—	—	—	4
Rhei.....	1	—	—	—	14	—	—	10	—	—	6	—	—	4	—	—	3	—	—	2	—	—	1	2
Scillæ.....	4	—	—	3	8	—	3	—	—	1	8	—	1	4	—	—	12	—	—	8	—	—	4	—
Unguenti Hydr. Fort.....	1	8	—	1	—	—	—	12	—	—	6	—	—	5	—	—	3	—	—	2	—	—	1	—
Nitr.....	16	—	—	14	—	—	12	—	—	6	—	—	5	—	—	3	—	—	2	—	—	1	—	
Sulph. Comp.....	1	8	—	1	5	—	1	2	—	—	9	—	—	7	4	—	4	4	—	3	—	—	1	4
Vini Antim. Tartarizati.....	8	—	—	7	—	—	6	—	—	3	—	—	2	8	—	1	6	—	—	14	—	—	7	—
Zinci Sulph.....	1	—	—	1	—	—	—	12	—	—	6	—	—	4	—	—	3	—	—	2	—	—	1	6
Zingiberis Rad. Pulv.....	1	—	—	—	14	—	—	12	—	—	6	—	—	5	—	—	3	—	—	1	4	—	—	6
Zingiberis Rad. Pulv.....	2	—	—	1	12	—	1	8	—	—	12	—	—	10	—	—	6	—	—	4	—	—	—	2
UTENSILS.																								
Bolus Knives.....No.	2			2			2			2			2			2			2			2		
Tiles....."	2			2			2			2			2			2			2			2		
Empty { Bottles, ½ pint....."	66			60			54			36			30			18			12			6		
Empty { Vials { 6 oz. graduated....."	30			24			24			18			12			8			6			3		
	30			24			18			18			18			12			12			6		
Corks { ½ pint.....gr.	4½			4			3½			3			2½			1½			1			½		
Vial....."	9			8			7			6			5			3			2			1		
Gallipots, in sorts.....No.	60			60			54			36			30			18			12			6		
Measures, pewter....."	1			1			1			1			1			1			1			1		
Ditto, glass, graduated....."	2			1			1			1			1			1			1			1		
Mortars, metal....."	1			1			1			1			1			1			1			1		
Ditto, Wedgwood....."	1			1			1			1			1			1			1			1		
Scales and Weights.....set	1			1			1			1			1			1			1			1		
Spatulas { Pot.....No.	1			1			1			1			1			1			1			1		
Plaister....."	1			1			1			1			1			1			1			1		
Funnels....."	2			2			2			2			2			2			2			2		
Sponge.....lb.	1			14-16 ^{ths}			12-16 ^{ths}			6-16 ^{ths}			5-16 ^{ths}			4-16 ^{ths}			3-16 ^{ths}			2-16 ^{ths}		
Fine Tow....."	8			7			6			3			2½			2			1½			1		

N.B. Ships ordered for Foreign Service are to have *Two Years' Supply of Medicines*, but only *One Year's Supply of Utensils*.

Guard Ships are to have such Proportion of *Medicines* and *Utensils* as is allowed for the Rate which bears the same Number of Men as the Guard Ship; or the nearest thereto, but the proper Chest for the actual Rate of the Ship.

Referred to in Articles 2, 3, 5, and }
37, of the Surgeon's Instructions.

No. 2.

PROPORTIONS in which Bedding, Lemon-Juice, and Necessaries, are to be supplied for the Use of the Sick,
on Board His Majesty's Ships and Vessels.

TO BE COMPLETED ANNUALLY.															To be completed every Six Months.				PACKAGES.														
Sheets.	Pillows.	Nightcaps.	Hair Beds.	Lemon-Juice.	Calico.*	Welch Flannel.*	Lint.*	Tourniquets.	Rupture Trusses†			Bed Pans.	Urinals.	Spitting Pots.	Cast-Iron Saucepans.				Tea.*	Soft Sugar.*	Sago.*	Rice.*	Pearl Barley.*	Soap.*	Lemon Juice.		Tin Canisters for				Cask for Sugar.		
									Right Side.	Left Side.	Double.				2 Quarts.	3 Pints.	1 Pint.	Cases.							Bottles.	Chests for Calico.	Chests for Groceries.	Tea.	Sago.	Rice.		Pearl Barley	Trusses.
Prs.	No.	No.	No.	lbs.	Yds.	Yds.	lbs.	No.	No.	No.	No.	No.	No.	No.	lbs.	lbs.	lbs.	lbs.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
First Rate..	20	20	20	20	432	134	94	10	16	12	6	4	2	2	8	1	1	2	72	412	42	86	86	26	lbs.	lbs.	No.	No.	No.	No.	No.	No.	No.
Second Rate	16	16	16	16	360	120	80	9	12	12	6	3	2	2	7	1	1	2	63	348	38	74	74	21	lbs.	lbs.	No.	No.	No.	No.	No.	No.	No.
Third Rate	12	12	12	12	360	106	66	6	10	9	6	3	2	2	6	1	1	2	54	284	32	64	64	15	lbs.	lbs.	No.	No.	No.	No.	No.	No.	No.
Fourth Rate	9	9	9	9	216	54	34	6	8	9	6	3	2	2	3	1	1	2	27	192	16	32	32	10	lbs.	lbs.	No.	No.	No.	No.	No.	No.	No.
Fifth Rate .	7	7	7	7	216	46	26	4	6	6	3	3	2	2	3	0	1	2	22	160	14	26	26	8	lbs.	lbs.	No.	No.	No.	No.	No.	No.	No.
Sixth Rate..	4	4	4	4	144	34	20	4	4	6	3	3	2	2	2	0	1	2	13	96	8	16	16	6	lbs.	lbs.	No.	No.	No.	No.	No.	No.	No.
Sloop . . .	3	3	3	3	72	20	14	2	4	3	3	3	1	1	1	0	1	1	9	64	6	10	10	4	lbs.	lbs.	No.	No.	No.	No.	No.	No.	No.
Cutter, &c. .	None allowed.			72	14	6	2	2	4	3	3	3	1	1	1	0	1	1	4	32	4	6	6	2	lbs.	lbs.	No.	No.	No.	No.	No.	No.	No.

IN WAR the Quantities of Calico, Flannel, Sago, Rice, and Pearl Barley, to be increased One Half.

N. B. All Ships ordered for FOREIGN SERVICE are to have *Two Years'* supply of the Articles marked *; viz., Calico, Flannel, and Lint; Tea, Soft Sugar, Sago, Rice, Pearl-Barley, and Soap, but only *One Year's* supply of the other Articles in this Scale.

† Vide Article 37.

Guard Ships are to have such Supply of Bedding, Lemon Juice, and Necessaries, as is allowed for the Rate which bears the same Number of Men as the Guard Ship; or the nearest thereto, but the proper Chest for the actual Rate of the Ship.

Royal Hospital, at the

I do hereby certify, That in conformity to the 2nd Article of the Instructions to the Surgeon of His Majesty's Navy, I have this Day examined the Instruments belonging to Mr. _____ Surgeon of the _____ and find their State to be as hereinafter expressed.

Established Proportion of Instruments, &c. to be provided by a Surgeon.	State of those in Possession of the Surgeon of the Ship.			Deficient of the Established Proportion.
	In good Order.	Requiring Repair.	Unservice- able.	
Three Amputating Knives.				
One ditto Saw, with spare Blade . . .				
One Metacarpal ditto, with ditto				
Two Catlins				
Pair of Artery Forceps				
Two Dozen Curved Needles				
Two Tenaculums				
Six Petit's Screw Tourniquets				
Pair of Bone Nippers and Turnscrew . . .				
Three Trephines				
Saw for the Head				
Lenticular and Rugine				
Pair of Forceps				
Elevator				
Brush				
Two Trocars				
Two Silver Catheters				
Two Gum Elastic ditto				
Six Scalpels				
Small Razor				
Key Tooth Instrument				
Gum Lancet				

No. 3.—Continued.

Established Proportion of Instruments, &c. to be provided by a Surgeon.	State of those in Possession of the Surgeon of the Ship.			Deficient of the Established Proportion.
	In good Order.	Requiring Repair.	Unservice- able.	
Two Pair of Tooth Forceps				
Punch				
Two Seton Needles				
Pair of Strong Probe Scissars				
Curved Bistoury with a Button				
Long Probe				
Pair of Bullet Forceps				
Scoop for extracting Balls				
Two Probangs				
Half a Pound of Ligature Thread				
One Paper of Needles				
Case with Lift-out				
Apparatus for restoring suspended Animation				
Set of Pocket Instruments				
Six Lancets, in a Case				
Two Dozen Bougies, in a Case				
Two Pint Pewter Clyster Syringes				
Six small Pewter Syringes				
Two Sets or Bundles of Common Splints				
Twelve Flannel or Linen Rollers				
Two 18-tailed Bandages				
Twenty Yards of Web for Tourniquets				
Sixty Yards of Tape, different Breadths				
A Cupping Apparatus, consisting of One Scarifi- } cator and Six Glasses }				
Fahrenheit's Thermometer				
	Surgeon of			Hospital.

Referred to in Article 2, }
of Surgeon's Instructions. }

No. 4.

LIST of INSTRUMENTS, with which Assistant Surgeons are to furnish themselves.

	No.		No.
Amputating Knives.....	2	Silver Catheters.....	2
Ditto Saw	1	Elastic Gum Catheter	1
Metacarpal Saw with two Blades	1	Scalpels	6
Catlin	1	Key Tooth Instruments	1
Artery Forceps	1	Spare Claws of different Sizes ...	3
Curved Needles	12	Gum Lancet.....	1
Tenaculums	2	Tooth Forceps curved.....	1
Tourniquets	2	———— straight.....	1
Bone Nippers.....	1	Punch	1
Trephines	2	Seton Needle in Scales	1
Head Saw.....	1	Long Probe	1
Raspitory	1	Bullet Forceps.....	1
Forceps.....	1	Probang	1
Brush	1	Set of Pocket Instruments	1
Elevator	1	Lancets.....	12
Trocars	2	Pewter Syringes	6
Fahrenheit's Thermometer.....	1		

N. B. When an Assistant Surgeon is appointed to a Ship not bearing a Surgeon, he is to furnish himself with the following Articles, in addition to the above:—

Bougies, in a Case 6 No.
Common Splints 1 Set.
Flannel or Linen Rollers 3 No.

On Board His Majesty's
 and careful Survey
 of Mr.
 follows, we have left in

State and Condition.

has been taken by us,
ath to the truth of the

18 .

A Surveying

Surveying

Officers

Officers

) Late and

} Late and
present
Surgeons.

Referred to in Article 3, }
of Surgeon's Instructions. }

No. 6.

H. M. Ship

at

Dated

THE MEDICINES and UTENSILS on Board
being reduced to the quantities under-mentioned,
I have to request that the Articles required to
complete the supply allowed to this Ship, for
Twelve Months, for Men, may be forth-
with furnished.

ARTICLES.	Contents of Chest, &c., for a Rate, when complete for Men, for Twelve Months.			REMAINS.			Quantities required to complete for Twelve Months.		
	lb.	oz.	dr.	lb.	oz.	dr.	lb.	oz.	dr.
Here insert Names of Medicines and Utensils, in } the same Order as in No. 1.									

Surgeon.

Approved

Captain

To Mr.

of the Naval Hospital, at

RECEIVED the 18 , of Mr.
of the Hospital, at , the Quantities
of Medicines, &c., inserted in the Third Column of the foregoing Demand, to
complete the proportions for a Rate for Men.

Surgeon.

Referred to in Article 3, }
of Surgeon's Instructions. }

No. 7.

H. M. S.

at

Dated

THE Bedding, Necessaries, &c., on board being reduced to the Quantities under-mentioned, I have to request that the Articles required to complete the Supply allowed to this Ship for Twelve Months for Men may be forthwith furnished.

ARTICLES.	Supply for a Ship of the Rate when complete for Men.	Remains.	Quantities required to complete.
Here insert Description of Necessaries, } in the same Order as in No. 2. }			

Surgeon

Approved,

Captain.

To Mr.

of the Naval Hospital at

RECEIVED the 18 , of Mr.
of the Hospital at the Quantities of Bedding, &c.,
inserted in the third column of the foregoing Demand, to complete the pro-
portions for a Rate for Men.

Surgeon.

Referred to in Articles 4, and 34, }
of Surgeon's Instructions.

No. 8.

WE whose Names are hereunto set, have been on board His Majesty's
Mr. Surgeon, and have there taken
a strict and careful Survey on the under-mentioned Articles which we find
unfit for His Majesty's Service, and we have therefore condemned the said
Articles as unserviceable and only fit to be returned into Store.

ARTICLES.	Quantities.	Probable cause of their becoming unserviceable.

And we do hereby declare that we have taken the said Survey with
such care and equity, that we are ready to make Oath to the truth thereof.

Given under our hands, on H. M. S.

this day of 18

Surgeon of H. M. S.

Surgeon of H. M. S.

Surgeon of H. M. S.

NOTE.—Unserviceable Medicines and Utensils must be included in a separate Survey from the
Unserviceable Necessaries.

No. 9.

BUENOS AYRES, 182

Bought of C. D.

which
to
Received
Currency, by a set of Bills drawn on the Commissioners for Victualling His
Britannic Majesty's Navy, for the Sum of
of the above Amount,

Currency at the Exchange of
Sterling £
182 from Mr. A. B. the Sum of
Sterling, in payment

is equal

C. D.

NOTE.—The Bill of Parcels is to express the Quantities in the Foreign Weights and Measures, in which the Articles are necessarily purchased in a Foreign Country, and also the Quantities in English Weights and Measures, to which the former are equal.

No. 9.—Continued.

WE, the undersigned Merchants resident at Buenos Ayres, do hereby Certify that the Prices charged in the foregoing Account are the present Current Rates of this place, and that the present Exchange for Government Bills in England, at Thirty Days' Sight, is

E. F.

Dated

182

G. H.

I Do hereby Certify, that the Medicines, &c., mentioned in the Bill on the other side, were purchased by my order, and were actually received on board His Majesty's under my Command.

Captain.

* WE the under-mentioned Surgeon and Assistant-Surgeon of His Majesty's Ship do hereby Certify, that we have examined the Medicines, &c., specified in the Bill on the other side, and find them correct in Quantity, good in Quality, and fit for His Majesty's Service.

Surgeon, H. M. S.

Assistant-Surgeon, H. M. S.

WE do hereby Certify, that we have examined the Medical Necessaries herein-mentioned, and that the same were actually received on board His Majesty's Ship and were of good Quality, and fit for His Majesty's Service.

Master.

Purser.

* N. B. The Certificate is to be signed by the Physician to the Fleet only, if present.

Referred to in Article 5, }
of Surgeon's Instructions. }

No. 9.—Continued.

No. 10.

Form of a Bill of Exchange.

BUENOS AYRES,

182

Exchange for £ Sterling.

Gentlemen,

AT Thirty * Days' Sight of this my First Bill of Exchange,
(Second and Third of the same Tenor and Date not being paid), please to Pay
C. D. or Order, the Sum of Sterling, for value received
in Medicines, &c., purchased for the use of His Majesty's Ship the
as per Voucher to be transmitted by

GENTLEMEN,

Your most humble Servant,

Surgeon.

To the Commissioners for Victualling
His Majesty's Navy,
London.

I hereby Certify that this Bill is drawn for the Service therein ex-
pressed and by my order.

Captain.

* Or Seven Days on Home Stations.

No. 11.

LIST of INVALIDS brought to England in charge of Mr.
Surgeon of H. M. S. from

NAMES.	From what Ship, or whence received.	Disease.	Date.	How disposed of.	Date.

No. 12.

FORM of a SICK BOOK, from which the Surgeons of His Majesty's Ships or Vessels, are Daily to make out and present to the Captains or Commanding Officers, a List of Patients under cure.

[illegible]

H

Referred to in Article 31, }
of Surgeon's Instructions. }

No. 13.

Return for the Commander-in-Chief.

WEEKLY RETURN of the **SICK** and **WOUNDED** of His Majesty's
between the Day of and the Day
of , employed in

DISEASE.	PRESENT.		DURING THE WEEK.					
	Number on the Sick List.	Confined to Bed.	Put on the List.	Discharged to Duty.	Dead.	Sent to the Hospital.	Objects for Survey.	Invalided.
Intermittent } Quotidiana								
Fevers. } Tertian								
Continued } Synocha								
Fevers. } Typhus								
Catarrhs								
Pneumonia								
Phthisis Pulmonalis								
Dysentery								
Rheumatism								
Venereal Disease								
Scurvy								
Ulcers								
Wounds and Accidents								
Other Complaints. {								
Complaints. }								
TOTAL								

ASSISTANT SURGEONS.		
Names and Quality.	Qualifications.	By whom Appointed.

REMARKS.

A NOSOLOGICAL RETURN of the SICK and WOUNDED of His Majesty's , between the Day of and the Day of employed

[illegible]

Order	Family	Genus	Species	Number	Percentage	Total
Order I	Family I	Genus I	Species I	10	10.0	10
Order II	Family II	Genus II	Species II	20	20.0	20
Order III	Family III	Genus III	Species III	30	30.0	30
Order IV	Family IV	Genus IV	Species IV	40	40.0	40
Order V	Family V	Genus V	Species V	50	50.0	50
Order VI	Family VI	Genus VI	Species VI	60	60.0	60
Order VII	Family VII	Genus VII	Species VII	70	70.0	70
Order VIII	Family VIII	Genus VIII	Species VIII	80	80.0	80
Order IX	Family IX	Genus IX	Species IX	90	90.0	90
Order X	Family X	Genus X	Species X	100	100.0	100
Order XI	Family XI	Genus XI	Species XI	110	110.0	110
Order XII	Family XII	Genus XII	Species XII	120	120.0	120
Order XIII	Family XIII	Genus XIII	Species XIII	130	130.0	130
Order XIV	Family XIV	Genus XIV	Species XIV	140	140.0	140
Order XV	Family XV	Genus XV	Species XV	150	150.0	150
Order XVI	Family XVI	Genus XVI	Species XVI	160	160.0	160
Order XVII	Family XVII	Genus XVII	Species XVII	170	170.0	170
Order XVIII	Family XVIII	Genus XVIII	Species XVIII	180	180.0	180
Order XIX	Family XIX	Genus XIX	Species XIX	190	190.0	190
Order XX	Family XX	Genus XX	Species XX	200	200.0	200
Order XXI	Family XXI	Genus XXI	Species XXI	210	210.0	210
Order XXII	Family XXII	Genus XXII	Species XXII	220	220.0	220
Order XXIII	Family XXIII	Genus XXIII	Species XXIII	230	230.0	230
Order XXIV	Family XXIV	Genus XXIV	Species XXIV	240	240.0	240
Order XXV	Family XXV	Genus XXV	Species XXV	250	250.0	250
Order XXVI	Family XXVI	Genus XXVI	Species XXVI	260	260.0	260
Order XXVII	Family XXVII	Genus XXVII	Species XXVII	270	270.0	270
Order XXVIII	Family XXVIII	Genus XXVIII	Species XXVIII	280	280.0	280
Order XXIX	Family XXIX	Genus XXIX	Species XXIX	290	290.0	290
Order XXX	Family XXX	Genus XXX	Species XXX	300	300.0	300
Order XXXI	Family XXXI	Genus XXXI	Species XXXI	310	310.0	310
Order XXXII	Family XXXII	Genus XXXII	Species XXXII	320	320.0	320
Order XXXIII	Family XXXIII	Genus XXXIII	Species XXXIII	330	330.0	330
Order XXXIV	Family XXXIV	Genus XXXIV	Species XXXIV	340	340.0	340
Order XXXV	Family XXXV	Genus XXXV	Species XXXV	350	350.0	350
Order XXXVI	Family XXXVI	Genus XXXVI	Species XXXVI	360	360.0	360
Order XXXVII	Family XXXVII	Genus XXXVII	Species XXXVII	370	370.0	370
Order XXXVIII	Family XXXVIII	Genus XXXVIII	Species XXXVIII	380	380.0	380
Order XXXIX	Family XXXIX	Genus XXXIX	Species XXXIX	390	390.0	390
Order XL	Family XL	Genus XL	Species XL	400	400.0	400
Order XLI	Family XLI	Genus XLI	Species XLI	410	410.0	410
Order XLII	Family XLII	Genus XLII	Species XLII	420	420.0	420
Order XLIII	Family XLIII	Genus XLIII	Species XLIII	430	430.0	430
Order XLIV	Family XLIV	Genus XLIV	Species XLIV	440	440.0	440
Order XLV	Family XLV	Genus XLV	Species XLV	450	450.0	450
Order XLVI	Family XLVI	Genus XLVI	Species XLVI	460	460.0	460
Order XLVII	Family XLVII	Genus XLVII	Species XLVII	470	470.0	470
Order XLVIII	Family XLVIII	Genus XLVIII	Species XLVIII	480	480.0	480
Order XLIX	Family XLIX	Genus XLIX	Species XLIX	490	490.0	490
Order L	Family L	Genus L	Species L	500	500.0	500
Order LI	Family LI	Genus LI	Species LI	510	510.0	510
Order LII	Family LII	Genus LII	Species LII	520	520.0	520
Order LIII	Family LIII	Genus LIII	Species LIII	530	530.0	530
Order LIV	Family LIV	Genus LIV	Species LIV	540	540.0	540
Order LV	Family LV	Genus LV	Species LV	550	550.0	550
Order LVI	Family LVI	Genus LVI	Species LVI	560	560.0	560
Order LVII	Family LVII	Genus LVII	Species LVII	570	570.0	570

No. 14.—Continued.

ASSISTANT SURGEONS.

Names and Quality.	Qualifications.	By whom appointed.

Referred to in Articles 15, 16, 33, 34, }
and 39, of Surgeon's Instructions. }

No. 15.

MEDICAL and SURGICAL JOURNAL of His Majesty's _____ between
the _____ and the _____ during which time, the said
has been employed in _____

Nature of Disease.	No. of Case.	Men's Names, Ages, Qualities, Time when and where taken ill, and how disposed of.	The History, Symptoms, Treatment, and Daily Progress, of the Disease or Hurt.

No. 15.—Continued.

ABSTRACT of the preceding JOURNAL, being a Summary of all the Cases contained therein, Nosologically arranged.

Nature of the Disease, or Hurt.	Put on the Sick List.	Discharged to Duty.	Sent to the Hospital.	Died on Board.	Invalided.		Numbers referring to the Cases.
					Harbour Duty.	Unservice- able.	
<p><i>The Surgeon here to introduce the Names of Diseases, which have occurred in the Order described in Form No. 14.</i></p>							

Copy of the Daily Sick Book similar to Form No. 12.

FORM of a **LIST** to be made out of Men who have received Wounds or Hurts
between the and the

SHIP'S NAME.

No. on the Ship's Books.	Persons' Names.	Age.	Quality.	Pension Certificate granted or not.	Date of the Certificate.	Hurts received with the nature thereof, time when, and manner how.

GENERAL REMARKS.

GENERAL REMARKS.

No.

Names of Medicines.	First Charge, Date, and how obtained.	Received since at	Received since at	Received since at	Received since at
	lbs. oz. dr.	lbs. oz. dr.	lbs. oz. dr.	lbs. oz. dr.	lbs. oz. dr.
<i>Here insert Names of Medicines, &c. &c., according to the Lists in No. 1.</i>					

Surgeon,

[illegible]

1

12

91

NECESSARIES.

[illegible]

LIST of the Documents required to be forwarded with this Account.

SCHEDULE OF DOCUMENTS.	No. of each sent herewith.	Causes of any omission to forward Documents that ought to accompany this Account.
The fair Journal—Complete	
Copy of the Daily Sick Book	
Reports of Survey on Medicines, Utensils and Necessaries on taking charge from a Predecessor, or on closing an Annual or final Account }	..	
Report on State of Instruments on first Joining	
Duplicate Invoice of Medicines, &c., received from any Army Dépôt	..	
Receipts for all Returns into Store	
Receipts for Issues to other Ships, &c	
Captain's Certificate to the Loss or Expenditure of Bedding	
List of Trusses Issued	
Receipt from Successor (if there be one) for the Remains, at the foot of the Survey	
Captain's Certificate of good Conduct	
List of Nosological Returns, transmitted during the period of this Account	

THIS Deponent

maketh Oath, that the foregoing Account of the Receipts, Issue, and Expenditure of Medicines, Medical Utensils, and Stores, and of Bedding and Necessaries, as well as the Documents to be forwarded herewith as above described, are just and true;—and that all the several Articles taken Credit for as Expended for the Use of the Sick, Issued, &c., were actually so Expended, Issued &c., without any benefit or advantage whatever to this Deponent, or to any Person or Persons on his behalf.

Sworn before me, at

this

N. B. When the Surgeon shall have purchased any Articles during the period of this Account, he is to make the following addition to the above Affidavit, viz.

This Deponent also maketh Oath, that the Amount of the Bill of Exchange drawn by him, in payment of the Articles purchased, as stated in the foregoing Account, was actually paid by him for the same, without any benefit or advantage to himself, or to any Person or Persons on his behalf.

Surgeon of His Majesty's

the

voluntarily

THESE are to certify the Right Honourable the Lords Comyns-

To be signed also by one of the other *Warrant Officers*. *Surgeon.*

No. 18.

Referred to in Article 38, }
of Surgeon's Instructions. }

CERTIFICATE FOR WOUNDS AND HURTS.

Here state
Name and
Quality.

THESE are to Certify the Right Honourable the Lords Commis-
sioners of the Admiralty,

Majesty's was on board His
by

Here describe
minutely the
nature of the
Injury sustain-
ed, and the
manner in
which it oc-
curred, as re-
quired by the
38th Article of
the Surgeon's
Instructions

on the day of one thousand eight hundred and
being then actually upon His Majesty' Service in*

* Describe
the particular
duty employed
on at the time.

about years ; born at or near Aged
County of in the
Hair Eyes,
feet inches,
Stature, feet

Complexion,
particular marks or scars
Dated the of

Captain,
Master,

Lieutenant,
Surgeon,

*

Examined at the Admiralty Office,
the of
State of the Wound at that time
Pension per Annum,
Duration,

NOTE.—These Certificates are to be given to such Men only as, having received Wounds or Hurts in the Service, are thereby rendered incapable of continuing in the Service of the Ship ; but they are not to be given for Wounds or Hurts occasioned by drunkenness or other improper conduct.

* To be signed also by one of the other Warrant Officers.

No. 19.

the _____ between the _____ day of _____
and the _____ day of _____

Surgeon.

K

INSTRUCTIONS

No. 10

LIST OF CERTIFICATES for PERSONS, issued on Board His Majesty's

the day of

ASSISTANT SURGEONS

His Majesty's Ship or Vessel	Person's Name	Age	Qualification	State of the Certificate	Place and date of issue
------------------------------	---------------	-----	---------------	--------------------------	-------------------------

HIS MAJESTY'S FLEET

page 22 a set of these Instructions will be furnished to every Assistant Surgeon, he is to comply therewith in every respect as far as they relate to him, especially in cases in which, owing to the Death or Absence of a Surgeon, he may be required to act in his place.

He is to send, to the Victualling Board at the end of every Year, Scrivener and on putting a Ship, a Certificate from the Captain of the Period of his Service, and of his Conduct—and a Certificate to the same effect from the Surgeon, stating also that he has furnished himself with the Instruments required, and that they are in complete order; and he is to observe that if he do not regularly transmit such Certificates at the periods required, the Omission will be regarded as an objection to his being placed on the Half-pay List, and to his

Promotion

INSTRUCTIONS
FOR THE
ASSISTANT SURGEONS
OF
HIS MAJESTY'S FLEET.

AS a Set of these Instructions will be furnished to every Assistant Surgeon, he is to comply therewith in every respect as far as they relate to him, especially in Cases in which, owing to the Death, or Absence of a Surgeon, he may be required to act in his place.

He is to send to the Victualling Board at the end of every Year's Servitude, and on quitting a Ship, a Certificate from the Captain of the Period of his Servitude, and of his Conduct—and a Certificate to the same effect from the Surgeon, stating also that he has furnished himself with the Instruments required, and that they are in complete order; and he is to observe that if he do not *regularly* transmit such Certificates *at the periods required*, the Omission will be regarded as an objection to his being placed on the Half-Pay List, and to his Promotion.

