Captain Page's

REGULATIONS

AND

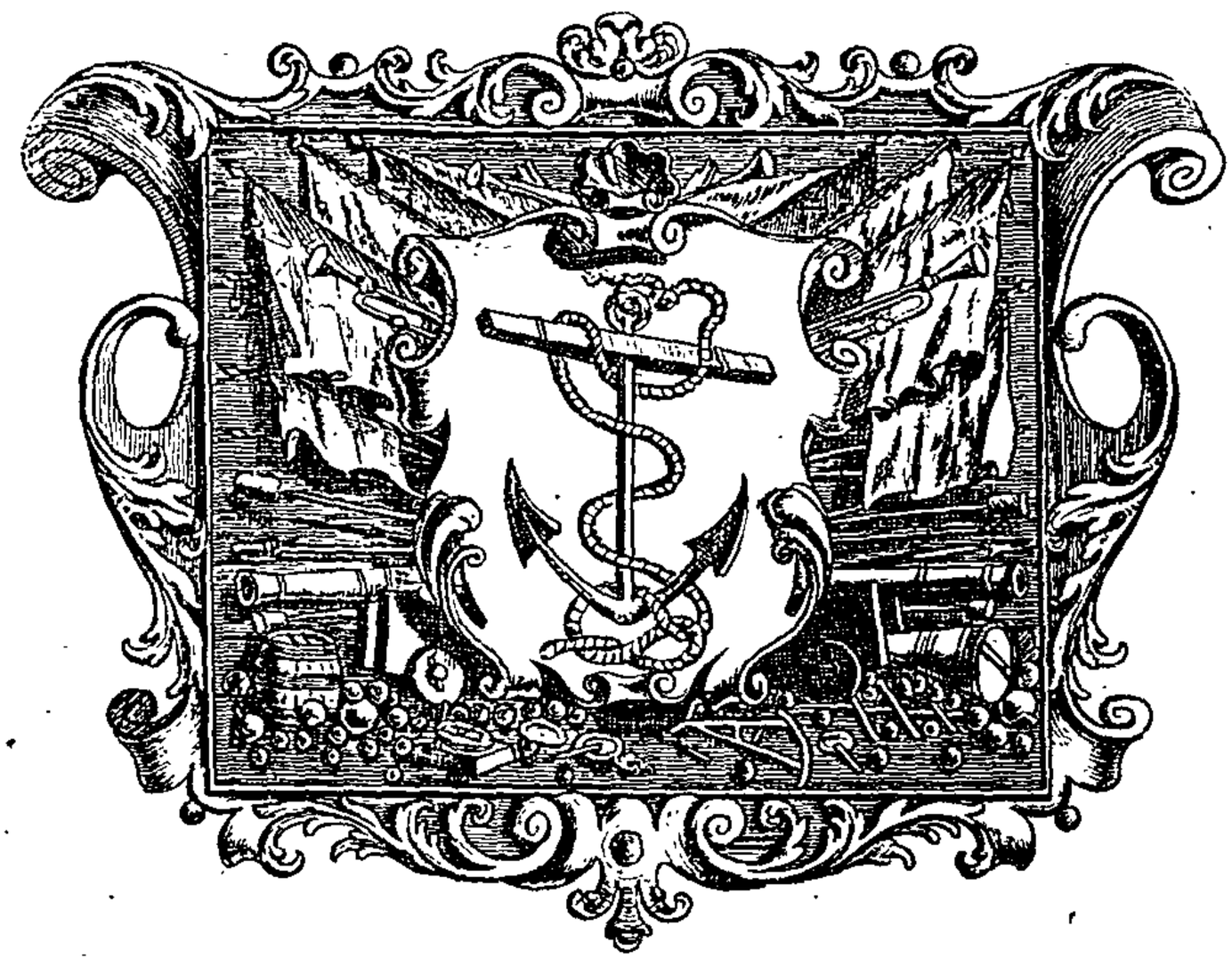
INSTRUCTIONS

Relating to His MAJESTY's

SERVICE at SEA.

Eſtabliſhed by His MAJESTY in COUNCIL.

The THIRTEENTH EDITION.



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REGULATIONS and INSTRUCTIONS

Relating to His Majesty's

SERVICE at SEA.

PART I.

The Flag-Officer, or *Commander in Chief.*

ARTICLE I.

THE Flag-Officer, or Commander in Chief, is to inform the Secretary of the Admiralty of all his Proceedings that relate to the Service, for the Information of the Lord High Admiral, or Lords Commiſſioners of the Admiralty.

To inform the Secretary of the Admiralty of his Proceedings.

II.

To inform the Publick Offices of all Matters relating to them.

He is likewiſe to correſpond with the ſeveral Publick Offices about ſuch Matters as relate to them; and to ſend an Account to them, as well as to the Admiralty, of all Directions given by him, which concern the ſaid Offices.

III.

Not to order the bearing Supernumeraries without Cauſe.

He is never to give Orders to any Captain to bear Supernumeraries, unleſs there be juſt Cauſe for it; which is to be expreſſed in the Body of the Order; and he is to inform the Secretary of the Admiralty when he gives ſuch Orders, and of his Reaſons for ſo doing.

IV.

To exerciſe his Squadron frequently.

When he is at Sea, he is frequently to exerciſe the Ships under his Command, and draw them into Lines of Battle, when the Weather is fair, and the ſame can be done without Interruption to the Voyage.

V.

To viſit the Ships under his Command.

He is to viſit the Ships of his Squadron or Diviſion, and view the Men on Board, and ſee them muſtered, as often as he ſhall think neceſſary.

VI.

To direct the Naval Officers abroad, acting to the Rules of Navy.

When he is in Foreign Parts, where Naval or other Officers are eſtabliſhed, he is to conform himſelf, as much as poſſible, to the ſtanding Rules of the Navy,

in

in ſuch Directions as he ſhall have Occaſion to give them; and never to put them upon any extraordinary Expences, unleſs the Service ſhall abſolutely require the ſame.

VII.

He is never to intereſt himſelf in the Purchaſe of any Stores or Proviſions in Foreign Parts, where there are proper Officers appointed for that Service, except there ſhall be an abſolute Neceſſity to make Uſe of his Credit or Authority to procure ſuch Proviſions or Stores as are wanted; but in that Caſe he ſhall not be ſo concerned, as to have any private Intereſt in the ſame.

Not to intereſt himſelf in purchaſing Stores or Proviſions Abroad.

VIII.

At the End of the Voyage he is to attend the Lord High Admiral, or Lords Commiſſioners of the Admiralty, to give an account of the Expedition, and ſhall leave a Copy of his Journal with the Secretary of the Admiralty.

To deliver a Journal into the Admiralty-Office at the End of the Voyage.

Of Courts Martial.

Article I.

ALL Courts Martial are to be held, Offences tryed, Sentence pronounced, and Execution of ſuch Sentence to be done, according to the Articles

Acts of the 13th Car. II. to be obſerved

ticles and Orders contained in an Act of Parliament made in the Thirteenth Year of the Reign of King *Charles* the Second, entitled, *An Act for the Eſtabliſhing Articles and Orders for the Regulating and better Government of His Majeſty's Navy, Ships of War, and Forces by Sea:* Which Act all Officers concerned are duly to peruſe for their Inſtruction herein.

II.

Powers to hold Courts Martial, in Force only during the Expedition.

All Commiſſioners or General Powers for holding Courts Martial, are to be underſtood to be in Force no longer than during the Expedition.

III.

Courts Martial to be held in Public.

Courts Martial ſhall always be held in the Forenoon, and in the moſt public Place of the Ship, where all, who will, may be preſent; and the Captains of all His Majeſty's Ships in Company, which take Poſt, have a Right to aſſiſt thereat.

IV.

Complaints to be made in Writing.

All Complaints at Sea, or in Foreign Parts, upon which the ſummoning a Court Martial is to be grounded, ſhall be made in Writing to the Commander in Chief, (until where the ſaid Commander in Chief ſhall ſee Cauſe of himſelf to call the ſame,) in which are to be ſet forth the particular Facts, with the Place, Time, and in what Manner they were committed. And if any Captain, who is entitled by his Rank to

ſit

ſit in the Court, be perſonally concerned in the Matter to be tryed, he ſhall not be admitted to ſit at the ſaid Tryal.

V.

Judge-Advocate to examine Witneſſes upon Oath.

The Judge-Advocate is to examine the Witneſſes upon Oath, take down their Depoſitions in Writing, and ſhew the ſame to the Commander in Chief, who is to order him to ſend timely, before the Tryal, an atteſted Copy of the Charge or Accuſation to the Party accuſed, in order to his being the better prepared for his Defence.

VI.

To take Minutes of the Proceedings of the Court.

When the Court is ſitting, the Judge-Advocate is to take Minutes of their Proceedings, and to adviſe them of the proper Forms, when there ſhall be Occaſion; and to deliver his Opinion in any Doubts or Difficulties in their Methods, that may ariſe in the Courſe of the Tryal.

VII.

Matters to be ſettled by the Majority of Voices.

When the Court ſhall have gone through the Examination, and heard all Parties, the Perſon accuſed ſhall be removed, and the Standers-by ordered to withdraw; after which, the Matters being fully conſidered and debated by the Court, the Preſident is to ſtate and put the ſeveral Queſtions agreed by them; in which the youngeſt Officer ſhall Vote firſt, proceeding in Order up to the Preſident, who, having delivered his own Opinion, is to collect the Numbers,

and

and ſettle the Determination of the Court, according to the Majority of Voices.

VIII.

Judge Advocate to draw up and pronounce the Sentence.

The Judge-Advocate is to draw up in Writing the Sentence of the Court; which being approved and ſigned by them, all Perſons ſhall be admitted; and the Party accuſed being preſent, the Judge-Advocate, by direction of the Preſident, is to pronounce the ſame.

IX.

Executions to be publick.

When Sentence of Death is to be executed upon any Criminal, Notice is firſt to be given from the Ship by a Signal, and firing a Gun; upon which the Captains of all the Ships preſent ſhall ſummon their Companies upon Deck, to be Spectators thereof; and ſhall make known to them the Crime for which the Puniſhment is inflicted.

X.

Judge-Advocate to ſend the Proceedings of the Court to the Admiralty.

The Judge-Advocate is always to ſend the Original Sentence and Affidavits, as alſo the Minutes which he has taken of the Proceedings of the Court, to the Secretary of the Admiralty.

Of Rank and Command.

Article I.

THE eſtabliſhed Number of Flag-Officers of the Navy ſhall be as follows, *viz.* One Admiral and Commander in Chief of the Fleet; one Admiral of the *White*, and one Admiral of the *Blue*; one Vice-Admiral of the *Red*, one of the *White*, and one of the *Blue*; one Rear-Admiral of the *Red*, one of the *White*, and one of the *Blue*. And no Brevet Commiſſions ſhall be allowed.

Number of Flag-Officers eſtabliſhed.

II.

Admirals, Vice and Rear Admirals, Captains and Lieutenants, ſhall rank in their reſpective Claſſes, according to the Seniority of their Commiſſions.

Officers to rank according to their Commiſſions.

III.

When there is a ſufficient Number of Flag Officers together, all Councils of War ſhall be held by them only. The firſt Captain to the Admiral of the Fleet ſhall, on ſuch Occaſions, be eſteemed as a Rear-Admiral, and take Place at all Councils of War, and alſo at Courts Martial next to the Junior Rear-Admiral.

Councils of War to be held by Flag-Officers.

IV.

But if the Number of Flag-Officers be leſs than Three, the Commander in Chief ſhall call to Councils of

If not enough Captains to be called.

of War, ſuch of the Senior Captains as he ſhall in his Diſcretion think neceſſary, of whom his own Captain is to be one.

V.

None to rank as Captains, but ſuch as have commanded Frigates.

None are to have the Rank of Captains, who have not commanded a Frigate of Twenty Guns, or more.

VI.

Commanders of ſmaller Veſſels to be commanded by Captains of Poſt-Ships.

Commanders of Fire-Ships, Sloops, Yachts, Bomb-Veſſels, Hoſpitals, Store-Ships, and other Veſſels, though they may have commanded Ships of Poſt before, ſhall be commanded by Junior Captains in Ships of Poſt, while they keep Company together, either in Port, or at Sea; but without Prejudice to their Seniority afterwards.

VII.

Commanders to ſhew their Orders to their Superior Officer.

When any Flag Officer, or Captain, ſhall meet at Sea, or in Foreign Parts, with a Superior or Senior Officer, he ſhall ſhew him the Orders he is under; and if ſuch Officer ſhall take upon him to give him other Orders for his Majeſty's Service, he ſhall obey them.

VIII.

Superior Officer not to detain a Junior without Cauſe.

No Superior or Senior Officer ſhall detain a Junior, or give him any Delay, or divert him from purſuing his Inſtructions, unleſs it ſhould be abſolutely neceſſary for

for His Majeſty's Service, and in ſuch Caſe, he ſhall ſend by the firſt Opportunity, a Copy of the Orders he has given him, with his Reaſons for ſo doing, to the Secretary of the Admiralty.

X.

Drum to beat at ſetting and relieving the Watch.

When the Admiral, or Commanding Ship, in any Port or Road, begins to beat the Drum, in order to the ſetting the Night-Watch, all the Ships in Company are to do the ſame; and to ceaſe beating as ſoon as the ſaid Commanding Ship has fired the Gun. But when the Watch is to be relieved in the Morning, the Commanding Ship is firſt to fire the Gun, and the Drum to beat afterwards.

XI.

Flag-ſhips to fire Volleys after the Watch-Gun.

When any Flag-Ships are in Company with the Commander in Chief, each is to diſcharge a Volley of Small Arms in her Turn as ſoon as the Gun is fired.

XII.

Captains not to fire the Watch-Gun without five Ships in Company, except in the Downes.

Guard-ſhips to do it.

Captains are forbid to fire the Watch-Gun in any Port or Road, either Abroad or at Home, except in the *Downes*, unleſs there be at leaſt Five of His Majeſty's Ships in Company; but in the Abſence of a Superior Officer, the Eldeſt Captain of Guard-ſhips in His Majeſty's Ports; or, if there be but one, the Captain of ſuch Guard-ſhip is always to fire the Watch-Gun.

XIII.

Commanders of ſmall Ships never to fire the Watch-Gun.

Commanders of Ships under Twenty Guns, are forbid ever to fire the Watch-Gun; and ſo are Commanders of Hoſpital-Ships, Store-Ships, and ſuch-like, though they may carry more than Twenty Guns.

XIV.

Rank of the Officers in a Ship.

In the Abſence of the Captain of any of His Majeſty's Ships, the Senior Lieutenant ſhall have Charge of the Ship, and be anſwerable for the Duty of the Captain. If there be no Lieutenant, the Maſter ſhall command, and after him the Second Maſter; but if by Loſs in Battle, or other Accident, all theſe Officers ſhall be wanting, the Command ſhall devolve in Succeſſion, upon the Boatſwain, Gunner, Carpenter.

Of Marks of Ceremony and Reſpect.

Article I.

Flag-Officers to be received with a Guard and Beat of Drum.

WHEN Flag Officers go on Board any of His Majeſty's Ships, they ſhall be received with a Guard under Arms, the Drum beating a March for the Admiral or Flag Officer commanding in Chief, three Ruffles for an Admiral, two for a Vice-Admiral, and one for a Rear-Admiral.

II. He

II.

The Firſt Captain to the Admiral or Commander in Chief of the Fleet ſhall be received with a Guard without a Drum.

Firſt Captain to the Admiral of the Fleet with a Guard only.

III.

When a Flag-Officer, commanding in Chief, paſſes by any Ship with his Flag at the Head of the Boat, the Ship is to be manned with the Watch, and the Drum to beat, as in the Firſt Article.

Flag-Officers paſſing in Boats, to be complimented with the Watch and Beat of Drum.

Of Colours.

Article I.

FLAG Officers and Captains are ſtrictly forbidden to wear any other Flag or Pendant, than what belongs to their proper Rank, except when His Majeſty, or any of the Royal Family are on board.

Officers to wear no Colours but what belong to their Rank.

II.

If any Officer, wearing a Flag or broad Pendant, ſhall happen to be ſlain in Fight with the Enemy, the ſaid Flag or Pendant ſhall nevertheleſs continue flying, and not to be taken in, whilſt the Enemy is in Sight; but the Admiral who commands in Chief, as alſo the Flag-Officer to whoſe Squadron or Diviſion

Colours of an Officer ſlain not to be taken in, in Sight of the Enemy.

he belonged, ſhall immediately be acquainted with it; and if it be the Commander in Chief who is killed, the next Commanding Officer is to be forthwith informed of it, who ſhall immediately repair on Board the Ship of the deceaſed Commander, and give the neceſſary Orders, leaving his Flag, or broad Pendant flying in his own Ship.

III.

Colours to be worn by Flag Officers in their Boats.

For the better Diſtinction of Flag-Officers paſſing in their Boats, the following Regulations are to be obſerved; the Admiral of the Fleet, the Admirals of the *White* and *Blue*, and the Vice-Admiral of the *Red*, may carry their proper Flags at the Head of their Boat, when they think proper; but there ſhall be in the other Flags the following Diſtinction, *viz.* a White Ball in the Flag of the Rear-Admiral of the *Red*; a Blue Ball in the Flag of the Vice of the *White*; and two Blue Balls in the Flag of the Rear of the *White*; a White Ball in the Flag of the Vice of the *Blue*; and two White Balls in the Flag of the Rear of the *Blue*: The ſaid Balls to be in a Canton, at the upper Corner of the Flag next the Staff.

IV.

Colours of Merchant-Ships.

Merchant-ſhips are to wear a Red Enſign, with the Union Jack in a Canton, at the upper End next the Staff; and a White Jack, with a Red Croſs, commonly called *St. George's Croſs*, paſſing quite through the ſame.

V. Ships

V.

Ships having private Commiſſions, or Letters of Mart or Repriſals, are to wear the ſame Enſign as Merchant-Ships; and a Red Jack, with the Union Jack in a Canton, at the upper Corner next the Staff. *Colours of Privateers.*

VI.

Ships or Veſſels, in the Service of any Public Office, are to wear the ſame Enſign and Jack as Ships having Letters of Mart, only that in thē Body of the Jack or Enſign, ſhall be likewiſe deſcribed the Seal of the Office they belong to. *Colours of Veſſels belonging to Public Offices.*

VII.

His Majeſty ſtrictly forbids all Maſters of Merchant-Ships, as alſo of all Ships or Veſſels employed in the Service of any Public Office, or in raiſing Seamen, to wear Pendants, or what may be taken for them: And if any ſhall preſume to offend herein, and wear Flags, Pendants or other Colours, contrary to what is here allowed, it is His Majeſty's Pleaſure, that the Captains, or any other Officers of His Ships of War, do ſeize the ſaid Colours, and return the Names of the Maſter and Ship to the Secretary of the Admiralty, together with Affidavits of the Fact by two Witneſſes, in order to their being proceeded againſt in the High Court of Admiralty. *Ships wearing prohibited Colours, to be proceeded againſt in the Admiralty-Court.*

VIII. The

VIII.

Foreign Ships not to ride in His Majeſty's Ports with falſe Colours.

The Commanders of His Majeſty's Ships are not to ſuffer any Foreign Ships to ride in any of His Ports or Roads with falſe Colours: and if they perſiſt therein, after being admoniſhed, they are to put the ſaid Ships under Arreſt, and ſend an Account thereof to the Secretary of the Admiralty.

Rules to be obſerved in the Appointment of Officers in Foreign Parts.

Article I.

Commanders in Chief not to appoint Officers in the Channel.

WHEN any Commanders in Chief ſhall have Power given them, in their Commiſſions or Inſtructions, to appoint Officers in Ships under their Command, they are nevertheleſs not to proceed to execute that Power while they are within the Channel, but to acquaint the Secretary of the Admiralty of all Vacancies that ſhall happen.

II.

No Lieutenants to be made, without paſſing a regular Examination.

Commanders in Chief are not to prefer any to be Lieutenants in Foreign Parts, but ſuch as have paſſed their Examination; which if they have not already done at the *Navy-Office*, they may authorize any Three

Three of their principal Commanders to examine them; and if it ſhall appear by their Certificates, that they have ſerved Six Years at Sea, and have been rated Two of the ſaid Six Years as Midſhipmen, or Mates, in ſome of His Majeſty's Ships, and that they do produce regular Journals and good Certificates from the Commanders they have ſerved with, and are in all Reſpects qualified for that Employment, and not under Twenty Years of Age, they may prefer them, and not otherwiſe, taking Care to ſend the ſaid Certificates of Examination to the Secretary of the Admiralty, to be depoſited in that Office.

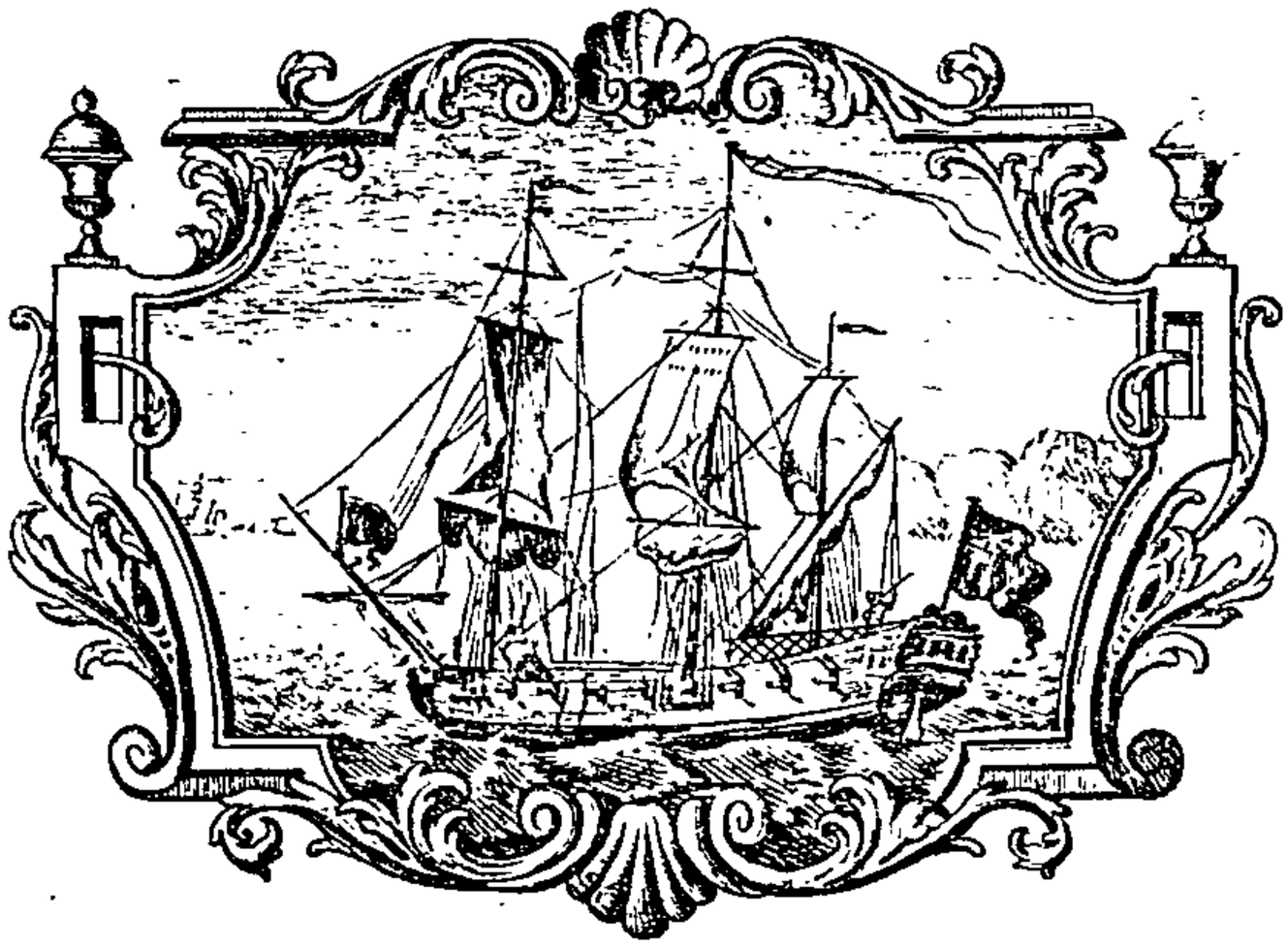
III.

Commanders in Chief may appoint ſuch of their Officers as may happen to be Members of *Trinity-Houſe*; or, if there be none, ſuch of their Commanders or Maſters as they think proper, to examine Maſters, or their Mates, or others, applying for the Employment of Maſters; and according to their Certificates, may promote them to any Vacancies in the Voyage; but after their Return Home, they are to be re-examined before the Corporation of *Trinity-Houſe*, and ſhall not be employed again without their Certificates of Approbation; but in Caſe there are Second Maſters on Board any of the Ships of the Squadron, they are firſt to be provided for according to their Seniority and Qualification, before any new one is made; and no other Second Maſters are to be created in their Room. *Nor Maſters*

IV. Surgeons

IV.

Nor Surgeons. Surgeons and their Mates are to be examined by ſome of the Principal Surgeons of the Fleet or Squadron, if they have not already paſſed their Examination at *Surgeons Hall*, and ſhall not be preferred to higher Ships than they are qualified for by their Certificates. If a Phyſician is in the Fleet, he ſhall preſide at the Examination; but upon their Return Home, they are to paſs a freſh Examination before the Governors of the *Surgeons* Company, and are not to be employed again without their Certificates of Approbation.



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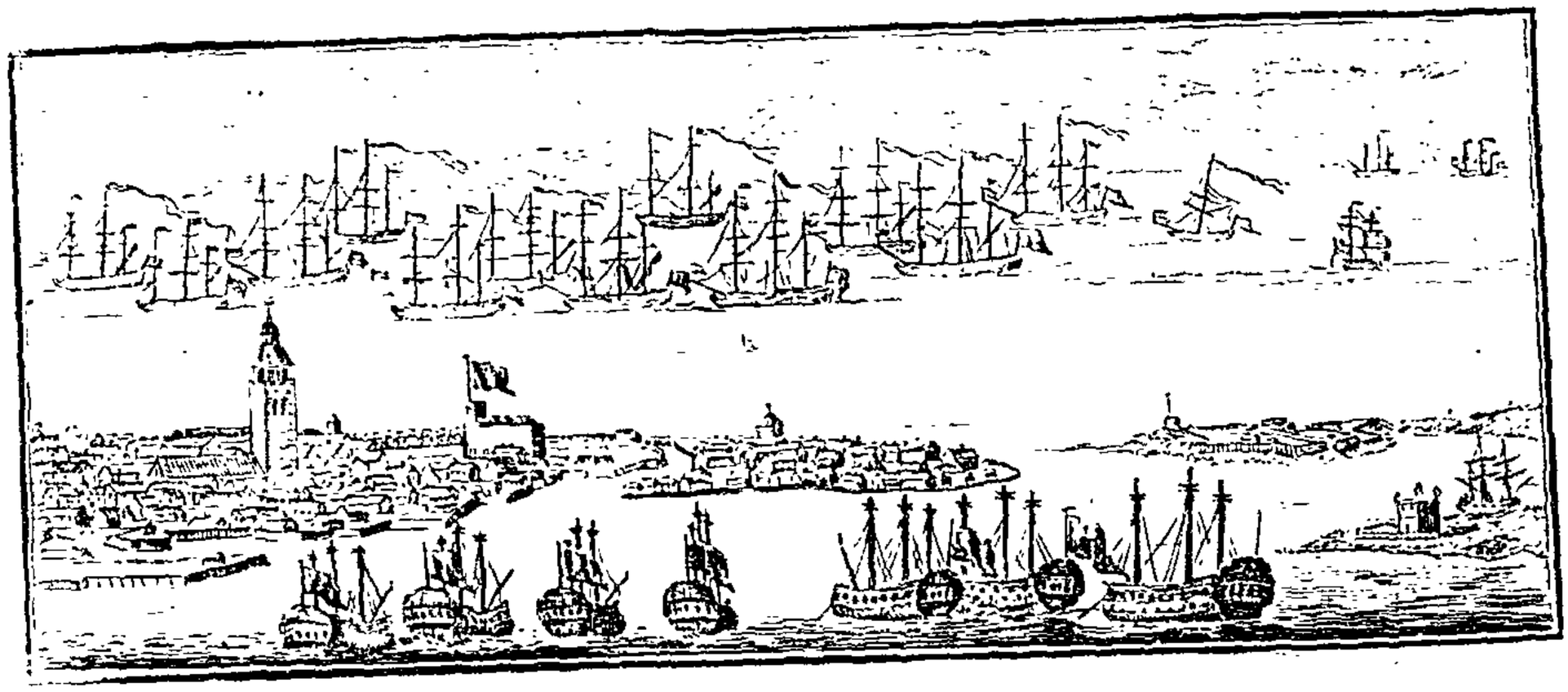

PART II.

The Captain or *Commander.*

ARTICLE I.

To viſit the Ship he is appointed to command.

WHEN a Captain, or Commander, receives a Commiſſion to command one of his Majeſty's Ships, he is immediately to repair on Board and viſit her throughout, in Company with his Officers, and ſuch of the Officers of the Yard, as the Commiſſioner of the Navy, or in his Abſence the chief Officers of the Yard, ſhall appoint, and inform himſelf of her Condition, and in what Manner ſhe is to be fitted out for the Sea.

II.

To ſend Accounts of the Progreſs in fitting her out.

He is to give his conſtant Attendance on Board, and inſpect into the Works doing to the Ship, and to quicken the Diſpatch thereof: He is to ſend to the Admiralty and Navy Offices Weekly Accounts, or oftner, if neceſſary, of the Progreſs made in fitting her out, and her Circumſtances, as to Men, Stores, and Proviſions; and whether there be any Delay, Neglect, or other Impediment, and the Cauſe thereof, that the neceſſary Orders may be given therein.

III.

Not to lye out of the Ship without Leave.

He is not to lye out of the Ship, from the Day of his coming on Board to the Day of his Diſcharge, unleſs by Leave from the Admiralty, or from his Commander in Chief.

IV.

To apply in Writing to the Commiſſioner of the Navy.

All Applications concerning the Ship to the Commiſſioner of the Navy reſiding at the Port, are to be made in Writing under his Hand, when he cannot apply in Perſon.

V.

To know the Qualities of the Ship.

He is to apply to the Navy-Board for an Account of the Qualities of the Ship, which will be depoſited with them by thoſe who have commanded her in former Voyages; but if ſhe be a new Ship, he is to adviſe with the Maſter Shipwright who built her.

VI. He

VI.

To take Inventories of his Officers Stores.

He is to demand from the Clerk of the Survey, a Survey-Book, with an Inventory of the Stores committed to the Charge of the Boatſwain and Carpenter, and a Supplemental one for a Foreign Voyage; and a like Book from the Office of Ordnance of the Gunner's Stores. He is likewiſe to require from his Boatſwain, Gunner, Carpenter, and Purſer, Counterparts of their reſpective Indents, which they are to deliver to him forthwith after ſigning.

VII.

To be preſent when the Stores come onBoard, and his Clerk to take Account of all Stores and Proviſions that come on Board.

He is to be preſent himſelf at the coming on Board of the Ordnance Stores, and to ſee the Cannon, Firelocks, Swords, and other Weapons, carefully ſurveyed and examined before him, and to inform the Officers of the Ordnance of ſuch as ſhall appear to be defective, and not fitting for Service, in order to their being exchanged. But in caſe he ſhall be then abſent from the Ship, he is to give ſtrict Orders to the Lieutenant to comply therewith. He is likewiſe to take Care that his Clerk be preſent, and take an Account in Writing of all Stores and Proviſions that come on Board, and when; which Account he is afterwards to compare with the Indents, to ſatisfy himſelf if the Whole has been received in Kind, or allowed in Credit; which laſt is not however to be admitted, but where the Neceſſity is evident: And if he obſerves any Fraud or Neglect, he is to repreſent the ſame to

the Secretary of the Admiralty, and alſo to the Office it immediately concerns.

VIII.

To be a Cheque on his Officers, and audit their Accounts.

He is to keep Counter-Books of the Expence of the Ship's Stores, to the End that he may always be able to know the State and Condition of the ſame. He is to audit the Accounts of the Officers entruſted with Stores once a Week, and to ſign ſuch Allowances as he makes thereupon, taking Care not to paſs any Articles that are unduly charged. And at the End of the Voyage, he is to deliver the ſeveral Books, which he has kept of the Expence of Stores, into the proper Offices, ſigned by himſelf, the Maſter, and by each Officer, to his reſpective Counterpart.

IX.

To enter none but able Men, and not to exceed his Complement.

He is to inform himſelf from the Clerk of the Cheque, of the Complement of Men allowed to the Ship, and to uſe his utmoſt Application to get her mann'd, and to be very careful to enter none but Men of Able Bodies, and fit for Service. He is conſtantly to keep the eſtabliſhed Number of Men compleat, and never to proceed from the Place where the Ship fits out, with more Men than the Complement, unleſs by Order from the Admiralty, or from a Commander in Chief.

X.

To keep a Muſter-Book.

He is to apply to the Clerk of the Acts at the *Navy-Office*, for a ſufficient Number of Blank Muſter-Books,

Books, which will be delivered to him ruled, and to keep an exact Muſter-book, ſetting down therein the Names of all Perſons entered to ſerve in the Ship, with every Circumſtance relating to them, as is ſpecified in the ſeveral Columns. When two Men, or more, are of the ſame Name, they are to be diſtinguiſhed by 1*ſt*, 2*d*, and ſo on. The Number under which a Man is entered, in the Original Muſter-Book, is to ſtand the ſame in all following Muſter-Books. If any Man is diſcharged and happens afterwards to be re-entered, the Number of the firſt Entry is to be noted againſt the Number of the Re-entry, and *vice verſa*, the Number of the Re-entry againſt the Number of the firſt Entry. When the Ship arrives at the Port where ſhe is to be laid up, he is to ſend the Original General Muſter-Book to the Comptroller of the Navy, ſigned by himſelf.

XI.

He is to be preſent at all Muſters of the Ship's Company by the Clerk of the Cheque or Muſter-Maſter, and to make the ſame Annotations as they do againſt the Men's Names, on his own Books. He is to be aſſiſting to them in the Execution of their Office, and ſee that the Purſer do furniſh them with perfect Muſter-Books: And if there ſhall be a want of Blank Books during the Voyage, he is to demand a ſupply from the Clerk of the Cheque or Muſter-Maſter, at the firſt Port he ſhall happen to put into. And he is to deliver, at the End of the Voyage, into the

To be preſent at Muſters and aſſiſt the Clerk of the Cheque.

the Office of the Clerk of the Acts, a regular Account of the Expence of the Blank Books and Muſter-Paper he has received, and return what is left.

XII.

To demand a Muſter-Book from the Clerk of the Cheque.

He is to demand from the Clerk of the Cheque at the Port where the Ship is, before ſhe departs from his Diſtrict, a perfect Muſter-Book of the Men's Names, with their Entries and Cheques againſt the Abſent.

XIII.

To muſter the Ship's Company, and uſe no Fraud in his Muſters.

He is himſelf to Muſter the Ship's Company at leaſt once a Week in Port, where there is no Clerk of the Cheque or Muſter-Maſter, and to do the ſame at Sea; and to be very exact in noting the Time of each Man's Death or Diſcharge; as alſo in Pricking or Running ſuch as are abſent without Leave, and Chequing thoſe who are abſent on the Service, or with Licenſe; and in ſetting againſt the Names of ſuch as are away upon the Ship's Account, what Services they are employed on, with the Days of their Departure and Return. He is ſtrictly charged not to employ any Seamen out of the Ship on Private Services, nor to bear any Men longer than the real Time of their Service, nor to put down any fictitious Names upon the Books. And if any Perſon ſhall abſent himſelf from his Duty without Leave, for three ſucceſſive Muſters, he is to be marked as a Runaway on the Ship's Books, according to the ancient Practice of the Navy, expreſſing the Day he left the Ship.

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XIV. He

XIV.

To ſend Muſter-Books every two Months to the Navy-Office.

He is to ſend, once in every two Months, two Muſter-Books to the Navy-Office, ſigned by himſelf and the Officers who ſign Tickets, and to take great Care that ſuch Books be full and perfect, and every Circumſtance relating to the Men plainly noted therein, according to the Method preſcribed in the ſeveral Columns; and that the Times of Muſtering and the Muſter-Letters be duly ſet off. He is to write down at the End, the Number of Men Borne, Muſtered and Chequed, at each Muſter. The Supernumeraries, if any, are likewiſe to be ſet down at the end of the ſaid Books, with the ſeveral Annotations againſt their Names which the Columns direct, and alſo an Account, by what Order, or on what Occaſion they are Borne.

To keep a Sick-Book.

He is to keep a Book of all Men ſent ſick out of the Ship, mentioning, in proper Columns, their Number on the Ship's Book, Names, when and where ſent, when returned or diſcharged, and Number of Days abſent; which is to be delivered into the Office of Comptroller of the Navy, according to the Form in Page (185).

XV.

To ſet down the Run Men at the End of the Muſter-Books.

At the End of the Muſter-Books he is to make a Liſt of ſuch Seamen as are made run, diſtinguiſhing whether they ran away from the Ship, or the Boat, or from ſick Quarters; or if they had Leave to go on Shore, and for how long; as alſo the Manner, and by what Opportunity they made their Eſcape; and whether

whether he thinks they deſerve to be relieved, or not, and his Reaſons for it.

XVI.

To acquaint the Secretary of the Admiralty of ſuch as run away at Home.

If the ſaid Deſertion happens in any of the Ports of this Kingdom, he is to ſend up to the Secretary of the Admiralty, the Names of the Run Men, their Deſcription, Place of Abode, and all the Circumſtances of their Eſcape; together with the Names of ſuch Perſons as can give the beſt Evidence of the Facts, to the End that (if it ſhould be thought proper) the Provoſt Marſhal may be ſent to apprehend them, in order to their being brought to a Court Martial.

XVII.

How to uſe Tickets.

He is to apply to the Clerk of the Acts for a competent Number of Blank printed Tickets, which he is carefully to keep by him, uſing them (and none other) as there ſhall be Occaſion. He is to make out Tickets for all ſuch Seamen as ſhall be diſcharged from his Books, which are to be ſigned by himſelf, the Maſter, Boatſwain, and Purſer, or Reaſon ſhewn upon the Ticket, of the Omiſſion of any of their Hands; and the Gunners and Carpenters are likewiſe to ſign for their reſpective Crews. He is to deliver the Ticket to none but the Party; but if he be dead, or abſent, he is to ſend the Ticket forthwith to the *Navy-Office*. At the End of the Voyage he is to give an Account to the Clerk of the Acts, how many Tickets have been delivered out, with the Numeral Letter and Number by which each is diſtinguiſhed; the Day of Signing;

Signing; the Perſon dead, or diſcharged; and to whom they were delivered; and to return the Remainder into the Office.

XVIII.

How to diſcharge Seamen.

He is not to diſcharge any Man but for one of the following Reaſons, *viz.* Death; Preferment in ſome other of His Majeſty's Ships; Unfitneſs for Service; Officers Servants rated; or by Order from the Admiralty, or his Commander in Chief; and to expreſs the Cauſe upon the Ticket. At the Beginning of every Month, if the Ship is in *Great-Britain* or *Ireland*, he is to ſend to the Admiralty Office a Liſt of all Men diſcharged in the preceding Month, with the Time, Place, and Reaſons thereof, as alſo their Qualities.

XIX.

To take Care of the Ship's Stores.

He is not to ſuffer any of the Stores to be miſapplied to private Uſes, nor any Waſte to be made, nor ſhall any Stores be changed or converted, but upon abſolute Neceſſity, and with the Advice of his Officers; and where any Converſions ſhall be made, to be very careful in charging the reſpective Officers therewith, and in giving an Account of them at the End of the Voyage, or on the Death or Removal of the reſpective Officer, to the Surveyor's Office; and to take Care that all Stores loſt or deſtroyed, either by Careleſſneſs, or unavoidable Accident, or that are embezzled, be taken Notice of in a particular Manner, in the Expence-Book of the reſpective Officer, and the Value

of the Stores loſt by Careleſſneſs, or that ſhall be embezzled, be charged againſt the Wages of the Offenders, on the Muſter and Pay-Books, that the ſame be abated from them at the Pay-Table.

XX.

Not to alter any Parts of the Ship.

He ſhall make no Alteration in the Maſts, Yards, Sails, or Furniture of the Ship; nor alter any Cabbins, Bulk-Heads, Store-Rooms, or ſet up any new Accommodations; nor ſhall he cut down any Part of the Ship, or cauſe Scuttles to be made or enlarged in her Sides.

XXI.

To place Centinels near the Store Rooms.

He is to keep a Centinel conſtantly poſted at the Scuttles leading down into the Boatſwain's, Gunner's, and Carpenter's Store-Rooms, (as alſo into the Powder Light-Rooms) which Centinel is to be ordered not to ſuffer any Perſon to paſs down the ſaid Scuttles with a Light, but by leave from the Captain, or the Commanding Officer of the Watch; which Leave is to be ſignified to the ſaid Centinel by an Officer from the Quarter-Deck, and ſuch Light is always to be carried in a Secure Lanthorn. He is to take Care that no Perſon whatſoever do lie in any of the ſaid Store-Rooms, and that no Wine, Brandy, or any Thing elſe, be lodged therein but the Ship's proper Stores.

XXII.

Not to ſpare any Stores or Proviſions without Order.

He is not to ſpare any Proviſions or Stores to any of His Majeſty's Ships but where the Neceſſity is evident,

evident, and by Direction of his Commanding Officer, and always to give his Officers a Warrant in Writing for it. He is to be very careful to ſend, by the firſt Opportunity, to the proper Offices, diſtinct Accounts of all the Supplies he gives to other Ships, or receives from them; and of all Stores that ſhall be returned into any of His Majeſty's Stores Abroad, either decayed or ſerviceable; to remain there as a Charge and Diſcharge to the ſaid Officers.

XXIII.

He is to obſerve ſeaſonable Times in ſetting up his Shrouds, and other Rigging, eſpecially when they are new, and apt to ſtretch; and to be very careful to favour his Maſts, and not to hazard them in blowing Weather, except upon a Chaſe, or ſome other preſſing Occaſion. *The Rigging to be ſet up at proper Times, and the Maſts to be favoured.*

XXIV.

When there ſhall be a Neceſſity to caſt any Rigging or other Stores, he is firſt to order a Survey to be taken thereof, in the ſame manner as is hereinafter directed with regard to other Surveys. *Rigging and Stores to be ſurveyed before caſt.*

XXV.

He is to cauſe ſuch of the Stores as require it, to be frequently brought upon Deck, to be ſurveyed and aired, and their Defects repaired; and the Store-Rooms are to be cleaned, aired, and put into good Condition, and made as ſecure as poſſible againſt Rats. *Stores and Store-Room to be aired.*

XXVI.

Not to misuse the Sails. He is never to make use of the Ship's Sails for covering Boats, or for Awnings; Canvas Awnings being allowed to Ships in Southern Voyages.

XXVII.

To keep the Ship clean. He is not to suffer the Ship's Decks or Gratings to be scraped oftener than shall be absolutely necessary, but take Care that they be well washed and swabbed once a Day, and the Air let into the Hold as frequently as may be.

XXVIII.

Officers to have their proper Cabbins. He shall permit every Officer to possess the Cabbin allotted to him by the Custom of the Navy, and not make any Variation therein.

XXIX.

To take Care of the Cables. No Person is to lie upon the Orlop, but by Leave from the Captain; nor is any Person to go amongst the Cables with Candles, but when the Service shall require it by order of the Captain, or the Commanding Officer of the Watch, and under the Care of a Quarter-Deck Officer

XXX.

The Seamen to smoak Tobacco in proper Places. Such as smoak Tobacco are to take it in the Forecastle, and in no other Place, taking all possible Care to prevent Accidents from Fire.

XXXI. And

XXXI.

To put out Fire and Candle at Setting the Watch.

And for the further preventing ſuch Accidents, Care is to be taken every Night, that immediately upon the Setting of the Watch, both Fire and Candle be put out in the Cock-Room, Hold, Steward-Room, Cock-Pit, and every where between Decks, the Maſter at Arms, or ſome other careful Officer, being ſent about to ſee the ſame performed; nor are Candles to be uſed in any other Part of the Ship, but in Lanthorns, without the Captain's Leave.

XXXII.

None to ſuttle Abroad.

He is not to ſuffer any Perſon whatſoever to ſuttle, or ſell any ſort of Liquors to the Ship's Company, nor any Debts for the ſame to be inſerted in the Slop-Book, under pretence of Cloaths or Tobacco iſſued to the Seamen.

XXXIII.

How to rate the Ship's Company.

Before the Ship proceeds to Sea, or as ſoon after as poſſible, he is to call together his Firſt-Lieutenant, Maſter, and Boatſwain, and take their Aſſiſtance, (as alſo the Gunner's and Carpenter's, for their Crews) in examining and rating the Ship's Company, according to their Abilities, which he is to do without Partiality or Favour, and particularly not to rate any as inferior Officers, but thoſe who are properly qualified; and to take ſtrict Care that every Perſon in the Ship, without Regard or Diſtinction, do actually perform the Service for which he is rated. And, for his Inſtruction

in

in rating the Ship's Company, it is here declared, that none ſhall be rated Able but who have ſerved three Years (at leaſt) at Sea, and are capable of doing the Duty of an Able Seaman; nor Midſhipmen, till they have ſerved four Years, and are in all Reſpects qualified for it; nor will they be paid as ſuch, unleſs they produce regular Journals to the Commiſſioner who comptrolls the payment of the Ship. And the ſame is expected from the Maſter's Mates.

XXXIV.

Number of Midſhipmen Ordinary allowed.

None are to be rated Midſhipmen Ordinary, but ſuch as have ſerved Volunteers by Order; and they who are ſo rated, ſhall receive the Pay of an Able Seaman, upon their producing a Certificate from their Captain that they are qualified, and did the Duty of Midſhipmen. The Number each Ship is allowed to bear, is as follows, *viz.*

	Rate.	*No.*
On board a	*3d* - - -	4.
	4th - - -	3.
	5th - - -	2.
	6th - - -	1.

XXXV.

To quarter the Ship's Company.

Before the Ship ſails, the Captain is to make a Regulation for Quartering the Officers and Men, diſtributing them to the Great Guns, Small Arms, Rigging,

ging, &c. And that every Man may the better know his Station and Duty in Caſe of Action, he is not only to cauſe a general Table, expreſſing the Men's Names, and their reſpective Quarters, to be hung up in ſome public Place of the Ship, but alſo particular Bills of Parchment to be fixed in every Quarter, and over every Gun, containing the Men's Names appointed to each Quarter. And he is to diſcipline the Ship's Company frequently in the exerciſe of the Great Guns and Small Arms, to render them more expert in Time of Battle, and to ſet down in his Journal the Times he exerciſes them.

To exerciſe them at the Great Guns and Small Arms.

XXXVI.

If any Officers are abſent from their Duty, when the Ship is under Sailing Orders, he is timely to ſend their Names up to the Secretary of the Admiralty, with the Cauſe of their Abſence that (if it ſhall be thought proper) other Officers may be ſent down in their room.

To inform the Secretary of the Admiralty of Officers abſent, when under Sailing Orders.

XXXVII.

He is to carry his full Number of Boats to Sea, and to take Care to ſecure them before blowing Weather; he is to huſband the Ship's Colours, and not to keep them abroad in windy Weather, the Pendant being a ſufficient Mark of Diſtinction.

To take Care of the Boats and Colours.

XXXVIII.

He is not to carry any Women to Sea, nor to entertain any Foreigners to ſerve in the Ship, who are Officers

To carry no Women, nor Foreign Officers to Sea.

Officers, or Gentlemen, without Orders from the Admiralty.

XXXIX.

To convoy Ships bound his Way.

When he is to ſail from one Port to another in Time of War, or Appearance of War, he is to give timely Notice to the Maſters of Merchant-ſhips bound his Way, and take ſuch of them under his Care and Protection, as ſhall be deſirous and ready to accompany him, but not to make any unneceſſary Stay, or deviate from his Orders upon that Account. He is to give the ſaid Ships, as alſo to ſuch others as he ſhall meet with in his Paſſage, ſafe Convoy towards the Ports whereto they are bound, as far as his and their way lie together.

XL.

To keep a Journal

He is, from the Time of his going on Board, to keep a Journal according to the Form ſet down in (Page 158, 159) and be careful to note therein all Occurrences, *viz.* Place where the Ship is at Noon; Changes of Wind and Weather; Salutes, with the Reaſons thereof; Remarks on unknown Places; and in general, every Circumſtance that Concerns the Ship, her Stores and Proviſions. At the End of every Six Months he is to ſend a Copy of his Journal for the ſaid Time, to the Secretary of the Admiralty; and at the Expiration of the Voyage, to deliver a general Copy of his Journal, ſigned by himſelf, into the Admiralty and Navy-Offices.

XLI. He

XLI.

He is, by all Opportunities, to ſend particular Accounts of his Proceedings to the Secretary of the Admiralty, mentioning therein the Condition of the Ship, Men, Stores, and Proviſions, together with all other Occurrences which he has met with, deſerving Notice. He is never to omit owning the Receipt of Orders ſent to him from the Admiralty; and he is likewiſe to keep a punctual Correſpondence with the Navy, Victualling, Ordnance, Sick and Wounded, and other Public Offices, in whatſoever reſpectively concerns them.

To inform the Secretary of the Admiralty of his Proceedings, and Condition of the Ship.

To correſpond with the proper Offices.

XLII.

He is not to go into any other Port than ſuch as his Orders direct him, unleſs by inevitable Neceſſity, and then to make no unneceſſary Stay there. If he is employed in a cruizing Station, he is to keep the Sea the Time required by his Orders; but if he is compelled by any Accident to return ſooner into Port, he is to ſend in Writing the Reaſons thereof to the Secretary of the Admiralty, as alſo to the Commander in Chief, if any ſuch be there, and to put to Sea again ſo ſoon as the Ship's Wants are ſupplied.

Not to go into Port unneceſſarily.

XLIII.

Upon all Occaſions of Anchoring, he is to be very careful in the Choice of a good Berth, and when he is at Anchor in Roads where he is a Stranger, to cauſe the Maſter, or ſome other careful Officer, to

Directions about Anchoring.

found, at leaſt, as far as two or three Cables Diſtance round the Ship, in order to inform him of the Nature of the Ground, and to diſcover if any hidden Rocks or Shoals be near; and he is to note down in his Journal the moſt proper Places for Anchoring, with the Depth of Water, Bearings of Points, and Lands, and ſuch other Remarks as he ſhall judge neceſſary.

XLIV.

To permit Cuſtom-houſe Officers to come Aboard.

When any Cuſtom-Houſe Officer ſhall come on Board, upon the Arrival of the Ship in any of His Majeſty's Ports, they are not to be obſtructed or ill-treated in the Execution of their Duty, His Majeſty's Ships being liable to Viſitation as well as the Ships of Merchants; and if they ſhall be in Need of the Ship's Proviſions during their Stay on Board, he is to order them to be victualled as the Ship's Company.

XLV.

To demand Engliſh *Seamen out of foreign Ships*

When he meets with any Foreign Ship or Veſſel, he is to ſend a Commiſſion Officer to enquire if any Seamen, who are his Majeſty's Subjects, be on Board her, and to demand all ſuch, obliging their Maſters to pay them their Wages to that Day. But this is to be done with civil and friendly Behaviour on the Part of His Majeſty's Officers, who are to be very careful not to offer any Violence or ill Treatment to the Subjects of His Majeſties Friends or Allies.

XLVI. When

XLVI.

When the Ship is in Foreign Parts, where there are no Naval Officers, and there ſhall be an abſolute Neceſſity to careen her, the Captain is to do it with the beſt Huſbandry, and not to hire any Maſter Ship-Wrights to ſuperviſe the Work, which is to be done by the Carpenter of the Ship.

How to careen the Ship in Foreign Parts.

XLVII.

He is not to hire any Veſſels for careening the Ship, or receiving her Stores or Proviſions, unleſs the ſame be abſolutely neceſſary; and in that Caſe not to take up more Tonnage than is needful; nor to keep the ſame longer than the Service will want; all which is to be proved by Certificates from the Signing Officers, and that the Rates the Veſſels were hired at were as reaſonable as could be produced in thoſe Parts; and the ſaid Certificates are to mention the Tonnage of the Veſſels, Number of Men belonging to them, the Services they have been employed on, and the Time employed upon each diſtinct Service.

Not to hire Veſſels unneceſſarily for careening the Ship.

XLVIII.

He is never to cauſe the Ship to be painted either within Board or without, nor to bring any Charge in his Accounts for Commiſſion Money, nor to bream the Ship with old Junk, old Ropes, or Tar, when Bruſh or other Materials can be had; and what old Maſts, Spars, Deals, and other Things remain after

Not to paint the Ship, or be at any unneceſſary Charge.

the Cleaning is over, are to be charged on the proper Offices for future Uſe.

XLIX.

Not to hire Artificers unneceſſarily for refitting the Ship.

None are to be employed, but the Company of the Ship, in careening and refitting her; but if, by Reaſon of Death or Sickneſs, there ſhall be an abſolute Neceſſity of hiring any Sort of Artificers from the Shore, their Names are to be entered on a Liſt, and they are to be daily muſtered, and kept to their Works, and diſcharged as ſoon as they can be ſpared: And as they are to be hired on the cheapeſt Terms, ſo they are to be paid by the ſaid Liſt, in the Preſence of two or more Commiſſion or Warrant Officers, who are to atteſt the ſaid Payments.

L.

Allowances to Carpenters, Shipwrights, and Caulkers, employed in refitting the Ship.

And to encourage ſuch Carpenters, Shipwrights, and Caulkers, as ſerve in His Majeſty's Ships in Foreign Parts, and ſhall be employed in Working, either in their own or other Ships of His Majeſty, while they are refitting, the Captain of the Ship, which they work upon, ſhall make them the following Allowance by the Day, *viz.*

To

	East-Indies, Jamaica, and Coast of *Africa.*	*Barbadoes, Antegoa* and other Parts of the *West-Indies.*	All other Foreign Parts.
	Sterling.	Sterling.	Sterling.
To Master Carpenters, Carpenters Mates, Shipwrights, and Caulkers, for working on Board the Ship they belong to, in Caulking and Fitting her for the Careen, and Careening, and Graving or Tallowing her -	*l.* *s.* *d.* 0 1 6	*l.* *s.* *d.* 0 1 0	*l.* *s.* *d.* 0 1 0
For working on Board any other of His Majesty's Ships - - - - -	0 3 0	0 2 0	0 1 6

LI.

But to prevent any Abuse of this Encouragement, it is here declared, that there shall be no more allowed for Caulking a Ship, fitting her for the Careen, Graving or Tallowing her, or other necessary Works for each Careening or Cleaning, than what amounts to the Labour of the following Number of Men for one Day, viz. *Limitation of the aforesaid Allowances*

Rate.	*Men for a Day.*
For a 1*st* - - - - - - -	570.
2*d* - - - - - - -	500.

For

Rate.		*Men for a Day.*
For a 3*d* of	80 Guns - -	440.
	70 - - -	308.
4*th*	60 - - -	252.
	50 - - -	200.
5*th*	40 - - -	160.
	30 - - -	140.
6*th*	20 - - -	90.
Sloops	- - - -	32.

LII.

To take up Money Abroad at the beſt Exchange.

When there ſhall be an indiſpenſible Neceſſity of taking up Money for the Uſe of the Ship, the Captain is to make his Intentions of doing it publickly known, and to negotiate it at the beſt Exchange, which he is to get certified by the Governor or Conſul, where there are any, or elſe by two or three of the moſt eminent Merchants of the Place.

LIII.

To adviſe the proper Office of what Bills he draws, and ſend Home Accompts of his Diſburſements.

He is to give timely Notice to the proper Office of what Bills he draws upon the ſame, with the Reaſons thereof, and to ſend home with the ſaid Bills, or as ſoon after as may be, Duplicates of his Accounts, and Vouchers for the Diſburſements of the ſaid Money, taking Care that all Payments be witneſſed by two or more

more Commiſſion or Warrant Officers and that the Receipts do expreſs the Quality, Quantity, and Price of each Species bought, with the exact Size, Length, and Weight of Cordage; and that the Governor, Conſul, or Merchants as aforeſaid, do certify, that the Bargains were according to the Market Price.

LIV.

Stores bought Abroad to be kept by the proper Officers.

He is to take Care that all bought Stores be delivered into the Cuſtody of the proper Officers, taking their Receipts, and to charge the ſame againſt them in his Books, and to ſend Copies of the ſaid Charge, by the firſt Opportunity, to the proper Office.

LV.

To ſeal up the Books and Papers of dead Officers.

Upon the Death of any Officer, he is immediately to cauſe an Inventory to be taken of all his Books and Papers, as well public as private, in the Preſence of (at leaſt) two of the Signing Officers, and to have the ſame atteſted by them: He is to ſee the ſaid Books and Papers carefully ſealed up, and preſerved for the Uſe of the Executors, or ſuch as ſhall have a Right to demand them; to whom, with the Inventory, they are to be delivered.

LVI.

Stores of Officers dead or removed, to be ſurveyed.

When any Officer, who has the Cuſtody of Stores or Proviſions, ſhall die, or be removed or ſuſpended from his Employment, he is to cauſe an exact Survey to be forthwith taken of the Remains of ſuch Stores

or

or Proviſions, and an Inventory of the ſame, in Words at Length, to be atteſted and ſigned by the Succeſſor, (who is to keep a Duplicate thereof) and alſo by the ſurveying Officers, (who are to be ſo exact and careful in taking the Survey, as to be juſtified on Oath, if required) which he is to tranſmit, by the firſt Opportunity, to the proper Office, to remain there as a Charge againſt him. If the Ship is in Company with other Men of War, he muſt apply to the Commander in Chief, or to the Senior Officer, to order the ſaid Survey.

LVII.

When removed himſelf, to leave Copies of Orders with his Succeſſor.

In Caſe he ſhall be removed himſelf into another Ship, he is to ſhew the Originals of all ſuch Orders as have been ſent to him, and remain unexecuted, to his Succeſſor, and leave with him atteſted Copies of the ſame, which ſhall be ſufficient Warrant to his ſaid Succeſſor to put them in Execution.

LVIII.

And a compleat Muſter-Book.

He is likewiſe to leave with the ſaid Succeſſor one compleat Muſter-Book, with all the Columns duly filled, and to ſend all the other Books and Accounts under his Charge to the Offices they reſpectively relate to, in order to the paſſing his Accounts.

LIX.

Number of Men that may be removed with a Captain into another Ship.

When a Captain is removed by Commiſſion from one Ship into another, he is allowed to carry along with

with him the following Number of Men, including his Servants, viz.

	Rate.	*Men.*
From a	*1ſt*	80.
	2d	65.
	3d	50.
	4th	40.
	5th	20.
	6th	10.

LX.

In caſe of Shipwreck, to ſave as much as poſſible.

In Caſe of Shipwreck or other Diſaſter whereby the Ship may periſh, the Officers and Men are ſtrictly charged to ſtay with the Remains of the Ship, (when the ſame can be done) and to employ themſelves in ſaving what they can of her Hull, Furniture, Stores, Proviſions, &c. And, for their Encouragement, they ſhall continue in Pay during their Attendance on that Service. If the Proviſions of the Ship are loſt, the Captain is to ſubſiſt them, and may draw Bills upon the Commiſſioners of the Victualling for the ſame.

LXI.

To draw up an Account of the Qualities of the Ship.

When the Ship comes to the Port where ſhe is to be laid up, the Captain is to aſſemble the proper Officers together, and draw up an Account of the Obſerva-

tions that have been made during the Voyage of the Qualities of the Ship; the ſtanding of her Maſts; Quantity of Ballaſt; Draught of Water; beſt ſailing Trim; Stowage; Manner of Sailing; and ſuch other Circumſtances as may be neceſſary for the Information and Guidance of thoſe who may command her afterwards; which Account, ſigned by himſelf and the Officers, he is to deliver to the Commiſſioner of the Navy at the Port, and tranſmit a Duplicate of the ſame to the Navy-Board.

LXII.

To make up his Pay-Books.

When Orders ſhall come for laying up the Ship, he is, before he leaves her, to prepare five Pay-Books, with the Aſſiſtance of his Purſer, according to the Form ſet down in Page (160, 161) together with three Alphabets; taking Care, that the Pages of the Pay-Books agree together in the Number of Names, and to tranſmit the ſame without any Delay, to the Navy-Board, ſigned by himſelf and ſigning Officer, that His Majeſty may not be put to an unneceſſary Charge in continuing the Ship in Pay for Want thereof; and he and his Officers are to attend the Payment of her.

LXIII.

A Flag Officer or Commiſſioner of the Navy to ſign Tickets.

If there be Occaſion to diſcharge any of the Men when the Ship is under Orders to be paid off, they are to be carried to a Flag Officer, or to a Commiſſioner of the Navy at the Out-Ports, or to the Commiſſioners of the Navy at their Office in *London*, who are to examine

examine their Qualifications, and if they find them agreeable to their rating, to ſign their Tickets, otherwiſe they will be paid Ordinary. And all Men who ſtand open upon the Pay-Books, at the Time of any Ship's Payment, and do not appear in Perſon to receive their own Wages, ſhall likewiſe be paid but Ordinary, unleſs it ſhall appear to the Commiſſioner who comptrolls the Pay, that they are duly rated on the Ship's Books.

L XIV.

To deliver the Ship clear to the Officers of the Yard.

He is to be very diligent in clearing the Ship from all her Stores and Proviſions, and neither to depart from her himſelf, nor ſuffer the Officers or Men to go aſhore, until the Ship is paid, and wholly unrigged and clear, and to deliver her ſo into the Charge of the Officers of the Yard.

LXV.

To be anſwerable for the Conduct of every Body in the Ship.

Laſtly, Whereas the Charge and Command of the Ship, and of the Officers and men ſerving therein, are entirely entruſted to the Captain, and the Welfare and good Management of the Whole does in eſpecial Manner depend upon his Oeconomy and Prudence, he is to underſtand, though the ſeveral Rules contained in the following Parts of this Book are ſorted into different Chapters, for better order and Clearneſs, that nevertheleſs he is himſelf reſponſible for the whole Conduct and good Government of the Ship, and for the due Execution of all Regulations here ſet down which concern the ſeveral Duties of the Officers and

Company of the Ship, who are to obey him in all Things which he ſhall direct them for His Majeſty's Service.

To be anſwerable for the Faults of his Clerk.

And whereas, by the Eſtabliſhment of the Navy, he is allowed a Clerk, he is to look upon himſelf to be accountable for all Errors or Frauds committed by the ſaid Clerk, who is regarded no otherwiſe than as his Inſtrument, and one appointed to ſerve him in the Execution of his Office.

To receive no Wages without proper Certificates, and to make good all Damages.

And, as he is not to receive his Wages without producing Certificates from the Secretary of the Admiralty, and from the Navy, Victualling, Ordnance, and Sick and Wounded Officers, that they have nothing to object againſt him, ſo he is to expect to make good out of his Wages any Damage His Majeſty may have ſuſtained from his Neglect or Irregularity; and in caſe of the Ship's being paid off before ſuch Diſcovery is made, to anſwer the ſame out of his Half-Pay, or be otherwiſe accountable, as the Lord High Admiral, or Lords Commiſſioners of the Admiralty, ſhall judge proper.

Rules

Rules of Diſcipline and good Government to be obſerved on Board His Majeſty's Ships of War.

Article I.

IN the firſt Place, the Commanders of His Majeſty's Ships are ſtrictly required to ſhew in themſelves a good Example of Honour and Virtue to their Officers and Men; and next, to be very vigilant in reſpecting the Behaviour of all ſuch as are under them, and to diſcountenance and ſuppreſs all diſſolute, immoral and diſorderly Practices, and all ſuch as are contrary to the Rules of Diſcipline and Obedience, and to correct thoſe who are guilty of the ſame, according to the Uſage of the Sea.

Commanders to ſhew good Examples to their Men, and to puniſh Vice.

II.

The Commanders of His Majeſty's Ships are to take Care that Divine Service be performed twice a Day on Board, according to the Liturgy of the Church of *England*, and a Sermon preached on *Sundays*, unleſs bad Weather or ſome extraordinary Accidents prevent it.

Divine Service to be regularly performed.

III. If

III.

Puniſhment of Swearing, &c.

If any ſhall be heard to Swear, Curſe, or Blaſpheme the Name of God, the Captain is ſtrictly required to puniſh them for every Offence, by cauſing them to wear a wooden Collar, or ſome other ſhameful Badge of Diſtinction, for ſo long a Time as he ſhall judge proper. If he be a Commiſſion Officer, he ſhall forfeit One Shilling for each Offence, and a Warrant or inferior Officer, Sixpence. He who is guilty of Drunkenneſs, if a Seamen, ſhall be put into Irons until he is ſober; but if an Officer, he ſhall forfeit Two Days Pay.

And of Drunkenneſs

IV.

Captains not to puniſh beyond Twelve Laſhes, but to inform againſt the Offender.

No Commander ſhall inflict any Puniſhment upon a Seaman, beyond Twelve Laſhes upon his bare Back with a Cat of Nine Tails, according to the ancient Practice of the Sea; but if the Fault ſhall deſerve a greater Puniſhment, he is either to apply to the Commander in Chief, or inform the Secretary of the Admiralty if the Ship is at Home, in order to the Offender's being brought to a Court-Martial, if it ſhall be thought proper, and in the mean Time he may put him under Confinement.

V.

Not to diſcharge or puniſh an Officer, but only ſuſpend him.

The Captain is never, by his own Authority, to diſcharge a Commiſſion or Warrant Officer, nor to puniſh or ſtrike him; but if any are diſobedient to Command,

Command, or behave themſelves ſo ill, that he judges them unfit for their Duty, he may ſuſpend or confine them; and when he comes in the Way of a Commander in Chief, apply to him for holding a Court-Martial; otherwiſe he is to acquaint the Secretary of the Admiralty therewith.

VI.

None under the Captain to puniſh.

The Officer, who commands on Board, by Accident of the Captain's Abſence, (unleſs he be abſent for a Time by Leave) ſhall not order any Correction, but Confinement; from which however he is not to releaſe the Offender before the Captain's Return on Board, and then give him an Account of the Reaſons for his ſo doing.

VII.

Articles of War to be read once a Month.

The Captain is to cauſe the Articles of War to be hung up in ſome Public Places of the Ship, and read to the Ship's Company once a Month.

Inſtructions relating to the Execution of two Acts of Parliament paſſed Anno 1mo. Geo. II. *in Favour of Seamen employed in His Majeſty's Service.*

Article I.

Volunteers to begin Wages from their Entry, and paid Two Months Wages Advance.

WHEN any of HisMajeſty's Ships ſhall be in Want of Men, and any Seamen, or able-bodied Landmen, ſhall enter voluntarily with a Commiſſion Officer of the Fleet appointed to raiſe Men, and ſhall repair on Board within Fourteen Days, if the Place where he enters be not above One Hundred Miles diſtant from the Ship; or within the Space of Twenty Days, if the Ship be at a greater Diſtance than One Hundred Miles; or within the Space of Thirty Days, if the Diſtance be more than Two Hundred Miles, the Captain ſhall enter his Name on the Ship's Books for Wages from the Day of his Entry, and for Victuals from the Time of his Appearance; and ſo ſoon as the Ship is fully man'd he ſhall ſend Three Liſts of the Names of all ſuch Volunteers to the Navy-Board, in the Forms hereunto annexed, Page (162, 163, 164) in order to their being paid Conduct Money, (to be computed from the Place of Entry) and an Advance of Two Months Wages, before the Ship proceeds to Sea.

II. In

II.

May be ſupplied with Slops at firſt going on Board.

In caſe any of the ſaid Seamen or Landmen ſhall, at their Requeſt, be ſupplied with Slop-Cloaths or Bedding, at their coming on Board, the Captain is carefully to ſet off the Value of the ſame againſt their Names in the Liſts he ſends to the Navy-Board for Payment of the Two Months Advance of Wages, in order to their deducting the ſame.

III.

Seamen removed voluntarily, or entering in Exchange for others, not entitled to Advance-Money.

When a Captain is removed from one Ship to another, and takes along with him his Servants, or any others out of the Ship, (who ſhall not be turned over by Order from the Admiralty, but ſhall voluntarily go) it is here declared, that all ſuch Perſons, and alſo Seamen entering in Exchange for others diſcharged at their own Requeſt, have no Title to the Advance of Two Months Wages, and the Captain is ſtrictly charged not to inſert any ſuch in the Liſts he ſhall make out for that Purpoſe.

IV.

Two Months Wages in Six to be paid to inferior Officers and Seamen.

When the Ship ſhall have been in Commiſſion Six whole Months, if ſhe be then in any Port of *Great-Britain*, or on the Coaſts thereof, and not under Orders to be paid off, the Captain ſhall make out Three Pay Liſts, according to the Form hereunto annexed, Page (166, 167.) containing the Names of all the Inferior Officers and Seamen belonging to the

Ship under his Command, ſpecifying in ſuch Liſt, the Days on which every particular Man was entered on the Ship's Books, and ſend the ſaid Liſts, ſigned by himſelf and the Signing Officers, to the Navy-Board, in order to their paying them Two Months Wages.

V.

To be paid to their Attorneys in their Abſence.

But if at the End of the ſaid Six Months, the Ship ſhall be on the Coaſt of *Ireland*, or in Foreign Parts, the Captain ſhall then muſter his Company, and ſet down in Liſts as aforeſaid, the Names of ſuch inferior Officers and Seamen only, who ſhall deſire to have Two Months Wages paid in *London* to their Attorneys, and ſend the ſame Home, by the firſt ſafe Opportunity, to the Navy-Board.

VI.

The ſame to be done every Six Months while the Ship is in Commiſſion.

When the Ship ſhall have been Twelve Months in Sea-pay, the Captain is to make out other Pay-Liſts as aforeſaid, of the Names of the inferior Officers and Seamen belonging to the Ship under his Command, and tranſmit the ſame to the Navy-Board, and ſo from Time to Time to obſerve to do the ſame at the End of every enſuing Six Months, until the Ship ſhall be finally paid off.

VII.

Who are meant by Inferior Officers.

As to the Term, Inferior Officers, the Captain is to take Notice, that the ſame does not include any Commiſſion Officer, nor any Warrant Officer, except the Second

Second Maſter, Surgeon's Mates, Cook, Armourer, Gunſmith, School-maſter, Maſter at Arms, Corporal, and Sail-maker

VIII.

At the End of Eighteen Months, Twelve Months Wages to be paid to the whole Ship's Company.

But notwithſtanding what is before directed, for the making out Pay-Liſts at the End of every Six Months, for the Inferior Officers and Seamen only, in order to their being paid Two Months Wages, yet if it ſhall ſo happen, that at the End of Eighteen Months, the Ship ſhall be in any Port of *Great Britain*, or on the Coaſts of the ſame, the Captain ſhall then make out Pay-Books for Twelve Months, containing the Names of all the Officers and Seamen in the Ship, and tranſmit the ſame to the Navy-Board, it being directed by the Act, that the whole Company ſhall then receive Twelve Months Pay, including what may have been advanced.

IX.

The ſame to be repeated every Eighteen Months.

The Captain is to make out the like Pay-Books every Time that the Ship ſhall have been Eighteen Months in Sea-Pay, beyond the Time ſhe has been cleared to, in order to the Officers and Company being paid Twelve Months Wages again, as before.

X.

Not to under-rate turned-over Men.

The Captain is to take Care, when any Inferior Officers, or Voluntier Seamen are turned over into the Ship under his Command from any other Ship, not to

rate them on the Ship's Books in a worſe Quality, or lower Degree or Station, than they ſerved in the Ship they were removed from; and for his Guidance he is to demand from the Commander of the Ship from which they were turned over, a Liſt, under his Hand, of their Names and Qualities. He is to ſend Liſts of the ſaid Men to the Navy-Board, in order to their receiving Two Months Wages Advance, before the Ship proceeds to Sea. But if there be more Inferior Officers than the Eſtabliſhment of the Ship allows, he is immediately to acquaint the Secretary of the Admiralty therewith.

XI.

Captain to ſend Liſts with his turned-over Men.

When a Captain is ordered to turn over any Inferior Officers or Voluntier Seamen from the Ship under his Command, into any other of His Majeſty's Ships, he is not only to deliver a Liſt of their Names and Qualities to the Captain of the Ship they are removed into, but to ſend alſo compleat Pay-Liſts to the Navy-Board, in order to their being paid the Wages due to them, as well as the Advance of two Months Wages.

XII.

A whole Ship's Company turned over, not entitled to the Benefit of the Act of Parliament.

It is to be underſtood, that if any Ship is by Accident diſabled from going to Sea, and her whole Company is removed into another Ship, the ſame is not to be taken to be a Turning-over within the Meaning of the Act.

XII. For

XIII.

For a further Encouragement to Seamen who ſhall ſerve his Majeſty voluntarily, if any ſuch Seamen can at any Time get better Preferment in any other of His Majeſty's Ships, than he has in the Ship he belongs to, the Captain he ſerves with is hereby required to diſcharge him to the Captain deſiring him, upon the ſaid Captain's giving him a good Man in his Room.

Voluntier Seamen ſhall be diſcharged for their Preferment in another Ship.

XIV.

The Captain is frequently to make known to his Ship's Company, that no Letters of Attorney, made by them to empower Perſons to receive their Wages, are valid, unleſs they be made revocable, and ſigned before, and atteſted by, the Captain or Commander, and one other of the Signing Officers of the Ship to which they belong; or by the Clerk of the Cheque of ſome of the Dock Yards, or by the Mayor or Chief Magiſtrate of ſome Corporation.

No Letter of Attorney valid, unleſs atteſted by the Captain, Clerk of the Cheque, or Mayor of a Town.

XV.

He is to diſcourage the Seamen of his Ship from ſelling any Part of their Wages, by all Ways and Means poſſible, and never to atteſt to the Letter of Attorney of any Seamen, until he is fully ſatisfied that the ſame is not granted in Conſideration of Money given for the Purchaſe of his Wages.

Captain to diſcourage the Seamen from ſelling their Wages.

XVI. When

XVI.

Tickets of deceaſed Seamen to be ſent to the Navy-Board.

When an Inferior Officer or Seaman dies, the Captain is forthwith to make out a Ticket for the Time of his Service, and ſend the ſame, by the firſt ſafe Conveyance to the Navy-Board, in order to the Wages being forthwith paid to the Executors or Adminiſtrators of the Deceaſed.

XVII.

Captain to receive on Board Seamen diſtreſſed in Foreign Parts.

When any of His Majeſty's Ships are in Foreign Parts, and His Majeſty's Governors, Miniſters or Conſuls, or any Two or more *Britiſh* Merchants ſhall apply to the Captain to receive any Seafaring Men or Boys, Subjects of *Great Britain* or *Ireland*, who ſhall, by Shipwreck, Capture, or other unavoidable Accident, be driven into thoſe Parts, he is to receive them on Board, and to bear ſuch as come within his Complement for Wages and Victuals, and the Reſt for Victuals only. He is ſtrictly charged, upon his meeting with any of His Majeſty's Ships, to inform himſelf from the Captain, if ſhe is ſhort of her Complement, and to put as many of his Supernumeraries on Board her, as ſhall make up her Complement, and to continue to do the ſame, until they are all diſpoſed of; but if he ſhall not meet with any of His Majeſty's Ships, he is then to diſcharge and ſet aſhore the ſaid Supernumeraries at any Port in *Great-Britain*, that he ſhall be bound to.

Rules

Rules for the Cure of Sick or Hurt Seamen on Board their own Ships.

Article I.

CONVENIENT Room ſhall be made between Decks, in all His Majeſty's Ships, for the Reception of Sick or Hurt Seamen, whither they are to be removed with their Hammacoes and Bedding, when the Surgeon ſhall adviſe the ſame to be neceſſary.

A convenient Place to be ſet apart for Sick Men.

II.

The Captain is to appoint ſome of the Ship's Company to attend and ſerve the Sick Men Night and Day by Turns, and to keep the Place clean.

Perſons to attend the Sick.

III.

The Cooper may, by the Captain's Directions, make out of any old Staves and Hoops, Buckets with Covers, for the neceſſary Occaſions of the Sick Men; and if any of them have fractured Bones, or ſuch Ailments as require their lying in Cradles, the Carpenter may make ſuch a Number as ſhall be neceſſary.

Conveniencies to be made for the Sick Men.

IV.

All Ships of War, furniſhed with Fiſhing-Tackle, being in ſuch Places where Fiſh is to be had, the Captain is to employ ſome of the Company in Fiſhing; and

Freſh Fiſh to be caught for the Sick Men.

and the Fiſh, which ſhall be caught, ſhall be diſtributed daily to ſuch Perſons as are Sick or upon Recovery; and if there be any Surplus, the ſame ſhall be diſtributed by Turns amongſt the Meſſes of the Officers and Seamen, without Favour or Partiality, and *gratis*, without any Deduction of their Allowance of Proviſion on that Account.

Rules to be obſerved in ſending Sick or Hurt Seamen out of His Majeſty's Ships for Cure.

Article I.

In what Caſes ſuch Men are to be ſent out of the Ship.

NONE are to be ſent into the Hoſpitals, either attending the Fleet, or aſhore, but whoſe Diſtempers or Hurts are ſuch, as may make it inconvenient to have them kept on Board their own Ships.

II.

Sick Men to be ſent aſhore by Ticket, and their Cloaths and Bedding along with them.

When any Men are ordered into the Hoſpitals aſhore, their Cloaths and Bedding are to be ſent along with them, together with a Ticket directed to the Agent, expreſſing their Names, Entry and Numbers on the Ship's Books, with the Quality of their Diſeaſe or Hurt; which Ticket is to be ſigned by the Captain

Captain, Surgeon, and other Signing Officers of the Ship.

III.

If any of the ſaid Men ſhall be in Want of proper Neceſſaries at their going away from the Ship, the Captain may order the Purſer to ſupply them out of the Slop Cloaths.

Captain may order them Slops, if needful.

IV.

The Captain is to take Care to ſend the ſick Men aſhore under the Charge of a diſcreet Officer, accompanied by the Surgeon or one of his Mates, and that they be carefully ſecured from the Weather, and to land them at the neareſt Place to the Hoſpital; and thoſe Officers are to ſee them ſafely conveyed thither, with proper Carriages or otherwiſe, at the Expence of the Hoſpital.

Care to be taken in Landing and carrying them to the Hoſpital.

V.

The Captain is to ſend a Commiſſion Officer to the Hoſpital twice a Week (on the Muſter Days) with a Boat, to receive ſuch of his own Men from the Agent as may be recovered. And he ſhall likewiſe receive ſuch other recovered Men (whoſe Ships are not in the Way) as the Agent ſhall deſire, unleſs any appear to be unfit for Service; in which Caſe he is to give a Certificate thereof to the Agent for his Juſtification.

A Commiſſion Officer to go aſhore to the Muſters, and receive the recovered Men.

VI.

Captain to receive recovered Men of other Ships ſent to him by the Agent.

He is likewiſe to receive ſuch recovered Men, as an Agent of the Sick and Wounded ſhall ſend to him, though the Ship be at a diſtant Place from the Hoſpital, unleſs they be unſerviceable; and in that Caſe, ſhall give the ſaid Men Certificates of his Refuſal, and the Reaſon.

VII.

To return the ſaid Men to their own Ships; but if they are full, to keep them, to ſpare them to other Ships.

If the Captain who receives recovered Men belonging to another Ship, ſhall meet with that Ship, he ſhall return them to their own Ship, bearing them only for Victuals; but if their proper Ship ſhall at that Time have her full Complement of Men, he is then to enter them as Part of his own Ship's Company, if he be in Want of Men, or otherwiſe to diſpoſe of them to ſuch of His Majeſty's Ships as may not have compleated their Complements, where they are to be borne for Wages, from the Time they were received from ſick Quarters.

VIII.

Agents may ſupply ſick Men with Slops, if their Ship is out of the Way.

If the Agent ſhall certify to the Captain, that he has ſupplied any Sick Men with Cloaths, whilſt they were in Quarters, of which they were abſolutely in Want, he is to charge the ſame againſt their Names on the Ship's Books, in order to its being defalked out of their Wages; but the Agent is not to do it whilſt the Ship is in Port, but to apply to the Captain to be ſupplied out of the Slop Cloaths on Board.

IX. If

IX.

If any Man, who is put aſhore for Cure, does not return on Board his Ship as ſoon as he is diſcharged from ſick Quarters, or is left in ſick Quarters when the Ship departs, a *Query* is to be put againſt his Name, which ſhall be a Stop to the Payment of his Wages, until he proves that he was not able to get on Board his own Ship, but entered immediately into ſome other of His Majeſty's Ships, or was diſcharged from ſick Quarters as unfit for Service.

A Query to be ſet againſt the Names of ſuch as do not return to their Ships.

X.

The Captain is to correſpond with the Commiſſioners of the Sick and Wounded, to know whether any of his Men in Quarters are Dead, Run, Diſcharged, or otherwiſe diſpoſed of, in order to his noting the ſame upon his Books.

Captain to correſpond with the Sick and Wounded Office, about his ſick Men.

XI.

Admirals and Commanders in Chief, as alſo the Commiſſioner of the Navy, at the Ports where Hoſpitals are eſtabliſhed, are to viſit them frequently, and to ſee how the Men under Cure are treated, as well with reſpect to the Attendance of the Phyſician and Surgeon, as alſo to their Food, Lodging, and other Circumſtances. And the better to come at the Knowledge of any Abuſes, they are to examine the Men, and hear their Complaints, and to redreſs themſelves little Irregularities upon the Spot; but if they diſcover

Commanders in Chief, and Commiſſioner of the Navy to viſit the Hoſpitals at the Ports.

any wilful Miſmanagement, they are to repreſent it to the Admiralty

XI.

Captain to take Care of the Sick Men in Foreign Parts.

In caſe there ſhall be a neceſſity of putting ſick or wounded Men aſhore for Cure in Foreign Parts, where there are none of His Majeſty's Hoſpitals, nor any Correſpondents of the Sick and Wounded Office to take Charge of them, the Captain is to provide them with proper Food, Lodging, and other Neceſſaries, (the Surgeon of the Ship and his Aſſiſtants attending on them in what relates to their Duty) and may draw Bills on the Commiſſioners of the Sick and Wounded for what Expence he ſhall be at, paſſing his Accounts thereof at the End of the Voyage. But as nothing will be allowed him thereon beyond the uſual Eſtabliſhment, he is, before he ſails on a Foreign Voyage, to inform himſelf thereof from the Sick and Wounded Office, and receive from thence what Rules and Inſtructions may be proper for his Knowledge and Guidance.

of

Of the Provisions.

Article I.

THERE ſhall be allowed to every Man ſerving in His Majeſty's Ships, a daily Proportion of Proviſions, according as is expreſſed in the following Table, *viz.* *Allowance of Proviſions.*

	Biſcuit, Pounds, Averdupois.	Beer, Gallons, Wine, Meaſure.	Beef, Pounds, Averdupois.	Pork, Pounds, Averdupois.	Peaſe, Pint, Wincheſter Meaſure.	Oatmel, Pint, Wincheſter Meaſure.	Butter, Ounces.	Cheeſe, Ounces.
Sunday	1	1	——	1	1 half.	——	——	——
Monday -	1	1	——	——	——	1	2	4
Tueſday -	1	1	2	——	——	——	——	——
Wedneſday	1	1	——	——	1 half.	1	2	4
Thurſday	1	1	——	1	1 half.	——	——	——
Friday -	1	1	——	——	1 half.	1	2	4
Saturday -	1	1	2	——	——	——	——	——

II.

It is left to the Diſcretion of the Commanders of Squadrons to ſhorten the aforeſaid Allowance of Proviſions according to the Exigence of the Service, taking Care that the Men be punctually paid for the ſame. The like Power is given to Captains of ſingle Ships, in Caſes of abſolute Neceſſity; but the Purſer is ſtrictly charged not to ſupply any Officer at whole Allowance, whilſt the reſt of the Company are at ſhort; but all are to be equal in Point of Victualling. *May be ſhortned when the Service requires it.*

III. In

III.

Change of ſome Species in Foreign Voyages.

In caſe it ſhall be thought for the Service to alter any of the aforegoing Particulars of Proviſions in Ships employed in Foreign Voyages, it is to be obſerved, that a Pint of Wine, or Half a Pint of Brandy, Rum, or Arrack, hold Proportion to a Gallon of Beer; Four Pounds of Flour, or Three Pounds of the ſame, with a Pound of Raiſins; Half a Pound of Currants, or Half a Pound of Beef Suet pickled, are equal to a Four Pound Piece of Beef, or Two Pound Piece of Pork with Peaſe; Half a Pound of Rice is equal to a Pint of Oatmeal; a Pint of Olive Oil is equal to a Pound of Butter, or to Two Pounds of *Suffolk* Cheeſe; and Two Thirds of a Pound of *Cheſhire* Cheeſe is equal to One Pound of *Suffolk*.

IV.

Caſk of Fleſh to have the contents marked on the Head.

The Beef provided for His Majeſty's Ships is to be cut into Four Pound Pieces, and the Pork into Two Pound Pieces; and no unuſual Pieces are to be put up, ſuch as Leg Bones, Shins of Oxen, Cheeks of Hogs, Ox Hearts, &c. and every Caſk of Proviſions is to have the Contents thereof marked on the Head.

V.

How the Fleſh Meat is to hold out in Weight.

And to judge whether the Fleſh ſerved to His Majeſty's Ships, holds out in juſt Weight, the following Rule is to be obſerved, *viz.* Every Twenty-eight Pieces of Beef cut for four Pound Pieces, taken out of

of the Caſk as they riſe, and the Salt ſhaken off, are to weigh One Hundred Pounds Averdupois; and every Fifty-ſix Pieces of Pork, cut for Two Pound Pieces, and taken out and ſhaken in the like Manner, are to weigh One Hundred and Four Pounds; and therefore if, according to this Standard, upon the weighing a whole Caſk of Beef or Pork, in the Preſence of two or more of the Warrant Officers of the Ship, there ſhall be found a Deficiency of Weight, the Captain may order the Purſer to iſſue to the Seamen ſo much more Beef or Pork as ſhall make up the Deficiency; and upon producing the Oath of one of the ſaid Officers, together with the Commander's Certificate, that he did, by his Order, iſſue to the Ship's Company the like Number of Pieces of Beef or Pork, in lieu of the Shortneſs of Weight, he ſhall have Credit for the ſame upon his Accounts.

VI.

Beef to be iſſued in defect of Pork.

If it ſhall happen that any of his Majeſty's Ships ſhall be in Want of Pork, the Captain is to order Three Pounds of Beef to be iſſued to the Men in lieu of a Two Pound Piece of Pork.

VII.

Flour and Suet in lieu of Beef

For the better Preſervation of the Health of the Seamen, it is ordered, that one Day in every Week there ſhall be iſſued out to them a Proportion of Flour and Suet in lieu of Beef; but this is not to extend beyond Four Months Victualling at one Time, nor ſhall the Purſer

Purſer receive any Allowance for Flour or Suet kept longer on Board than that Time. And there ſhall be ſupplied once a Year, from the Victualling Office, a Proportion of Canvas for Pudding Bags, after the Rate of one Ell to every Sixteen Men.

VIII.

Only Three Months Butter and Cheese for Foreign Voyages.

In the Victualling His Majeſty's Ships for Foreign Voyages, there ſhall be only ſupplied Three Months Butter and Cheeſe, the Remainder of thoſe Species being to be made up in Olive Oil; but for the *Mediterranean*, the Purſers are to be ſupplied with Credit or Foreign Money, (if Credit cannot be had) for procuring Oil Abroad.

IX.

Allowance of Water-Caſk.

There ſhall be allowed to every Ship, in Home Voyages, One Tun of Caſk for Water-Caſk, Iron bound, with one Bundle of Wood Hoops, and one of Flags (if required) for every Hundred Men *per* Month, and ſo proportionably; but in Foreign Voyages there ſhall be allowed ſuch farther Quantity of Water Caſk as the Ship can conveniently ſtow, or ſhall be thought neceſſary.

X.

Beer-Caſk to have the Contents marked on the Head.

In Ships employed in Home Service, half the Quantity of Beer taken on Board ſhall be contained in Iron-bound Caſk; but in Foreign Voyages, Three Fourths of the Beer Caſk ſhall be Iron-bound: And no Caſk ſhall be

be uſed for Beer, but what have been gauged by a Sworn Gauger, who is to mark on the Head the Contents in Gallons, *Winchester* Meaſure.

XI.

All Caſk, ſupplied to Ships bound on Foreign Voyages, whether for Beer or for Water, ſhall be new, to prevent any Occaſion of buying Caſk Abroad. *All Caſk to be new for Foreign Voyages.*

XII.

Though all Warrants for Victualling do properly iſſue from the Lord High Admiral, or Lord's Commiſſioners of the Admiralty; yet, if any of His Majeſty's Ships ſhall happen to come into Port in Want of Proviſions, the Warrant of a Commander in Chief ſhall be ſufficient to the Agent, or other Inſtrument of the Victualling, to ſupply the Quantity wanted; and, in urgent Caſes, where delay may be hurtful, the Warrant of the Captain of the Ship ſhall be of equal Effect. *Proviſions to be ſupplied by Order of the Commander in Chief; or of a Captain, in urgent Caſes.*

XIII.

When any Veſſels come on board with Proviſions, or other Stores, they are not to be ſuffered to loiter by the Ship's Side, but forthwith to be unladen and ſent away; nor ſhall the Captain of one Ship ſtop a Veſſel that is conſigned to another Ship, or take out any Part of her Lading. *Victualling Veſſels to be diſpatched, and not ſtopped.*

XIV.

Provisions to be sent on Board without Charge to the Purser, and delivered into the Slings of the Ships.

All Supplies of Provisions are to be put on Board the Ships without any Charge to the Purser for Lighterage, Porterage, or otherwise, and with all the Dispatch possible; and the Masters of the Vessels, or Lighters, by whom the Provisions are sent, shall see the same put into the Slings or Tackles of the Ship they are consigned to, by careful Men belonging to the Ship; and shall likewise deliver to the Captain a perfect Bill of Lading, under the Hand of the Victualling Officer, that he may see if the Whole is brought on Board.

XV.

Provisions damaged through Carelessness, to be paid for

If any Provisions slip out of the Slings, or are otherwise damaged or lost by Malice or Carelessness of the Ship's Company, the Captain is to charge the Value against the Wages of the Offender, and give a Certificate to the Purser, expressing how the same happened, with the Name of the Offender, and the Sum charged against him, that the Purser may be allowed it on his Accounts.

XVI.

No Provisions to be refused till surveyed.

No Provisions sent off for the Supply of His Majesty's Ships, shall be refused on Pretence of their being old and unfit for keeping, unless there shall be reasonable Ground to object against any such Provisions; and, in that Case, the Captain or Commanding Officer shall

ſhall firſt cauſe the ſame to be ſurveyed by the proper Officers, who are faithfully to report to him, under their Hands, the Condition thereof; and, if the ſaid Proviſions ſhall then appear to be unfit for the Uſe of the Ship, he is to return them to the Officer of the Victualling who ſent them off, together with the original Survey for his Juſtification.

XVII.

Proviſions to be frequently looked into.

The Captain is frequently to order the proper Officers to inſpect into the Condition of the Proviſions, eſpecially in Foreign Voyages, and if the Bread proves damp, to have it aired upon the Quarter Deck or Poop; and alſo to examine the Fleſh Caſk; and if any Pickle be leaked out, to have new made and put in, and the Caſk made tight and ſecured.

XVIII.

Proviſions ſpared to another Ship, to be made good by a new Supply from the Agent.

If the Purſer of a Ship ſhall have ſupplied the Purſer of another Ship at Sea with Proviſions, by Order in Writing from his Captain, the Receipt of the Purſer who received the Proviſions, together with the Captain's Order, ſhall be ſufficient Warrant to the Agent or other Inſtrument of the Victualling, at the next Port the Ship ſhall put into, to ſupply him with the like Quantity, upon producing the ſaid Order and Receipt.

XIX.

Fresh Meat twice a Week in Port.

When any of His Majesty's Ships shall come into Port, either at Home or Abroad, where there is an Officer of the Victualling, they shall be supplied Two Days in the Week with fresh Beef or Mutton, one Day in lieu of salt Beef, and the other in lieu of salt Pork, when it can be conveniently done, for which the Captains are to send their Boats. And it is to be observed, that Three Pounds of Mutton are to be accounted equal to a Four Pound Piece of Beef, or to a Two Pound Piece of Pork with Pease.

XX.

Prize Provisions may be issued to His Majesty's Ships, if in Want.

When any Prizes shall be taken from an Enemy in Foreign Parts, and it shall be judged necessary by the Commander in Chief to supply the Wants of His Majesty's Ships out of their Provisions, the same shall be first regularly surveyed, and such Quantities thereof, as shall be found good in their Kind, may be issued to the Pursers, and they be charged therewith. But no Part thereof shall be served out to the Men, whilst any of His Majesty's Provisions of the same Species are remaining, nor shall any Allowance be made for the Damage that may accrue to them in keeping. And, as to their Value, the same Price shall be paid as is allowed to Pursers who have Credit upon the Balance of their Accounts.

Of

Of the Payment of Short-Allowance Money.

Article I.

The Captain to make out Short-Allowance Lists.

WHEN Money is ordered for the Payment of Short-Allowance, or the Ship comes into Port to be laid up, the Captain, with the Affiſtance of the Purſer, is to cauſe Three Liſts, with an Alphabet thereto to be prepared, according to the Form in Page (168, 169) containing the Names of the Officers and Seamen belonging to the Ship, within the Time of Short-Allowance; and, after comparing the ſame with the Muſter and Sick Books, and being ſatisfied that they agree together, he is to ſend them, ſigned by himſelf, the Purſer, Maſter, and Boatſwain, to the Commiſſioners of the Victualling, or to their Officer appointed to pay the ſame.

II.

To be paid every Three Months Abroad

But, if the Ship is in Foreign Parts, where there is no Agent Victualler, the Captain ſhall cauſe the ſaid Liſts to be made out every Three Months, and duly examined and ſigned; and, after caſting the Sums due to thoſe only who are then belonging to the Ship, into Money, he is to preſent the ſaid Liſts to the Commander in Chief, or Senior Captain, who ſhall give his Warrant to the Purſer to take up ſo much Money as

as the Total ſhall amount to, upon the beſt Exchange, and draw Bills upon the Commiſſioners of the Victualling for the ſame.

III.

Commander in Chief to atteſt Bills and comptroll the Payment.

The Commander in Chief, or Senior Captain, is to atteſt the Bill ſo drawn, and certify the Currency of the Exchange, and comptroll the Payment of the ſaid Money to the Ship's Company, and certify the Payment thereof at the Foot of the Liſts, and how much Money remains unpaid.

IV.

Surplus of Money to go to the next Payment.

Before any ſucceeding Payments, the Commander in Chief, or Senior Captain, is to certify himſelf what Surplus remained in the Purſer's Hands after the preceding Payment, and abate ſo much in his Warrant to him to take up Money for the next Payment.

V.

Captain to do as the Commander in Chief, if alone.

If the Ship is alone, the Captain is to do what is directed in the foregoing Articles to the Commander in Chief, or Senior Captain.

VI.

Purſer to ſend the Liſts Home.

The Purſer is, by the firſt Opportunity after a Payment, to tranſmit Home to the Commiſſioners of the Victualling, one of the Liſts, and another by the next ſafe Conveyance.

VII. All

VII.

All Money paid to Seamen, in Foreign Coin, for Short Allowance, ſhall be paid them according to Sterling Value, and they ſhall have the Benefit of the Exchange.

The Ship's Company to have the Benefit of the Exchange.

VIII.

It is ſtrictly forbid to all Officers, or others, to concern themſelves directly or indirectly in buying the Seamen's Short Allowance Money; and the Officer, who has the Payment of the ſame, is charged to pay the Parties themſelves, without any Regard to Notes, or any other Obligation whatſoever.

The buying Short-Allowance Money forbid.

Of Slop-Cloaths.

Article I.

THE Captain or Commander, upon the Ship's being fitted out for the Sea, whether on a Voyage, or Channel Service, at any Time on the Ship's being in Want of Slops, is moſt ſtrictly enjoined to make timely Application before the Ship proceeds to Sea, to the Slopſeller, or to the Agent at the Port where ſhe is, for ſuch a Quantity of each Species of Slops, as he concludes may be needful for the Uſe of

Slops to be provided in due Time, and ſuch as do not agree with the Sample to be rejected.

of the Ship's Complement, thereby to prevent, as much as poſſible the purchaſing Slops Abroad, or the Seamen ſuffering for want of them: And when any Slop Cloaths, or Bedding, are ſent on Board ſuch Ship, one Parcel ſhall be of ſuch as have been viewed, and marked with the Navy-Office Seal; by which Pattern the Captain, with the Aſſiſtance of the Maſter, Boatſwain, and Purſer, is to compare the reſt, ſo ſoon as they come on Board, and to return back whatever Goods do not agree in Kind or Goodneſs with the Sample. But if the Ship ſails before the Examination can be taken, he is not to iſſue any inferior Goods to the Men, but to return them to the Contractor, or his Agent, when he comes into Port, unleſs there ſhall be an extraordinary Want of them; in which Caſe the ſaid Officers, are to rate them according to their beſt Skill and Judgment, as well in Right to the Slopſeller as to the Men, and to make Abatements in the Price, proportionable to what they are inferior to the Patterns.

If not examined, and any prove inferior in Goodneſs, to be returned, or Abatement made in the Price.

II.

If any Seamen ſhall be brought on Board to ſerve His Majeſty in Time of Preſs, and he ſhall be deſtitute of Neceſſaries, the Captain may order him immediately to be ſupplied with Cloaths or Bedding not exceeding one Month's Pay in Value.

Seamen may have Slops as far as a Month's Wages, in Time of Preſs.

III. None

III.

None are to receive a ſecond Supply, until they ſhall have ſerved full Two Months, and then not to above the Value of Ten Shillings, whether it be in Slops or Bedding, and ſo in Proportion every Two Months Ten Shillings more, if they ſhall want Neceſſaries, to the End of the Voyage.

May have Slops once in Two Months, as far as Ten Shillings Value.

IV.

All Slop Cloaths, Dead Mens Cloaths, and Bedding, are to be iſſued out to the Men publickly upon Deck, in the Preſence of the Officers and Company. And as on the one Hand, the Captain is not to ſuffer any one to be ſupplied with them, who is not really in Want, ſo he is to oblige thoſe who are ragged, or in Want of Apparel or Bedding, to receive ſuch Neceſſaries as they want, not exceeding the aforegoing Regulation.

Slops to be iſſued out publickly.

V.

The Captain is to take care to note upon his Muſter and Pay Books the Value of the Cloaths or Bedding every Man ſhall have been ſupplied with; and likewiſe to keep a ſeparate Slop Book, according to the Form in Page (170, 171, 172,) and before the Payment of the Ship, or on his Removal, he is to ſend the ſaid Book to the Comptroller of the Navy, ſigned under his own Hand, and alſo by the Maſter, Boatſwain and Purſer, or any Two of them.

Captains to keep a Slop Book.

VI.

Value of Slops to be noted on Seamens Tickets.

Upon the Diſcharge of any Man by Ticket, the Captain is to take care, that there be noted on the Ticket in Words, the Value of the Cloaths he has been ſupplied with.

VII.

Captain to procure Slops in Foreign Parts, if neceſſary.

In caſe the Neceſſities of the Men ſhall require the Buying of Cloaths in Foreign Parts, the Captain is to ſee that they be as near the Kinds uſed in the Navy as poſſible, and that moderate Rates be ſet upon them. He is to ſend by the firſt Opportunity, an Invoice of the ſaid Goods, with the Prices, to the Navy-Board, and to charge them diſtinctly in his Books, as he does the other Slops, under the Head of the Perſon ſupplying them.

VIII.

Contractors to allow Twelve Pence in the Pound for keeping the Slops.

Contractors for Slops are to allow to the Purſer Twelve Pence in the Pound, for his Pains in keeping and iſſuing out their Cloaths, and managing their Accounts. But if any Difference ariſes between them, the Contractors are at Liberty to intruſt their Goods to the Charge of the Maſter, or any other Officer of the Ship.

XI.

Perſon who keeps the Slops to be accountable to the Contractors.

The Purſer, or other Officer intruſted, ſhall enter into Bond to the Contractors for the faithful Diſcharge of his Truſt, and at the End of the Voyage, and before

fore the Payment of the Ship, to render them a juſt Account of the Goods committed to his Charge, and he is not to receive the Payment of his Wages, without Certificates from them, of their having no Claims upon him.

X.

No more Beds to be demanded than are neceſſary.

Bedding being furniſhed by His Majeſty, the Captain muſt demand no more Beds than he foreſees will probably be iſſued, and take care that thoſe, which are ſent on Board, be anſwerable in Goodneſs and Dimenſions to the Contract. If any remain unſold at the End of the Voyage, the Purſer is to deliver them into the Charge of the Store-keeper of the Yard where the Ship is laid up.

XI.

Dead Mens Cloaths may be ſold.

When any one dies abroad, his Cloaths and other Effects in the Ship may be ſold by Auction, and the Produce thereof charged againſt the Names of the Buyers on the Muſter and Pay Books, and a diſtinct Account kept of the ſame in the Slop-Books, expreſſing the Perſons Names that died; the Particulars of the Effects; the Rates they were ſold at; and the Buyers Names, with their Numbers on the Books; to the End that the Paymaſter may deduct and detain the Money, for the Uſe of the Executors or Adminiſtrators of the Deceaſed. The Purſer is to be allowed Twelve Pence in the Pound for his Pains, who is to give the Executors or Adminiſtrators of the Deceaſed a Parti-

cular Account of the Cloaths ſold, and to whom, &c. in order to its being examined and certified from the Pay-Books, for Payment.

XII.

Seamen to be reſtrained in purchaſing Dead Officers Cloaths.

No Seamen ſhall be permitted to bid for Dead Officers Cloaths that are above their Wear, or be ſuffered to bid for any Effects beyond their real Value, according to the Judgment of the Maſter and Purſer, who ſhall be preſent; nor to Purchaſe more than the Wages due to them can anſwer, agreeable to the Allowance of Slop Cloaths.

XIII.

On Death, &c. of a Purſer, Slops to be ſurveyed, and delivered to the Succeſſor.

Upon the Death or Removal of a Purſer, a Survey is to be taken, by the ſame Officers who ſurvey the Proviſions and Stores, of the Slops, Dead Mens Cloaths, and Bedding, that remained in his Hands, which are to be delivered over to the ſucceeding Purſer by Inventory, in which are to be diſtinguiſhed ſuch as are damaged and unſerviceable, and a Copy entered in the Slop-Book, ſigned by the Officers employed in the Survey.

Of Pilotage.

Article I.

WHEN any of His Majeſty's Ships are bound out of the River of *Thames*, or from the *Nore*, the Captain is to apply timely to the Navy-Board for a Pilot, and not to employ any other Perſon, but who ſhall be ſent to him from the *Trinity-Houſe* of *Deptford-Strand*. But when the Ship is to depart from the *Downes* to the River of *Thames* or *Medway*, the Captain is to employ a Pilot belonging to the Society of Pilots at *Dover*.

What Pilots to employ going out or coming into the Thames *or* Medway.

II.

The Captain is never to take a Pilot on Board, but when the ſame is abſolutely neceſſary, nor to bear him longer than is requiſite for the ſafety of the Ship; and when the Service is over, he is to diſcharge him, and give him a Certificate of the time he was employed.

Captain not to take Pilots unneceſſarily.

III.

But when the Service the Ship is employed on is of that Nature as to require the conſtant Attendance of a Pilot on Board, the Captain is then to bear him within the allowed Complement, and to rate him Pilot upon the Books.

Conſtant Pilots to be borne within the Complement.

IV. When

VI.

Maſter or Mate of the Ship may act as Pilots, if none to be got.

When the Ship comes into Pilot Water, where Pilots are neceſſary, and have been uſually allowed, and no Pilots can poſſibly be got, the Maſter or Mate of the Ship may, with the Conſent of the Captain, undertake the Pilotage of the Ship, and ſhall be allowed, for his Encouragement, half the Allowance that is made to a Pilot.

Of Convoys.

Article I.

Commander to give Inſtructions to his Convoy.

WHEN any Commander is appointed to convoy the Trade of His Majeſty's Subjects to any Place, he muſt apply to the Secretary of the Admiralty for a ſufficient Number of Printed Books of Inſtructions; and, after ſetting down therein the private Signals to be made upon meeting after Separation, and ſuch other additional Rules as he ſhall think proper, he is (before he ſails) to deliver them out *gratis*, dated and ſigned by himſelf, to the Maſters of all the Merchant Ships, or other Veſſels, that are to go along with him.

II.

To ſend a Liſt of his Convoy to the Admiralty.

He is to inform himſelf exactly, and ſet down in a Liſt, according to the Form in Page (173) the Names of all the Merchant Ships, or other Veſſels, that are to proceed

proceed under his Convoy; and to ſend a Copy of the ſaid Liſts to the Secretary of the Admiralty, before he ſails.

III.

He is ſtrictly forbid to receive any Money, or other Gratification, from any Maſters of Ships under his Convoy, on any Pretence whatſoever, or to ſuffer any one elſe in the Ship to do the ſame. *To receive no Gratification.*

IV.

All Commanders, who have Merchant Ships under their Care, are ſtrictly forbidden to chaſe out of Sight of their Convoys, but they are to be watchful in defending them from any Attack or Surprize; and if any of them ſhall be diſtreſſed by Weather or other Accident, to afford them all neceſſary Aſſiſtance. *To keep in Sight of, and protect the Convoy.*

V.

If any Maſter of a Ship ſhall behave himſelf ſo negligently as to delay the Convoy on his Account, or ſhall abandon the ſame, or be any Ways diſobedient to the Inſtructions eſtabliſhed for the good Government thereof, the Commander is to note his Name, as alſo the Ship, and the Owner, and tranſmit the ſame, with a Narration of the Fact, to the Secretary of the Admiralty, by the firſt Opportunity. *To inform againſt Maſters of Ships miſbehaving themſelves.*

VI.

The Captain commanding a Convoy ſhall carry a Top Light in the Night, the better to prevent Separation. *To wear a Top Light.*

VII. The

VII.

May order his Signals to be repeated.

The Commander in Chief of a Convoy may direct his Signals to be repeated by as many of the Ships of War under his Command, as he ſhall think fit, when he has ſuch a Number of Merchant Ships under his Care, as may make the ſame convenient.

VIII.

Rules for different Convoys to keep together.

When different Convoys ſail at the ſame Time out of Port, or join at Sea, they are to keep Company ſo long as their Courſes lie together, for the general Good. And on thoſe Occaſions, the eldeſt Commander of a Convoy ſhall command in the firſt Poſt; the next eldeſt Commander of a Convoy, in the Second Poſt; and ſo on; to the Number of Convoys that may happen to ſail together. Nor is any private Captain in Company, though elder than ſome of the Commanders of a Convoy, to break in upon this Diſpoſition, or think themſelves injured thereby, it not being intended to his Prejudice, but to preſerve Order and good Government amongſt the ſeveral Convoys, while they are together.

IX.

Commanders of different Convoys to wear Lights and repeat Signals, as Flag Officers.

He who Commands in the firſt Poſt, ſhall wear the Lights of that Poſt, and make Signals in Sailing. The Captains Commanding in the ſecond and third Poſts, ſhall wear the Lights of thoſe Poſts; and all repeat the Signals in Order, as is done by the Flag Officers.

X. When

X.

When different Convoys ſail in Company, each Commander is to lead his Convoy, and they are all to keep together like Diviſions of a Fleet. And when they come to ſeparate, the Commander who leaves Company, is to put Abroad his Colours, and fire Four Guns all of a Side, at the Diſtance of Time uſed in a Fog, as a Signal of Separation.

Convoys to ſail like Diviſions. Signals to be made at Separation.

XI.

The Commanders of His Majeſty's Convoys, are required to receive under their Care all ſuch Ships of His Majeſty's Allies or Friends, whoſe Maſters ſhall deſire it, and be ready to ſail with them, and give them equal Protection with thoſe of His Majeſty's Subjects, from the Ships of any Nation in War with His Majeſty.

Commanders of Convoys to take Care of the Ships of Friends or Allies.

Of Salutes.

Article I.

WHEN a Flag Officer ſalutes the Admiral and Commander in Chief of the Fleet, he is to give him Fifteen Guns; but when Captains ſalute him, they are to give him Seventeen Guns.

Salutes to the Admiral of the Fleet.

II.

Return by the Admiral of the Fleet. The Admiral or Commander in Chief of the Fleet is to return Two Guns leſs to Flag Officers, and Four leſs to Captains.

III.

Salutes of Flag Officers to each other. Flag Officers, ſaluting their Superior or Senior-Officer, are to give him Thirteen Guns.

IV.

Return by Flag Officers. Flag Officers are to return an equal Number of Guns to Flag Officers, bearing their Flags on the ſame Maſt, and Two Guns leſs to the Reſt, as alſo to Captains.

V.

Salutes to Flag-Officers from Captains. When a Captain ſalutes an Admiral of the *White* or *Blue*, he is to give him Fifteen Guns; but to Vice and Rear Admirals, Thirteen Guns.

VI.

Flag Officers not to return Salutes 'till all have finiſhed. When a Flag Officer is ſaluted by Two or more of His Majeſty's Ships, he is not to return the Salute 'till all have finiſhed, and then to do it with ſuch a reaſonable Number of Guns as he ſhall think proper.

VII. In

VII.

In Caſe of the Meeting of Two Squadrons, the Two Chiefs only are to exchange Salutes. And if ſingle Ships meet a Squadron conſiſting of more than one Flag, only the Principal Flag is to be ſaluted.

Only the Chief of a Squadron to be ſaluted.

VIII.

No Salutes ſhall be repeated by the ſame Ships, unleſs there has been a Separation of Six Months at the leaſt.

No Repetition of Salutes in leſs than Six Months.

IX.

None of His Majeſty's Ships of War, commanded only by Captains, ſhall give or receive Salutes from one another, in whatſoever Part of the World they meet.

Captains not to ſalute one another.

X.

A Flag Officer commanding in Chief ſhall be ſaluted upon his firſt hoiſting of his Flags by all the Ships preſent, with ſuch a Number of Guns as is allowed by the Firſt, Third, or Fifth Articles.

Flag Officer to be ſaluted upon firſt hoiſting his Flag.

XI.

When any of His Majeſty's Ships ſhall meet with any Ship or Ships belonging to any Foreign Prince or State, within His Majeſty's Seas, (which extend to Cape *Finiſterre*) it is expected that the ſaid Foreign Ships do ſtrike their Topſail, and take in their Flag, in

Foreigners to ſtrike their Flag in the Britiſh *Seas:*

Acknowledgment of His Majeſty's Sovereignty in thoſe Seas; and if any ſhall refuſe or offer to reſiſt, it is enjoined to all Flag Officers and Commanders to uſe their utmoſt Endeavours to compel them thereto, and not ſuffer any Diſhonour to be done to His Majeſty. And if any of His Majeſty's Subjects ſhall ſo much forget their Duty, as to omit ſtriking their Topſail in paſſing by His Majeſty's Ships, the Name of the Ship and Maſter, and from whence, and whither bound, together with Affidavits of the Fact, are to be ſent up to the Secretary of the Admiralty, in order to their being proceeded againſt in the Admiralty Court. And it is to be obſerved, That in His Majeſty's Seas, His Majeſty's Ships are in no wiſe to ſtrike to any; and that in other Parts, no Ship of His Majeſty's is to ſtrike her Flag or Topſail to any Foreigner, unleſs ſuch Foreign Ship ſhall have firſt ſtruck, or at the ſame Time ſtrike her Flag or Top-ſail to His Majeſty's Ship.

and alſo the King's Subjects.

XII.

Commanders to protect the King's Subjects in their Trade.

The Flag Officers and Commanders of His Majeſty's Ships are to be careful to maintain His Majeſty's Honour upon all Occaſions, giving Protection to His Subjects, and endeavouring, what in them lies, to ſecure and encourage them in their lawful Commerce; and they are not to injure, in any Manner, the Subjects of His Majeſty's Friends and Allies.

XIII. If

XIII.

If a Foreign Admiral meets with any of His Majeſty's Ships, and ſalutes them, he ſhall receive Gun for Gun. If he be a Vice Admiral, the Admiral ſhall anſwer with Two Guns leſs. If a Rear-Admiral, the Admiral and Vice Admiral ſhall return Two leſs. But if the Ship be commanded by a Captain only, the Flag Officers ſhall give Two Guns leſs, and Captains an equal Number.

How to return Salutes to Foreign Ships.

XIV.

When any of His Majeſty's Ships come to an Anchor in a Foreign Port or Road, within Cannon-Shot of its Forts, the Captain may ſalute the Place with ſuch a Number of Guns as have been Cuſtomary, upon good Aſſurance of having the like Number returned, but not otherwiſe.

Foreign Places may be ſaluted by Captains.

XV.

But if the Ship bears a Flag, the Flag Officers ſhall firſt carefully inform himſelf how Flags of like Rank, belonging to other Crowned Heads, have given or returned Salutes; and to inſiſt upon the ſame Terms of Reſpect.

Flag Officer to demand the ſame Reſpect as thoſe of other crowned Heads.

XVI.

It is allowed to the Commanders of His Majeſty's Ships in Foreign Parts, to ſalute the Perſons of any Admirals, Commanders in Chief, or Captains of Ships of War in Foreign Nations, and Foreign Noblemen or Strangers

Commanders may ſalute the Perſons of Foreigners viſiting their Ships Abroad.

Strangers of Quality, as alſo the Factories of the King's Subjects, coming on Board to viſit the Ship; and the Number of Guns is left to the Diſcretion of the Commander, as ſhall be ſuitable to the Occaſion, and the Quality of the Perſon viſiting; but he is nevertheleſs to remain accountable for any Exceſſes in the Abuſe of this Liberty.

XVII.

Captains muſt have Leave of the Commanding Officer to do it.

If the Ship viſited be in Company with other Ships of War, the Captain is not to make Uſe of the Civilities allowed in the preceding Article, but with Leave and Conſent of the Commander in Chief, or the Senior Captain.

XVIII.

How Returns are to be made to Salutes from Merchant Ships.

Merchant Ships, whether Foreigners, or belonging to His Majeſty's Subjects, ſaluting the Admiral of the Fleet, ſhall be anſwered by Six Guns leſs; when they ſalute any other Flag Ships, they ſhall be anſwered by Four Guns leſs; and if they ſalute Men of War commanded by Captains, they ſhall be anſwered by Two Guns leſs.

XIX.

No Returns to be made 'till all have finiſhed.

If ſeveral Merchant Ships ſalute in Company, no Return is to be made 'till all have finiſhed, and then by ſuch a Number of Guns as ſhall be thought proper; but though the Merchant Ships ſhould anſwer, there ſhall be no ſecond Return.

XX. When

XX.

When any Perſons of Quality, or of a Publick Character, embark on Board any of His Majeſty's Ships, they may be ſaluted at their coming on Board, and alſo at their Departure, with the following Number of Guns. viz.

How Perſons of Quality may be ſaluted.

A Duke, or an Ambaſſador, with - - - - - -	15	Guns.
Other Publick Miniſters, or Perſons of Quality, with	11	or leſs, according to the Degree of their Quality.

XXI.

Nothing in the foregoing Article is to be underſtood to reſtrain Commanders in their Reſpect to any of the Royal Family, who are always to be ſaluted by Guns, at the Diſcretion of the Commander in Chief.

The Royal Family to be ſaluted at the Diſcretion of the Commander.

XXII.

The Anniverſary Days of the Birth, Acceſſion, and Coronation of the King, of the Birth of the Queen, of the Reſtoration of King *Charles* the Second, and of *Gun-powder Treaſon*, ſhall be ſolemnized by His Majeſty's Ships, if they are in Port, with ſuch a Number of Guns as the Chief Officer ſhall think proper, not exceeding Twenty-one each Ship.

Certain Feſtivals to be obſerved.

XXIII. All

XXIII.

Upper Deck Guns for Salutes. All Salutes are to be made with the Guns of the Upper Deck.

XXIV.

No Salutes to paſs between His Majeſty's Ships and Forts. None of His Majeſty's Ships of War ſhall ſalute any of His Majeſty's Forts or Caſtles in *Great-Britain* or *Ireland*, on any Pretence whatſoever.

XXV.

Ceremony at the Funeral of a Flag Officer. When a Flag Officer or Commander in Chief dies at Sea, or in a Road, at the putting of the Corpſe into the Sea, or carrying it from the Ship to be interred aſhore, the Commanding Officer ſhall cauſe ſuch a Number of Guns to be fired, Funeral-wiſe, from the Ships in Company, as he ſhall think proper, and the Flag ſhall be ſtruck half Maſt.

XXVI.

Ceremony at the Funeral of a Captain. If a Captain of any of His Majeſty's Ships dies at Sea, or in a Road, in Company of a Fleet or Squadron, the Commander in Chief ſhall, upon the Diſpoſal of his Corpſe as before, appoint ſuch a Number of Guns as he ſhall think fit, not exceeding Twenty, to be fired, Funeral-wiſe, from the Ship he commanded, and the Pendant of the Ship to be lowered down. But if the Ship be alone, the next ſurviving Officer is to cauſe the ſame to be done.

XXVII.

A Lieutenant dying at Sea, or in a Road, in a Fleet or Squadron, there ſhall be fired on the ſame Occaſion, from the Ship he belonged to, Three Vollies of Small Arms, by Direction of the Commander in Chief. But if the Ship be ſingle, the Captain is to cauſe the ſame to be done. *Ceremony at the Funeral of a Lieutenant.*

XXVIII.

No Merchant-Ship is to fire Guns in any Road or Port after the Watch is ſet, if any of His Majeſty's Ships be there. *Merchant-Ships not to fire Guns after the Watch is ſet.*

Of Prizes.

Article I.

WHEN any Ship or Veſſel is taken from the Enemy the Hatches are to be immediately ſpiked up, and her Lading and Furniture ſecured from Embezzlement, 'till Sentence is paſſed upon her in ſome Court of Admiralty, impowered to take Cognizance of Cauſes of that Nature. *Prizes not to be broken open till condemned in the Admiralty Court.*

II.

Some of the Crew of the Prize to be examined by the Judge of the Admiralty.

The Captain is to cauſe the Officers of the Prize to be examined, and three or more of the Company, who can give beſt Evidence, to be brought to the ſaid Court of Admiralty, together with the Charter-Parties, Bills of Lading, and other Ship Papers found on Board.

III.

Priſoners, who are His Majeſty's Subjects, to be ſtrictly obſerved,

If any of His Majeſty's Subjects are found amongſt the Priſoners, he is to order Three or Four of his own Ship's Company to take particular Notice of them and to ſet down in Writing their Names, and Circumſtances of their being taken, in order to help their Memory, in caſe they ſhall be produced as Evidence againſt them.

IV.

And examined before a Magiſtrate.

He is to carry the ſaid Priſoners, being his Majeſty's Subjects, before ſome Magiſtrate, to be examined, together with his own Witneſſes, and to ſend the Copies of the Declaration they make to the Secretary of the Admiralty.

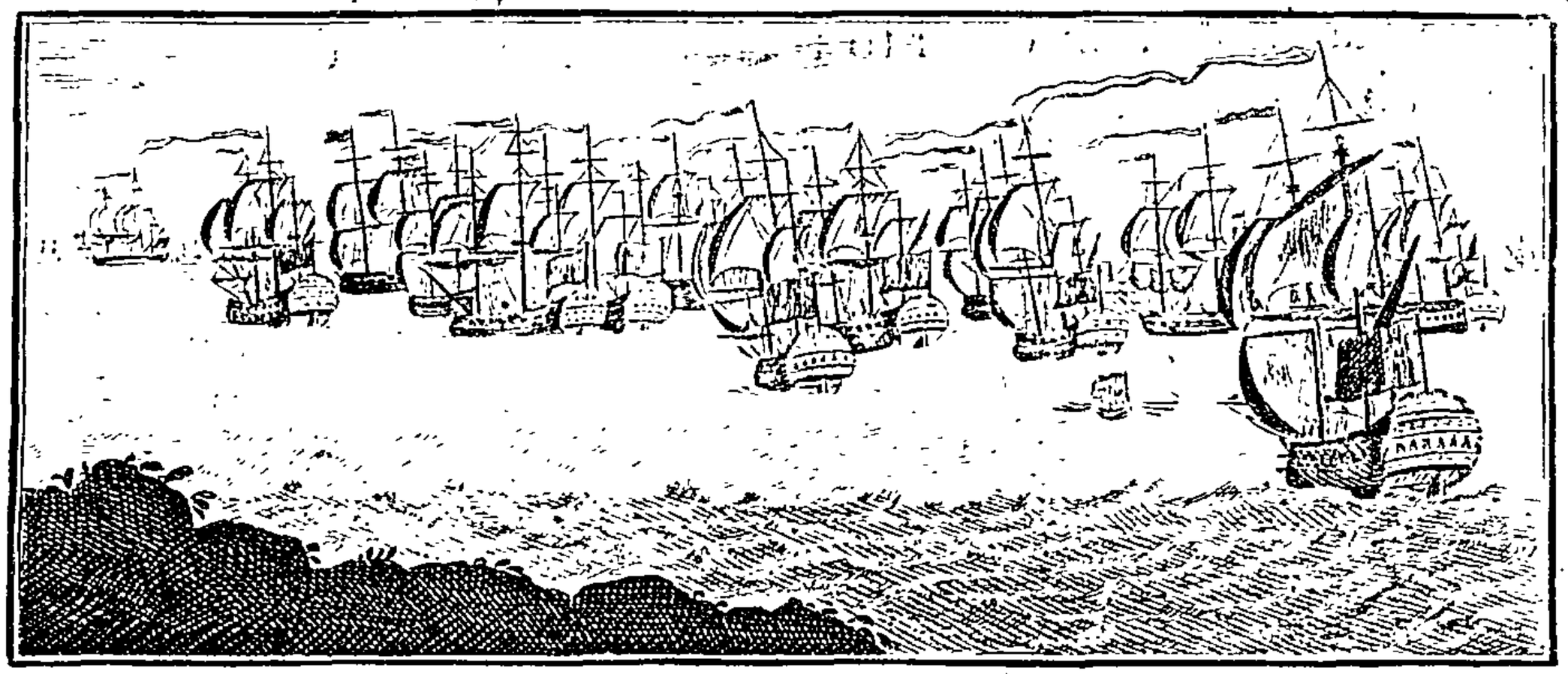
V.

Privateers Commiſſions to be preſerved; if none, to be committed as Pirates.

When a Privateer is taken, great Care is to be had to ſecure all the Ship's Papers, eſpecially the Commiſſion; but if there be no legal Commiſſion found on Board,

Board, then all the Priſoners are to be carried before ſome Magiſtrate, in order to their being examined, and committed as Pirates.





PART III.

The Lieutenant.

ARTICLE I.

To repair on Board, and obey his Commander's Orders.

WHEN a Lieutenant receives a Commiſſion to ſerve in any of His Majeſty's Ships, he is to repair on Board, and diligently execute all ſuch Orders as he ſhall receive from his Commander for His Majeſty's Service, and never to be abſent from the Ship, on an Pretence, without his Leave.

II. He

II.

He is to keep a Liſt of the Officers and Men in his Watch, and frequently to muſter them, and repreſent to the Captain the Names of ſuch as ſhall be from their Duty. *To muſter the Watch.*

III.

In the Night he is to viſit the Ship between Decks, when he ſhall judge proper, and at other Times ſend down a careful Officer to ſee that there be no Diſorder among the Men, nor any Fire or Candle burning any where, nor Tobacco ſmoaked between Decks. *To ſee good Order kept in his Watch.*

IV.

He is never to change the Courſe of the Ship at Sea without the Captain's Directions, unleſs to prevent an immediate Danger. *Not to change the Courſe of the Ship without Orders.*

V.

No Boats are to come on Board, or go off, without the Lieutenant of the Watch being acquainted with it. *Lieutenant of the Watch to be acquainted when Boats come, or go off.*

VI.

The Lieutenant is to inform the Captain of the Miſbehaviour of any Perſon in the Ship, and of whatever elſe concerns the Service or Diſcipline. He is always to be upon the Deck in his Watch, and prevent Noiſe and Confuſion. *To inform the Captain of Irregularities.* *To be upon Deck in his Watch.*

VII. In

VII.

To see the Men at their proper Quarters in Time of Action.

In Time of Action he is to see that the Men be at their proper Quarters or Stations, according to the Regulation which the Captain hath made, whether it be at the Great Guns, Small Arms, Powder Room, Rigging, &c. and that they do all perform their Duty.

VIII.

To keep a Journal, Sea Books, &c.

It is expected that he do provide himself with the necessary Instruments, Maps, and Books of Navigation. And he is to keep a Journal according to the Form set down in Page (158, 159,) and at the End of the Voyage to deliver Copies thereof signed by himself, into the Admiralty and Navy Offices.

IX.

The youngest Lieutenant to exercise the Seamen;

The youngest Lieutenant, (besides his common Duty) is to have the particular Care of the Seamen in the Exercise of the Small Arms, and frequently to discipline and instruct them in the use thereof; and, in Time of Action, his Station shall be chiefly with them.

X.

And see the Small Arms kept in good Order.

He is to have a particular Regard to the Preservation of the Small Arms, that they are not lost or embezzled, and see that they be kept clean, and in good Condition for Service.

The

The Maſter.

Article I.

WHEN a Maſter is warranted to ſerve in any of His Majeſty's Ships, he is to repair on Board, and obſerve the Orders of his Captain or Commanding Officer, for the Diſpatch of what is to be done towards the fitting her out, and to give his conſtant Attendance for that Purpoſe, unleſs otherwiſe employed by him on the Service.

To repair on Board, and obey his Commander's Orders.

II.

He is to be preſent at the coming on Board of the Stores and Proviſions, and to take care that the ſame be hoiſted in ſpeedily and carefully, to prevent Damage; and if any of the ſaid Stores or Proviſions are not good, to repreſent the ſame to the Captain or Chief Officer on Board, in order to their being ſurveyed and returned.

To inſpect the Proviſions and Stores ſent abroad.

III.

He is to obſerve whether the Hoys which bring Ballaſt on Board, be laden up to their Marks, and are clear of Water; and to ſee the Balaſt all taken into the Ship, and that it be clean, ſweet, and wholeſome, and no Fraud committed therein; and to ſign to the Quantity delivered. He is to take Care, in returning Balaſt, that the Veſſels do carry away their full Lading.

To take care of the Ballaſt.

IV. He

IV.

To ſtow the Hold carefully.

He is to be preſent, and give his Directions in ſtowing the Hold, and to ſee the ſame done ſkilfully, as well for making the moſt Room, as with Regard to the Trim of the Ship, and alſo for preſerving the Proviſions from Damage, and the oldeſt Proviſions are to be ſtowed ſo, as to be firſt expended.

V.

To ſee the Rigging and Stores duly preſerved.

He is frequently to inſpect into the Condition of the Rigging and Sails; to be preſent at all Converſion of Stores; and to ſign to the Boatſwain's and Carpenter's Expence-Book, taking great Care not to ſign to any undue Allowance thereupon. He is to take Care that the Compaſſes, Glaſſes, Log and Lead Lines, be preſerved in good Order, that the Cables be well coiled upon the Orlop; and when convenient Opportunities offer, to wet them in Salt Water, if the ſame ſhall be neceſſary.

VI.

To navigate the Ship.

He is to have the Care of Navigating the Ship, under the Directions of his ſuperior Officer, and to ſee that the Log and Log-Book be duly kept, and to keep a good Look-out.

VII.

To obſerve the Coaſts. Shoals, &c.

He is to apply himſelf to obſerve the Appearance of Coaſts, and how they ſhew themſelves in different Points

Points of View; and if he diſcovers any new Shoals or Rocks under Water, to note them down in his Journals, with their Bearings and Depth of Water.

VIII.

When the Ship is at Anchor, he is to be watchful that the Hawſe be kept clear; that ſhe be not girt with her Cables, and that they do not chafe or rub, for Want of ſufficient Service; and to be very careful to keep the Anchor clear when ſingle.

To keep the Hawſe clear when the Ship is at Anchor.

IX.

It is expected, that he do provide himſelf with the proper Inſtruments, Maps, and Books of Navigation, and keep an exact and perfect Journal, taking Care to note therein the coming in and going out of all Stores and Proviſions; and when the Ship is ordered to be laid up, he is to deliver a Copy of the ſame into the Navy-Office, together with his Log Book, ſigned by himſelf.

To keep a Journal, Sea-Book, &c.

X.

He is to be be very careful not to ſign any Accounts, Books, Liſts, or Tickets, before he has thoroughly informed himſelf of the Truth of every Particular contained in the ſame.

Not to ſign any Accounts negligently.

The Boatſwain; and Maſter Sail-maker

Article I.

To receive Stores into his Charge.

THE Boatſwain is to receive into his Charge the Rigging, Cables, Cordage, Anchors, Sails, Boats, and other Stores committed to him by Indenture from the Surveyor of the Navy; and to diſpoſe the ſame in the moſt provident Manner, whether it be for preſent Uſe, or to be laid up for future Service.

II.

To be careful of the Stores.

He is every Morning to inſpect into the State of the Rigging; he is not to cut up any Cordage or Canvas, or convert or lend any Part of the Stores under his Charge, but by Order in Writing, under the Hand of the Captain, for the publick Uſes of the Ship, and under the Inſpection of the Maſter; and in every Reſpect to be very frugal in the Expence of Stores; and he is likewiſe to take Care always to keep a ſufficient Quantity of ſmall Platts by him, for Security of the Cables, to prevent the extravagant Expence of new Hammacoes.

III.

To relieve the Watch, and ſee the Men do their Duty.

He and his Mates are to be diligent in aſſiſting to relieve the Watch, and ſee that the Men attend upon Deck, and that the Working of the Ship be performed with as little Noiſe and Confuſion as poſſible.

IV. At

IV.

At the End of the Voyage, he is to preſent to the Surveyor of the Navy, an Account of the Expence that has been made of Stores under his Charge, audited and vouched by the Captain and Maſter, with an Account of all Stores that he hath been ſupplied with, either from the Yards, other Ships, or that have been bought by the Captain; and of all Stores that he has lent, and of all ſuch as have been any ways embezzled, waſted, or miſapplied; and of all loſt or deſtroyed, through Careleſsneſs or any unavoidable Accident, with the particular Circumſtances thereof, and of the Perſons Names concerned therein; and of ſuch as have been returned to any of the Yards, with proper Receipts for the ſame, without which his Accounts will not be allowed; and he is not to receive his Wages until the ſaid Accounts are paſſed.

To paſs his Accounts at the End of the Voyage.

V.

If he has Cauſe of Complaint againſt any of the Officers of the Ship, with relation to the Diſpoſition of the Stores under his Charge, he is to repreſent the ſame to the Navy-Board before the Pay of the Ship, in order to their doing Right between them and His Majeſty before the ſaid Officers receive their Pay.

To repreſent Complaints againſt any Officers before the Pay of the Ship.

VI.

He is to be very careful not to ſign any Accounts, Book, Liſts or Tickets, before he has thoroughly informed himſelf of the Truth of every Particular contained in the ſame.

Not to ſign any Papers negligently.

 VII. The

VII.

Maſter Sail-maker to be warranted by the Navy-Board.

The Maſter Sail-Maker is to be appointed by Warrant from the Navy-Board, without which none are to be rated in that Capacity on Board His Majeſty's Ships.

VIII.

To examine the Sails, and attend all Surveys and Converſions.

He is, together with his Mate and Crew, to examine carefully all Sails that are brought on Board, before they are bent, or put into the Store-Room, and alſo conſtantly to attend all Surveys and Converſions of Sale.

IX.

To keep the Sails in good Condition.

He is to take all Opportunities to inſpect into the Condition of the Sails, and timely to repair and keep them fit for Service.

X.

To ſee that they receive no Damage in the Store-Room.

He is to ſee that the Sails be perfectly dry when put into the Store-Room, or to apply ſoon for their being taken up and aired again; and frequently to examine and remove them in the Store-Room, and ſee that they are there ſecured from Drips, Damps, and Vermin, as much as poſſible.

XI.

To attend the Return of Sails into Store.

When any Sails are to be returned into Store, he is to attend the Delivery of them, to prevent their receiving Damage in their Paſſage.

The

To be placed in the Circular Instructions -
dated December 1862 from the Secretary Ordnance
at Woolwich, as an Answer to a Circular Letter

ABSTRACT of Regulations inſtituted by the Board of Ordnance, with the Concurrence of the Lords of the Admiralty, for painting the Guns and Carriages of His Majeſty's Ships.

ALL Ships when ordered to be fitted or refitted, whether for Channel or Foreign Service, are to have their Guns and Carriages Painted, but of none other Colours than thoſe already eſtabliſhed, viz.

RED, WHITE, or CHOCOLATE.

The Guns on the Upper Deck, and the Muzzles of thoſe on the Lower Deck, are in future to be painted once in Twelve Months, if at the End of that Time a Ship ſhould arrive at either of the Ports of Spithead, Plymouth, or the Nore. And when the Guns and Carriages of any Ship have been painted, or a Supply of Paint iſſued to the Gunner for that Purpoſe, a Certificate is to be given by the reſpective Officers to the Gunner, ſpecifying the Date when, and Place where, the Guns and Carriages were laſt painted, or a Supply of Paint iſſued, which Certificate is to be produced to the Office where the Gunner makes a Requeſt to have the Guns and Carriages of that Ship freſh painted.

When any Ship arrives at either of the before-mentioned Ports, without being ordered into the Harbour, and the Gunner makes a Demand for Paint, to paint the Guns and Carriages, which Demand is approved by his Captain, and the Commanding Officer of His Majeſty's Ships at that Port, and it ſhall appear by the Certificate produced by the Gunner,

that the Ship's Guns and Carriages have not been painted within Twelve Months, the reſpective Officers are to ſupply ſuch a Proportion of Paint and Oil as may have been found ſufficient to paint the Upper-Deck Guns and Gun-Carriages, and the Muzzles of the Lower-Deck Guns of a Ship of that Claſs; and as ſoon as the Guns of the ſaid Ship ſhall have been painted, the Gunner is to report the ſame to the Store-Keeper of the Ordnance, who is upon the Receipt of ſuch Information to ſend a proper Officer on board, to ſee that the Work has been properly executed, and to acquaint the Board of Ordnance if the contrary ſhould be the Fact. But it is be obſerved, that Proportions of Paint and Oil can be ſupplied only in Caſes where the Ship is not ordered into the Harbour.

Office of Ordnance, Weſtminſter,
27th July, 1796.

R. H. CREW,
SECRETARY.

Additional Regulation formed by the Board of Ordnance on the 1st of January, 1800, *and concurred in by the Lords of the Admiralty.*

The Commanders of His Majeſty's Ships are not in any Inſtance to allow their Crews to ſcrape, or prepare the Guns or Carriages for painting, without previouſly conſulting, and obtaining the Permiſſion of the reſpective Officers of the Ordnance at the Port where the Operation of painting the Guns and Carriages is intended to be performed.

R. H. CREW,
SECRETARY.

The Gunner; Armourer; and Gunſmith.

Article I.

WHEN any of His Majeſty's Ships are ordered to be fitted out for Sea, the Gunner is to apply to the Storekeeper of His Majeſty's Ordnance, and receive from him by Indenture the Ordnance, Ammunition, Small Arms, and other Stores allowed for the Voyage, and to ſee that the ſame be timely brought on Board; and if any Part thereof be not good, or not conformable to the Eſtabliſhment, he is to repreſent the ſame to the Captain, in order to its being ſurveyed and returned,

To receive Stores into his Charge, and object againſt ſuch as are bad.

II.

He is to viſit the Powder-Rooms, and ſee that they be well ſecured, clean, and in right Order, before the Powder is brought into the Ship.

To viſit the Powder-Rooms.

III.

Ships which fit out at *Plymouth*, *Portſmouth*, or *Sheerneſs*, are to take in their Powder at ſome of the outermoſt Moorings; if at *Chatham*, at *Blackſtakes*; and if in the River of *Thames*, at *Galleons*, or *Long-Reach*.

Where Ships are to take in their Powder.

IV.

In the Stowage of the Powder, the Gunner is to take Care, that the Powder in Copper-hooped Barrels be

How to ſtow the Powder.

be lodged in the Ground Tier, and laſt expended, and when the whole Quantity is laid in, he is to ſee the Doors of the Powder Rooms faſt locked, the Skuttles well ſhut and covered, and to deliver the Keys to the Captain.

V.

To prevent Accidents by Powder.

He is to give timely notice to the Captain, upon all Occaſions of bringing Powder on Board, and not to remove any out of the Ship, or from one Part of her to another, or fill Cartridges, or prepare Fuzees, Fire-works, *&c.* without the Captain's Directions, that he may give Orders for extinguiſhing the Fire and Candles, and poſting Centinels at all proper Places, to prevent Accidents; and the Decks are immediately after to be thoroughly ſwabbed, and cleaned of the looſe Powder that may have fallen.

VI.

None to go into the Powder Rooms without Order.

He is never to go or ſend any one into the Powder-Rooms, but by Leave from the Captain; and to take Care that nobody enters with ſuch Things about him, as may ſtrike Fire in falling.

VII.

Only three Rounds of Parchment Cartridges filled at a Time.

It being found by Experience, that Parchment Cartridges filled will not laſt above three Weeks, eſpecially in a hot Country, he is to keep but three Rounds thereof filled at a Time, Paper being found more durable, as well as leſs expenſive.

VIII. He

VIII.

He may receive an additional Proportion of Match, Parchment and Paper Cartridges, Oil, &c. if the Ship is ordered to any Station in *America*, more than the full eſtabliſhed Allowance, in order to prevent, as much as poſſible, the buying thoſe Species at extravagant Prices in the Country; all which will be packed up in whole or half Powder Barrels. He is to ſtow them in the Store Room, and they are not to be uſed until the Ship's firſt eſtabliſhed Proportion is all expended.

Additional Allowance of Stores not to be uſed, until the firſt is expended.

IX.

When any of the Parchment Cartridges, or other periſhable Stores, ſhall become unfit for Service, he is to apply to the Captain to have them condemned by a regular Survey; and if the Ship is near any Port in *England*, he is not to throw them overboard, but return them into the Stores.

Periſhing Stores to be condemned by Survey.

X.

He is not, on any Pretence, to ſtave or any ways convert empty Powder-Barrels, but to preſerve them, in order to ſhift ſuch as may be decayed.

Not to ſtave empty Powder-Barrels.

XI.

He is to allow, by the Direction of his Captain, once a Week for the firſt two Months, and once a Month afterwards, ſix Charges of Powder to each Man in every exerciſe of the ſmall Arms, and four Pounds of

Powder and Shot allowed for Exerciſes.

of Muſquet-Shot for them all once a Fortnight; and alſo five Charges of Powder and five of Shot once a Month, for the Exerciſe of the Upper Deck Guns.

XII.

Powder and Shot allowed in Service or Scaling.

As to the Proportion of Powder to be ſpent on the Occaſion of Service or Scaling, he is to obſerve the Regulation ſet down in a Table, (Page 174.)

XIII.

Powder to be reduced by Degrees; in Time of Action.

After firing five or ſix Rounds on warm Service, he is to reduce the Allowance of Powder proportionably, until the ſame is leſſened to one third of the Weight of the Shot. And he is not to wet a Gun with a Swab, when it grows warm with frequent Firing, this Practice having been the Occaſion of ſplitting ſeveral, by checking the Metal with cold Water.

XIV.

Rules for placing the Guns in their proper Carriages.

When the Guns are received on Board, either upon firſt ſetting out, or after refitting, he is to take particular Care that they be all put into their proper Carriages to which they are numbered, and place N° 1, the foremoſt Gun on the Larboard Side, on each Deck, and the higheſt Number the aforemoſt Gun on the Starboard Side; by obſerving which Rule, all the Guns will fit their Carriages, and ſtand a proper Height from the Sill of the Ports.

N. B. *The Guns of every Ship have a Number engraved on them over the Trunnion, and have their proper Carriages*

Carriages marked with the ſame Number on the Bracket, under or near to the Trunnion. The Guns and Carriages for the Larboard Side of each Deck are numbered and marked on the Larboard Side, and thoſe of the Starboard Side are numbered and marked on the Starboard Side.

XV.

Not to ſcale the Guns oftner than needful.

He is to Scale the Guns no oftner than the Ship is refitted, unleſs upon extraordinary Occaſions and with the Captain's Orders. And when they are loaded for Service, he is to ſee them well tampoined, and fidded at the Vents with Ocham.

XVI.

Caution to prevent Damage to Guns in the Hold.

When there is an abſolute Neceſſity for ſtriking good Guns into the Hold, and the Captain has ſignified his Orders ſo to do, he is to pay the Guns all over with a Coat of warm Tar and Tallow mixt together, and place a good full Wad, dipped in the ſame, a Foot within the Muzzle, and a Tampion well fixed therein; alſo a Cork, as well as Ocham, put into the Vent, to prevent their receiving Damage.

XVII.

To take Care of the Stores.

He is to take Care that all the Stores committed to his Charge be kept clean, and ſecured from Embezzlement or Damage. No Waſte of Stores, that are not periſhable, will be allowed on his Accounts, beyond reaſonable Wear, ſuch Accidents accepted, as ſhall be vouched under the Hands of the Captain.

XVIII.

How to keep his Book of Expences.

He is to keep his Book of Expences according to the Method preſcribed in Page (175.) and to be particularly careful, that the Quantity of Stores which ſhall be daily or monthly expended, be not expreſſed in Figures, but in Words at Length.

XIX.

Boxes of Grape Shot to be kept dry.

He is to take Care that the Boxes containing the Grape-Shot and Hand-Granades, be kept in a dry Place; to prevent their being damaged; and for his Information, the Numbers and Sorts of Shots uſed in the Grapes, according to the different Natures of Guns, are ſet down in a Table, Page (176.)

XX.

The Cannons to be marked.

He is to take Notice, that there will be placed on all Cannons for Sea Service, Notches or Sights on the Baſe and Second Reinforced or Muzzle Rings for Horizontal and Vertical Directions, for the better guiding the Aim; and the Notches are to be marked with White Lead.

XXI.

Not to load theGuns with unfit Mixtures.

It appearing by Experience, that firing double round Shot, round and double headed Shot, or round and Grape-Shot together, is dangerous, and more to the Detriment than Good of the Service, he is to take Care to prevent that Practice in Time of Action, and to ſee that

that the Guns are not loaded with ſuch Mixtures, unleſs it be by the Captain's Order, nor to ſuffer any Iron Crows to be put into them, ſince it is experienced that they can do little or no Execution by themſelves, and being put after a round Shot, do greatly endanger the Splitting of the Gun.

XXII.

Not to ſtart Hand Granades.

He is never to ſtart the Hand Granades, but return ſuch as ſhall remain at the End of the Voyage, fixed in their Boxes, in the ſame Manner that he received them.

XXIII.

Rules for cutting up Cordage.

When there is Occaſion to cut up any Cordage into Breachings, Tackles, Muzzled Laſhings, Port Ropes, or Portacle Falls, after receiving the Captain's Orders for it, he is to take Care to conform to the Lengths ſet down in the Table, Page (177, 178.) and at the ſame Time that he diſcharges himſelf of the Cordage expended, to charge himſelf with the Breaching, Tackles, *&c.* into which it ſhall be converted. The like Method is to be uſed in the Converſion of any other Stores. As to the Rope Spunges, they are to be made out of old Breachings of the ſame Natures of Guns.

XXIV.

To ſtate his paſt Expences when he wants new Supplies.

When the Ship is in Want of a Supply of Stores, he is to draw out an Account of the Expence which has been made, with the Occaſion thereof, and an Inventory of what remains, and preſent the ſame to the Captain, who is to audit the ſaid Account, and (if it

be juſt) to ſend the ſame, certified by himſelf, to the Board of Ordnance, in order to their directing a new Proportion of Supplies.

XXV.

To make up his Accounts Half-yearly

He is to make an Abſtract of his Accounts of Receipts, Iſſues, and Remains, Half-yearly, according to the Specimen in Page (179.) *viz.* at *Midſummer* and *Chriſtmas*, and to deliver the ſame ſigned to the Captain, who is to audit the ſaid Accounts, and to ſend them up certified (as is above directed) to the Office of Ordnance.

XXVI.

To keep good Order in the Gun-Room

He is to keep good Order in the Gun-Room, and ſuffer none to lie there, but ſuch as have a Right thereto by their Places, or whom the Captain ſhall direct. He is to cauſe a careful Man of his Crew to watch there every Night with a Candle in a Lanthorn.

XXVII.

To be frugal of the Match.

He is not to burn any Match in the Day-Time, except in a Flag Ship, or one that commands in Chief; nor more than Two Lengths in the Night at once, which are always to be kept hanging over Tubs of Water; but he is to keep a ſufficient Quantity armed againſt any Surprize.

XXVIII.

After an Engagement, the Remains of Powder to be ſurveyed.

After an Engagement, he muſt apply to the Captain, who is to order his Chief Officers, if the Ship is alone, (but if in company with other Men of War, the

the Commander in Chief is to appoint the proper Officers) to ſurvey the Remains of Powder, as well laden, as in Barrels or Cartridges, and to affirm the ſaid Survey under their Hands, that the Expence, during the Fight, may be known.

XXIX.

To keep an Inventory of Arms and Utenſils ſent out of the Ship.

When any Detachment of Seamen ſhall be ſent from the Ship on Service, he is to draw out an Inventory of the Arms and Utenſils they are to carry with them, and get the ſame ſigned by the Officer appointed to command the ſaid Detachment, and witneſſed by the Captain's Clerk, who is to be preſent at the furniſhing thereof. And when the ſaid Detachment returns on Board, he, with the Captain's Clerk, is to examine and ſee if any of the ſaid Arms or Utenſils are miſſing, and to repreſent the ſame to the Captain, who is to examine the Officer that commands, and if he cannot give a good Account how they came to be loſt, the Expence is to be noted againſt his Name on the Ship's Books, and an Account thereof ſent to the Ordnance-Office.

XXX.

To get the Ship cleared, when to be refitted or laid up.

When the Ship comes into Port to be refitted or laid up, he is to apply timely to the Officer of the Ordnance at the Port to have her cleared of her Powder, Guns, and other Ordnance Stores, that nothing may remain on Board when the Ship is taken into the Charge of the Officers of the Yard.

XXXI. On

XXXI.

To take Care that the Stores be ſafely returned.

On Return of the Stores out of the Ship, he is to ſee that the Carriages and other Stores be not heedleſsly flung down by the Seamen into the Veſſels appointed to receive them, but lowered carefully; and when he ſhall find it otherwiſe done, to acquaint the Captain: And he, together with the Armourer, is to attend the Storekeeper and other Officers belonging to the Ordnance, when his Stores, ſo returned, are ſurveyed on Shore, and he (the Gunner) to ſign the Remains.

XXXII.

To paſs his Accounts at the End of the Voyage.

At the End of the Voyage, he is to deliver his Accounts into the Office of Ordnance, audited and vouched by the Captain: and he is not to receive his Wages without a Certificate from that Board, that he hath faithfully diſcharged his Truſt.

XXXIII.

To repreſent Complaints againſt any Officers before the Pay of the Ship.

If he has Cauſe of Complaint againſt any of the Officers of the Ship, with relation to the Diſpoſition of the Stores under his Charge, he is to repreſent the ſame both to the Navy and Ordnance Boards, before the Pay of the Ship, in order to their doing Right between them and his Majeſty before the ſaid Officers receive their Pay.

XXXIV.

Gunners to paſs an Examination.

No Perſon ſhall be warranted as Gunner of any of His Majeſty's Ships, or, if made Abroad, have his Warrant

rant confirmed, before he has paſſed an Examination through the ſeveral Parts of Gunnery, touching his Qualifications to ſerve as a Gunner in His Majeſty's Navy, before a Mathematical Maſter, and Three able Gunners of the Navy, choſen by the Commiſſioner of the Navy reſiding at the Port, and produces a Certificate from them, that he is fitly qualified to ſerve in that Station.

XXXV.

Armourer and Gunſmith to be appointed by the Ordnance Board.

The Armourer and Gunſmith are to be appointed by Warrant from the Board of Ordnance, without which none are to be entertained in that Quality on Board His Majeſty's Ships.

XXXVI.

To aſſiſt in the Survey and Receipt of Small Arms.

They are to be aſſiſting to the Gunner in the Survey and Receipt of the Small Arms, which are to be packed up in Cheſts for their better Preſervation in their Carriage to and from the Ship.

XXXVII.

To obſerve the Gunner's Orders.

Their Station is to be in the Gun-Room, where they are to obſerve the Gunner's Orders; they are particularly to be diligent in keeping the Small Arms clean within as well as without, by frequent oiling them; but not to take them too often to Pieces, which deſtroys the Locks, Screws, and other Parts.

XXXVIII.

Gunner to receive the Armourer's Tools.

The Gunner is to receive from the Office of Ordnance the Tools mentioned in the Table, Page (180.) which

which are to be delivered out for the Uſe of the Armourer. And the Gunner is to Account for the ſaid Tools at the End of the Voyage, in the ſame Manner that he does for the other Stores under his Charge.

XXXIX.

To attend the Repairs of Small Arms in Foreign Parts.

When the Ship is in Foreign Parts, and the Small Arms want ſuch cleaning or Repairs as cannot be performed aboard, the Captain is firſt to cauſe the ſame to be carefully ſurveyed by ſome of his Commiſſion and Warrant Officers, and, upon their Report of the Defects, may order them aſhore, to be repaired by the Workmen of the Country, but the Armourer or Gunſmith is to be preſent while thoſe Repairs are performing, to ſee the ſame well executed, and the Abuſes they are liable to, in the Hands of the Country Workmen, prevented.

XL.

Small Arms to be returned into Store clean, and in good Order.

When the Small Arms are to be returned into Store, the Armourer and Gunſmith are to take Care that they be all clean and in good Order; and they are to take Notice, that their Wages will not be paid, but upon Certificate from the reſpective Officers of the Ordnance, at the Port where the Arms are returned, that they have diſcharged their Duty.

The

The Carpenter.

Article I.

THE Carpenter is to take upon himſelf the Care and Preſervation of the Ship's Hull, Maſts, Yards, Bulkheads, and Cabins, *&c.* and to receive into his Charge the Sea-Stores committed to him by Indenture from the Surveyor of the Navy. *To take Care of the Ship's Hull, Stores, &c.*

II.

At Sea, he is to viſit daily all the Parts of the Ship, and ſee if the Ports are well ſecured, and Decks and Sides be well caulked, and whether any Thing gives Way; and if the Pumps are in good Order; and from Time to Time to inſpect into the Condition of the Maſts and Yards, and to make a Report of every Thing to the Captain. *To viſit all Parts of the Ship daily.*

III.

In an Engagement he is frequently to paſs up and down the Hold with his Crew, and to be watchful againſt all Leaks from Shot under Water, having Shot-Boards and Plugs of Wood ready, and whatever elſe is neceſſary to ſtop them, and likewiſe to fiſh, or otherwiſe ſecure the Maſts and Yards. *To have Things ready to repair Damages in Battle.*

IV.

As often as the Ship comes into Port, he is to draw up in Writing an exact and particular Account of the Condition of her Hull, Maſts, and Yards, and what *To give an Account of the Ship's Condition when ſhe comes into Port.*

Works are wanting to be done to her, and to preſent the ſame ſigned to the Captain, and alſo to the Maſter Shipwright of the Yard, when ſhe is to be refitted.

V.

To paſs his Accounts at the End of the Voyage.

He is not to lend any of the Stores under his Charge, without an Order in Writing from the Captain, nor to expend any without his Direction, and to be very frugal in the doing thereof; and at the End of the Voyage, he is to deliver juſt Accounts thereof to the Surveyor of the Navy, audited and vouched by the Captain and Maſter, with an Account of all Stores that he hath been ſupplied with, either from the Yards, other Ships, or that have been bought by the Captain; and of all Stores that he has lent; and of all that are any way waſted, embezzled or miſapplied; and of all loſt or deſtroyed, either through Careleſsneſs or any unavoidable Accident, with the particular Circumſtances thereof, and of the Perſons Names concerned therein; and of ſuch as have been returned to any of the Yards, with proper Receipts for the ſame, without which they will not be allowed; and he is not to receive his Wages until the ſaid Accounts are paſſed.

VI.

To repreſent Complaints againſt any Officers before the Pay of the Ship.

If he has Cauſe of Complaint againſt any of the Officers of the Ship, with relation to the Diſpoſition of the Stores under his Charge, he is to repreſent the ſame to the Navy Board, before the Pay of the Ship, in order to their doing Right between them and His Majeſty before the ſaid Officers receive their Pay.

The

The Purſer.

Article I.

THE Purſer, being the Officer who is entruſted with the keeping and diſtributing the Proviſions out to the Ship's Company, is to obſerve the following Inſtructions. *Duty of the Purſer.*

II.

When the Ship, whereof he is Purſer, is put into Commiſſion, and ordered to be fitted out for the Sea, he is every Three Days, or as frequently as may be, to procure Warrants ſigned by the Chief Officer on Board and the Clerk of the Cheque, for the Number of Men muſtered, during the Time that the Ship ſhall continue in *extra* Petty Warrant; which Warrant he is to deliver to the Agent for Victualling, and to ſee that the Ship be duly ſupplied; and he is to take Care that no Part of the Sea Proviſions be expended, while the Ship is in *extra* Petty Warrant; nor Petty Warrant Proviſions in Sea Victualling.

To victual the Ship every Three Days in Petty Warrant.

Not to ſpend Sea Proviſions in Petty Warrant.

III.

He is not to enter any Man's Name on his Books, nor ſupply him with Proviſions, but by note in Writing from the Clerk of the Cheque, or the Commanding Officer on Board, which he muſt produce as a Voucher to the proper Officer, for paſſing his Accounts.

To victual none without a Note in Writing.

IV.

To get the Provisions, &c. on Board in Time.

He is to inform himself, from the Captain, of the Time the Ship is ordered to be Victualled for, and to take Care that there be no Failure on his Part, in timely indenting for, and getting the full Quantity of Provisions, Water, Cask, Necessaries, &c. on Board.

V.

To receive none but good Provisions.

He is to take Care that all the Provisions be sweet and good, and that the Cask be sound, otherwise to object against their being received into the Ship without a Survey; he is particularly to note down in Writing the Marks of the Cask, and of the other Provisions which come on Board, that if any should prove defective afterwards, he may be able to testify where and when the same was received.

VI.

What Provisions the Ship cannot hold to be certified, that the Remainder may be supplied on their Way.

If the Ship cannot contain all her Provisions, he is to bring a Certificate, under the Hands of the Commander and Master, to the Commissioners of the Victualling or their Agent, specifying the Quantity of each Species received short of the Proportion ordered, and the Incapacity of the Ship to receive any more, to the End that the Remainder may be put on Board other Ships, or made good to him by Credit, Bills or Foreign Coin; in which Case, Notice will be given by the Commissioners of the Victualling to the Captain, who is to see that the Bills or Money be brought on Board by the Purser, and duly applied.

VII. He

VII.

He is to procure Certificates, under the Hands of the Commander, Maſter, and Boatſwain, of the Quantity of Proviſions received into the Ship, which he muſt produce to the Commiſſioners of the Victualling, or to their Officer; without which he will not be allowed to indent for the ſaid Proviſions.

To produce Certificates of the Proviſions received on Board.

VIII.

He ſhall not diſcount any Part of the Proviſions due on Credits upon his Indents, for Money; nor be furniſhed with freſh Proportions of neceſſary Money, before he is intitled thereto.

Not to diſcount his Credit; nor be furniſhed with neceſſary Money till intitled thereto.

IX.

He is to provide the Ship ſufficiently at all Times with Coals, Wood, Turnery-ware, Candles, Lanthorns, and other Neceſſaries, to enable him to do which, His Majeſty allows Twelve-pence a Man a Month whilſt the Ship is in *extra* Petty-Warrant, and Fourteen-pence in Sea-Victualling, unleſs the Complement be Sixty Men, or under; in which Caſe he ſhall have Seventeen-pence a Man a Month during the Time of Sea-Victualling. There is likewiſe allowed him Four-pence a Ton for Drawage of Beer, and Two Shillings a Month Loading Charges; and if the Ship Bears more than Sixty Men, Ten Groats a Month Adz-Money; all which will be immediately paid him, after ſigning his Indent.

To provide the Ship with Neceſſaries.

Allowances to him.

X. He

X.

To ſee the Proviſions well ſtowed, and the oldeſt ſpent firſt.

He is to be very careful in looking into the good Order, Stowage, and Preſervation of the Proviſions; and to iſſue out firſt ſuch Part thereof as he ſhall perceive to be moſt liable to Decay, or which have the Marks of old Proviſions, before he ſpends upon the new.

XI.

Bad Proviſions to be ſurveyed.

In Caſe any of the Proviſions prove defective and unfit for Uſe, he is to acquaint the Captain, who ſhall immediately procure a Warrant from the Commander in Chief, or give one himſelf (in Caſe no other Ship be in Company) directed to Three (or more) Warrant Officers to ſurvey the ſame, who, after due Inſpection made, are to draw out a Report of the Condition of the ſaid Proviſions upon the Back of the Warrant, according to the Form in Page (181.)

XII.

What Officers to ſurvey the Proviſions.

No Officer of the Ship ſhall be employed in the Survey, if any other Ships be in Company. And if the Ship be alone, in a Port where there are Naval Officers, then the Captain is to apply to have a Naval Officer joined in the Survey.

XIII.

Condemned Provisions to be returned.

If the Ship, at the Time of the Survey, is at or near any Victualling Port, he is not to ſuffer any of the condemned

condemned Proviſions to be thrown overboard, except Cheeſe, but to return the ſame to the Agent of the Victualling. The like he is to do if the Ship be at Sea, and an Agent with Victualling Veſſels be in Company. But if there be no Agent, or he ſhall refuſe to receive the condemned Proviſions, (the Reaſon whereof he is to certify under his Hand) and the Surveyors ſhall give their Opinion, that the ſame are not fit to be kept on Board (the Reaſons whereof they are likewiſe to certify under their Hands) he is then, being directed thereto by a Warrrnt from the Commander in Chief, (or from his own Captain, if the Ship be alone,) to cauſe the ſaid Proviſions to be flung over-board, (Beer-Caſk being firſt filled up) taking the Certificate of the Surveyors, of the Quantity ſo thrown away; which is to be written in Words at length, at the Foot of the ſaid Warrant; and either himſelf, or his Steward, is to make Oath to the Truth of the ſame, the firſt Opportunity they ſhall have of doing it; as alſo when, where, and from whom, the ſaid Proviſions were received.

In what Cases to be flung over-board.

XIV.

In caſe any Proviſions ſhall be caſt by Survey, after the Time for which they were put on Board to ſerve, he is to expect no Allowance on ſuch Surveys, without producing a very ſatisfactory Certificate from the Captain and Officers of the Ship, why the ſaid Proviſions were not ſooner expended.

Provisions condemned after the Time they were to laſt, not to be allowed without ſufficient Reaſon.

XV. Con-

XV.

Condemned Butter not to be flung over-board.

Condemned Butter is never to be flung over-board, but to be returned into His Majeſty's Stores, unleſs the Boatſwain ſhall want any for the Ship's Uſe; in which Caſe he may be ſupplied with what is neceſſary, and ſhall be charged therewith.

XVI.

Leakage of Beer to be ſurveyed.

If any Caſk of Beer ſhall have leaked out a Quantity, he is to apply to the Captain for a Warrant, directed to the Maſter, and Two or more other Officers of the Ship, (the Mate, in this Caſe, to be eſteemed an Officer) for their ſurveying the ſame; who are to report under their Hands, on the Back of the ſaid Warrant, the Quantity leaked out, in Words at length, according to the Form in Page (182.) and to be very particular in giving the Reaſons and Occaſion of the Leakage. The Cooper is likewiſe to make Oath to the Truth of the ſaid Leakage, and that no Beer was drawn or pumped out of any of the ſaid Caſks, with his knowledge, before the Time of Survey.

XVII.

No Allowance for Leakage of Wine, Oil, &c.

He is never to expect any Allowance for Leakage of Wine, Oil, Brandy, Rum, or Arrack, but to ſee that the Caſks be found and full at their coming on Board, and to be anſwerable for the Care of them afterwards, there being proper Conveniencies made in the

the Hold for ſecuring the ſaid Liquors from any Abuſes, which are not to be employed to any other Uſe whatſoever.

XVIII.

He is to procure Duplicates of all Orders, Reports, Certificates, &c. relating to Surveys, atteſted under the Hands of the Surveyors, and to tranſmit the ſame by the firſt Opportunity, to the Commiſſioners of the Victualling, reſerving the Originals in his own Hands for the paſſing his Accounts.

Duplicates of Surveys to be ſent to the Victualling Office.

XIX.

If any Species of Proviſions fall ſhort, and the Want thereof is ſupplied to the Men out of another Species, he is to take Care, when the Ship receives a Supply, to iſſue out the like Quantity of the Species that was wanting, and for the ſame Number of Days, inſtead of the other Species that was before iſſued in Lieu thereof, that His Majeſty may not be put to an extraordinary Charge on that Account.

To replace one Species iſſued for another, out of the next Supply.

XX.

If any Caſk of Beef, or Pork, ſhall fall ſhort of the Contents marked on the Head, he muſt apply to the Captain for his Warrant to the Maſter; and to one or more of the Mates, who ſhall ſurvey the ſame, and report under their Hands according to the Form in Page (183.) and either himſelf, or his Steward, is to make Oath, at the Foot of the Survey, to the Truth

Short Proviſion in Caſk to be ſurveyed.

thereof; and that no Part of what is wanting has been embezzled, to the beſt of their Knowledge or Belief. And it is further expected, that, with that Account, there be produced an exact Account kept of the Number of Pieces of Beef and Pork in all the Caſk that ſhall be expended after ſuch a Diſcovery, and a true Balance thereof delivered to the Commiſſioners of the Victualling.

XXI.

Not to miſ-apply the Proviſions or Stores.

He is not to ſell or make any undue Uſe of the Proviſions or Stores under his Charge. And the better to diſcourage Purſers from ſelling His Majeſty's Proviſions in dear Years, knowing they are not to pay more, when Debtors on the Balance of their Accounts than the ſettled Prices; it is hereby ordered, that in thoſe Years, where the Price of any Species ſhall exceed the Sum uſually charged on Purſers in Debt, the Purſer ſhall be obliged to pay the full Value His Majeſty gave for the Proviſions.

XXII.

How to purchaſe Proviſions Abroad.

He is not to purchaſe any Proviſions in Places where there is no Agent or Contractor, or when there is a Likelihood of coming in their Way; but, in Caſe the Ship is in Want of Proviſions in Foreign Parts, where there is no Agent or Contractor, he ſhall apply to the Captain, who is to cauſe the Remains to be ſurveyed by his Officers; and, upon their certifying what is abſolutely neceſſary to be ſupplied, and the Reaſon of the Deficiency, ſhall give his Warrant to the Purſer to procure

procure the ſame, which he is to do with the beſt Frugality, taking care that the ſaid Proviſions be good and wholeſome. The Receipts of Payment for the Proviſions are to be witneſſed by Two Commiſſion or Warrant Officers, and to expreſs the Quantity and Prices of each Species; and he is to procure a Certificate from the Governor or Conſul, where there are any, or elſe from Two or Three of the moſt eminent Merchants upon the Place, that the ſaid Bargains were according to the Market Price.

XXIII.

Storehouſe Room and Commiſſion Money not allowed; nor Sloops or Boats, but upon Neceſſity.

He is to take notice that there will not be allowed on his Accounts any Charge for Storehouſe Room, or Commiſſion. And as to Sloops or Boats, they are never to be hired but upon an indiſpenſible Neceſſity, and by his Commander's Orders; and he is to produce a Certificate from the ſigning Officers, ſpecifying the Occaſion of their being hired, and that they were not employed longer than was abſolutely neceſſary.

XXIV.

How to take up Money Abroad.

If it ſhall be neceſſary for the Purſer, to draw Bills of Exchange upon the Commiſſioners of the Victualling, either for Monies taken up Abroad to purchaſe Proviſions, or for the Payment of Proviſions ſupplied by Merchants, the Money is to be taken up by Publication; and the Captain is to atteſt the Bills, that they are drawn upon Account of the neceſſary Victualling of the Ship, and by his Order; and the Purſer is

to procure Certificates from the Governor, Conſul, or Merchants as aforeſaid, of the Currency of the Exchange at that Time, which he is to tranſmit Home with the Bills; and at the ſame Time, or as ſoon after as poſſible, to ſend to the Victualling Office a diſtinct Account how the ſaid Money has been laid out, with a Certificate from the Commander, Maſter, and Boatſwain, that the Proviſions charged therein to have been bought, were received on Board.

XXV.

How to paſs his Accounts of Diſburſements.

When he returns Home, he is to deliver into the Victualling Office an Account Current of all his Diſburſements in Foreign Parts for the Service of the Ship, ſetting forth the Quantity and Price of every Species of Proviſions bought, together with the particular Charge attending the ſame, reduced into *Engliſh* Money, with his Affidavit at the Foot of the Account, that the ſeveral Sums therein mentioned were actually paid as againſt each Article expreſſed, without any Profit to himſelf, or to any Perſon on his Account, by Exchange or otherwiſe; and that the Quantity of Proviſions charged therein, was the full Quantity *Engliſh* Weight and Meaſure, and was all received on Board in Kind; and that he has not procured Proviſions of any Sort, (except what hath been ſaved of the Ship's Company out of their daily Allowance) at the ſame Time and Place, on his own Account.

XXVI. If

XXVI.

To be allowed for Water purchaſed Abroad.

If the Ship ſhall happen to be at any Place Abroad, where Water cannot be had without Money, he is upon a Warrant from the Captain to purchaſe what is neceſſary, taking Receipts witneſſed by Two Commiſſion or Warrant Officers, and a Certificate from the Captain of the Quantity brought on Board.

XXVII.

To repair defective Caſk Abroad.

If the Caſk ſhall prove defective in Foreign Parts, where there is no opportunity of returning them into Stores, and receiving better, the Purſer ſhall employ his Cooper to repair and new trim the ſaid Caſk, without any Charge to His Majeſty for Workmanſhip. He ſhall keep a diſtinct Account of the Waſte of Staves or Iron Hoops, in making the Remainder ſerviceable; and himſelf or the Cooper ſhall make Oath to the Truth thereof; upon producing which, with the Captain's Certificate of the Badneſs of the Caſk, the Neceſſity of trimming the ſame, and the Quantity ſo trimmed, it will be allowed him on his Accounts.

XXVIII.

To be careful of the Caſk.

He is not to ſuffer any Caſk to be expended, or cut for *extra* Service, without an Order from the Captain, in Writing, who is to give him likewiſe a Certificate, expreſſing the Quantity expended, when, and for what Service. But he is to take Notice, that no

Caſk

Caſk uſed for Waſhing-Tubs, Steep-Tubs, or by the Cook, will be allowed as an *extra* Expence, they being to be included in the ordinary Allowance for Waſte; and all Caſks made uſe of in the Tops, or on the Quarters, that are not cut, are not to be looked upon as expended, nor the Iron Hoops on the Caſks that are cut to ſtand between the Guns.

XXIX.

How to be allowed for Provisions or Stores loſt

If any Loſs happens in the Proviſions or Stores, by Action with the Enemy, or other unavoidable Accident, he is to procure a Certificate from the Captain of what was ſo loſt, with the Occaſion of it; and himſelf, or ſome other who was preſent, is to make Oath, that it did not happen through any Neglect or Default, nor that any Part of what was ſo loſt could poſſibly be ſaved.

XXX.

To keep an Exact Muſter Book.

He is to keep an exact Muſter Book of the Time of Entry, Diſcharge, Deſertion, Death, Attendance and Abſence of every Perſon belonging to the Ship, and to ſet off againſt their Names, the Slop Cloaths, Dead Mens Cloaths, Beds and Tobacco, they have been ſupplied with, that ſo he may be able to vouch the Ticket made out by the Captain for any Man's Wages of the Ship. He is carefully to note down on the Front of the ſaid Book, the Times of Beginning and Ending Petty Warrant or Sea Victualling, as alſo ſhort Allowance and the Nature and Quality of the ſaid Allowance, and what Money has been paid on that Account.

XXXI. It

XXXI.

May ſell Tobacco to the Seamen.

It is allowed him, at ſuch Times as the Captain ſhall appoint, and in ſome públick Place upon Deck, to iſſue out to ſuch Seamen as do ſmoak, and ſhall deſire it, cut and dried ſweet ſcented Tobacco, not exceeding Two Pounds *per* Month to each Man, at the Rate ſettled by the Navy-Board.

XXXII.

Not to victual Supernumeraries without Orders.

He is not to victual any Supernumeraries, but by Warrant in Writing from the Captain; and if the ſame be done in Purſuance of Orders the Captain has received, he is to procure from him an atteſted Copy of the ſaid Orders, as well as his own Warrant. He is to draw out on the Back of the ſaid Warrant, a Liſt of their Names, according to the Form in Page (184.) and to procure the Captain's Certificate, at the Foot of the ſaid Liſt, of the Truth thereof.

XXXIII.

How to victual other Ship's Men.

When he victuals any other Ship's Men, by his Captain's Order, he is to demand Repayment for the ſame, from the Purſer of that Ship, (unleſs they are chequed there out of Victuals) and, in Caſe of Refuſal, to ſend by the firſt Opportunity, a perfect Liſt of the ſaid Mens Names, and Time of Victualling, certified by the Captain to the Victualling-Office.

XXXIV. He

XXXIV.

Not to ſpare any Proviſions or Stores without Orders.

He is not to ſpare any Proviſions or Stores to any other Ship, but by his Captain's Warrant in Writing, upon the Back of which he is to take the Purſer's or Steward's Receipt, mentioning the Quantity of each Sort in Words at Length, with the Time when, and Place where; and he is, by the firſt Opportunity, to ſend a Copy of the ſaid Receipt to the Commiſſioners of the Victualling.

XXXV.

To keep a Sick Book, and Slop Book.

He is to keep a Book of all Men ſent ſick out of the Ship, mentioning in proper Columns their Number on the Ship's Book, Names, when and where ſent, when returned or diſcharged, and Number of Days abſent, which is to be delivered into the Office of the Comptroller of the Navy, according to the Form in Page (185.) He is likewiſe to keep a perfect Slop Book, Book of Dead Men's Cloaths, and a Tobacco Book, which he is to deliver into the reſpective Office before the Pay of the Ship, according to the Forms in Pages (170, 171.)

XXXVI.

Victualling Office to ſend Veſſels to bring away the Proviſions from the Ship when ſhe is to be laid up.

When any Ship returns from her Voyage into Port to be laid up, upon the Purſer's ſending Notice to the Victualling Office, there will be immediately ſent off Veſſels or Lighters to bring away the Remainder of the Ship's Proviſions, together with the Caſk, Iron-Hoops, and Biſcuit Bags; and the Purſer is to ſend, with the ſaid Proviſions, his Steward or ſome careful Perſon, to ſee the ſafe delivery of them to the Agent, or other Officer appointed to receive them.

XXXVII. For

XXXVII.

Number of Staves each Cask is to conſiſt of.

For preventing any Diſputes touching the Number of Staves of which each Sort of Caſk ſhall be reputed to conſiſt, when returned, it is to be obſerved, that each But returned, if ſhaken, ſhall conſiſt of no leſs than Twenty-ſix Staves; every Puncheon of Twenty-two; every Hogſhead of Twenty; and every Barrel of Seventeen Staves, Heading included, whereof Two Pieces are to be reckoned a Stave; always accounting each Stave about Forty-four Inches long, for a But Stave; from Forty-four to Thirty-eight Inches, for a Puncheon Stave; from Thirty-eight to Thirty-two Inches, for a Hogſhead Stave; and from Thirty-two to Twenty-eight Inches, to be reckoned a Barrel Stave.

XXXVIII.

Proviſions to be ſurveyed before returned into Store.

No Receipts ſhall be given for Proviſions returned into Store, until a regular Survey be taken thereof, nor any Allowance, for ſuch as is defective, made to the Purſer, until he has made Affidavit that the ſame Proviſions were received out of His Majeſty's Stores, or from Perſons under Contract with the Victualling-Office, (expreſſing the Time when and Place where received) and that there was no Neglect on his Part in the timely iſſuing thereof. The like Oath is to be made by him, that all the Caſk, Staves, Iron Hoops, and Biſcuit Bags, returned to the Office, were received out of His Majeſty's Stores, or from Contractors, as aforeſaid. As to Proviſions which are furniſhed under Warranty, ſuch as Beer, Butter and Cheeſe, the

Purſer ſhall receive no Allowance for them, if they are caſt by Survey after the Time of Warranty; nor for any Species of Proviſions returned into the Stores, that are not actually expreſſed in their proper Denomination in the Indents or Receipts given when furniſhed.

XXXIX.

To paſs his Accounts within Six Months after the Ship is paid off.

He is to deliver in his Books and Papers ſo timely that his Victualling Account may be paſſed within Six Months after the Ship's being paid off at fartheſt; and when he delivers in the ſaid Account he is to produce his Affidavit, that the particular Quantities of every individual Species of Proviſions therein mentioned, were actually delivered on Board the Ship in Kind, and that he did not receive any Money or other Conſideration in Lieu of any Part thereof, nor was ſupplied with any more Proviſions or Stores, on the Public Account, than what is there charged.

XL.

To repreſent any Complaints againſt the Officers, before the Pay of the Ship.

If he has Cauſe of Complaint againſt any of the Officers of the Ship, with relation to the Diſpoſition of the Proviſions or Stores under his Charge, he is to repreſent the ſame to the Navy-Board before the Pay of the Ship, in order to their doing Right between them and His Majeſty before the ſaid Officers receive their Pay.

XLI.

Not to ſign any Papers negligently.

He is to be very careful not to ſign any Accounts, Books, Liſts, or Tickets, before he has thoroughly informed himſelf of the Truth of every Particular contained in the ſame.

The

The Surgeon.

Article I.

To provide himself with Inſtruments and a Cheſt of Medicines, and to have the ſame viewed and approved.

WHEN a Surgeon is wanted to ſerve in any of His Majeſty's Ships, he is to provide himſelf with Inſtruments and a Cheſt of Medicines, according to the Rules of the Navy, and preſent the ſame to be viewed by the Phyſicians in the Commiſſion of Sick and Wounded, or (if there be none) by the Phyſician of *Greenwich* Hoſpital, in Conjunction with the Governors of the Surgeons Company; who are to take Care that all the Inſtruments, Drugs and Medicines, be of the Sorts, Goodneſs and Quantity required, and to give him a Certificate thereof. And when the Survey is over, the Cheſt is to be locked, and the Seals of the Phyſician and of the Surgeons Company is to be affixed thereto, in ſuch Manner as to prevent its being afterwards opened, before it comes on Board; nor is the Captain to admit any Cheſt into the Ship, without thoſe Marks upon it.

II.

The Cheſt to be viewed and approved in like Manner when recruited.

The like Method is to be taken in ſurveying the Remains, and recruiting the Cheſt in *London*; but in the Out-Ports, the Phyſician and Surgeon of the Sick and Wounded at the Port are to make the Survey; or if there be none ſuch, the Surgeon of the Yard is to do it ſingly, and to obſerve the ſame Methods as in

the preceding Article, taking Care to deſtroy all ſuch Medicines or Drugs as ſhall be found in the Cheſt not fit for Uſe.

III.

To keep Sick Tickets.

He is to provide himſelf, before his going on Board, with a competent Number of printed Sick Tickets, which will be delivered to him at the Sick and Wounded Office; and a ſufficient Number of Smart Tickets from the Office of Clerk of the Acts.

IV.

To take Care of the Neceſſaries, and iſſue them out for the Relief of the Sick Men.

He is to examine the Neceſſaries ſent on Board for the Uſe of the Sick Men, and if they are not good in their Kind, to acquaint the Captain, that he may repreſent the Matter to the Navy Board. He is to keep the ſaid Neceſſaries in his Cuſtody, and not embezzle or miſapply any Part thereof, but take Care that they be well huſbanded, and duly ſerved out for the Relief of the ſick Men.

V.

To attend carefully the Men under Care.

He is to viſit the Men under his Care (at leaſt) twice a Day, and oftner, if their Circumſtances require it; and, at other Times, to diſtribute his Mates and Aſſiſtants amongſt them, that none may want due Attendance and Relief.

VI.

To adviſe with the Phyſician.

In Caſes that are difficult, if there be a Phyſician in the Squadron, he is to reſort to him for Advice, and follow his Perſcriptions.

VII. He

VII.

He is to inform the Captain every Day of the Condition of his Patients, especially if any of the Distempers are infectious, that they may be sent out of the Ship, or (if that cannot be done) separated from the Rest.

To inform the Captain of the State of the Sick Men.

VIII.

When any Sick Men are ordered ashore to the Hospital, or on Board the Hospital Ship attending the Squadron, he is to send along with them to the Surgeon, an Account (in Writing) of the Time and Manner of their being taken ill, and the Methods used towards their Recovery.

To send with Sick Men to the Hospitals an Account of their Distempers and Treatment.

IX.

In an Engagement he is to keep himself in the Hold where a Platform is to be prepared for the Reception of the Wounded Men; and himself, and his Mates and Assistants, are to be ready, and have every Thing at Hand for stopping their Blood, and dressing their Wounds.

To take Care of the wounded Men in an Engagement.

X.

He is to keep a Day-Book of his Practice, noting therein the Names of the Men that come under his Care; their Hurts or Distempers; the Day they were taken ill, and the Day of their Recovery, Removal, or Death; together with his Perscriptions and Methods of Treatment while under Cure.

To keep a Day-Book of his Practice.

XI. He

IX.

To deliver Journals of his Practice.

He is from the ſaid Day Book, to compoſe Two Journals, the one of his Phyſical Practice in Diſeaſes, the other of his Chirurgical Operations in Caſes of Wounds or Hurts; and at the End of the Voyage, to deliver the firſt to the Phyſicians in the Commiſſion of Sick and Wounded, or (if there be no ſuch) to the Phyſician of *Greenwich* Hoſpital, and the latter to the Governors of the Surgeons Company, who are to examine the ſame, aud certify their Judgment thereupon.

The Maſter at Arms; and the Corporal.

Article I.

Maſter at Arms to be warranted by the Admiralty.

NONE ſhall be admitted to ſerve as Maſter at Arms on Board His Majeſty's Ships, but ſuch as are appointed by Warrant from the Lord High Admiral, or Lords Commiſſioners of the Admiralty; and they are to be Men of Service, and well ſkilled in Martial Diſcipline.

II.

To exerciſe the Men daily at Small Arms.

The Maſter at Arms is daily to exerciſe at Small Arms, the Petty Officers and Ship's Company by Turns, as the Captain ſhall appoint; and he is to take

take Notice, that there is allowed, once a Week for the firſt Two Months, and once a Month afterwards, Six Charges of Powder to each Man in the Exerciſe of the Small Arms, and Four Pounds of Muſket-Shot for them all once a Fortnight:

III.

He is to place and relieve the Centinels; to mount with the Guard; and carefully to ſee that the Firelocks and other Arms be conſtantly preſerved clean and in good Repair; and to obſerve all ſuch Directions as the Lieutenant at Arms ſhall give him.

To obſerve the Orders of the Lieutenant at Arms.

IV.

He is to ſee that the Fire and Candles are put out in proper Seaſon, according to the Orders of the Captain; and to acquaint him when the ſame is done.

To put out Fire and Candle.

V.

He is to viſit all Veſſels and Boats permitted to bring Proviſions and neceſſary Refreſhments to the Ship, and to prevent the Seamen going from the Ship without Leave.

To viſit Boats that come to, or go from, the Ship.

VI.

He is to acquaint the Officer of the Watch with all Miſdemeanors and Irregularities committed in the Ship, which ſhall come to his Knowledge.

To inform the Commanding Officer of Miſdemeanors.

VII. The

VII.

Corporals subordinate to the Maſter at Arms.

The Corporals are to act in Subordination to the Maſter at Arms; and to perform the ſame Duty themſelves where a Maſter at Arms is not allowed.

The Schoolmaſter.

Article I.

Schoolmaſter to be examined by the Trinity Houſe

NO Perſon ſhall be warranted to ſerve as Schoolmaſter, in any of His Majeſty's Ships, who has not been firſt examined before the Maſter, Wardens, and Aſſiſtants of the *Trinity-Houſe of Deptford Strond*, and produced a Certificate, under their Hands, of his being well ſkilled in the Theory and Practice of the Art of Navigation, and qualified to teach Youth therein; and another, under the Hands of Perſons of known Credit, teſtifying the Sobriety of his Life and Converſation.

II.

To inſtruct the Voluntiers.

He is to employ his Time on Board in inſtructing the Voluntiers in Writing, Arithmetick, and the Study of Navigation, and in whatſoever may contribute to render them Artiſts in that Science.

III. He

III.

He is likewiſe to teach the other Youths of the Ship, according to ſuch Orders as he ſhall receive from the Captain, and with regard to their ſeveral Capacities, whether in Reading, Writing, or otherwiſe. *And the other Youths of the Ship.*

IV.

He is to be early every Morning at the Place of Teaching, and to repreſent the Names of ſuch as are idle, or averſe to Learning, to the Commander, in order to his taking Courſe for their Correction. *To inform againſt ſuch as are idle.*

V.

He is not to receive his Wages or Allowance without a Certificate from the Captain of his Diligence in his Buſineſs; nor to be employed again in another Ship, without depoſiting in the Admiralty-Office a like Certificate. *To produce Certificates of his good Behaviour.*

The Cook.

Article I.

THE Cook is to have the Charge of the Steep-Tub, and to be anſwerable for the Meat put therein, if any Part thereof ſhall be loſt through his Want of Care. *To have the Care of the Meat in the Steep-Tub.*

II.

To boil the Proviſions, and iſſue them out to the Men.

He is to ſee the Meat duly watered, and the Proviſions carefully and clearly boiled, and iſſued to the Men, according to the Practice of the Navy.

III.

To preſerve the Steep-Tub from being loſt in ſtormy Weather.

Upon the Appearance of Stormy Weather, he is to be careful to ſecure the Steep-Tub, ſo that it may not be waſhed over-board; but if through any unexpected Accident, which he cannot prevent, the ſame ſhall happen to be loſt, which the Captain is to certify, he is to make Oath to the Number of Pieces loſt, that it may be allowed upon the Purſer's Account.

PART IV.



PART IV.

Of Hoſpital-Ships.

ARTICLE I.

How Hoſpital-Ships are to be fitted.

SHIPS appointed for Hoſpitals ſhall have the Gun-Deck entirely ſet apart for the Reception of Sick Men, which ſhall be fluſh, without any Cabbins or Bulkheads, except a Deal or Canvas one (to roll up) for ſeparating ſuch as have malignant Diſtempers from the reſt. The ſaid Deck is to hold all the neceſſary Cradles, with the Bedding; and two Pair of chequered Linen Sheets ſhall be allowed for every Bed, and Scuttles ſhall be made in the Sides, in convenient Places for the Inlets of the Air.

II.

A Phyſician, Surgeon, Aſſiſtants, &c. to be in the Hoſpital-Ship.

Beſides the Phyſician, there ſhall be in the Hoſpital-Ship an able and experienced Surgeon, with Four Mates, and Six Men Aſſiſtants, a Servant to the Surgeon, a Baker, and Four Waſhermen; all ſupernumerary to the Complement.

III.

The Captain to ſubſiſt the Men with the beſt Proviſions.

The Captain of the Hoſpital-Ship ſhall ſubſiſt the Men under Cure, out of the beſt and neweſt Proviſions in the Ship; and with freſh Meat as often as the ſame can be procured.

IV.

Captains to ſend Boats for their recovered Men.

When any Men are well enough recovered to return to their Ship, the Captain of the Hoſpital-Ship ſhall put abroad their Ship's Signal and a Weft, that a Boat may be ſent for them.

The Phyſician.

Article I.

To reſide in the Hoſpital-Ship.

THE Phyſician is to embark and reſide in the Hoſpital-Ship, if there be any, or in ſuch other Ship as the Commander in Chief ſhall appoint.

II. He

II.

He is to viſit the Ships of the Squadron or Diviſion he belongs to as often as the Circumſtances of the Sick and Hurt Men in them ſhall make it needful, taking the Surgeon of the Ship with him in his Viſitation, and preſcribing to him the Remedies to be applied for their Cure.

To viſit the Sick in the Ships of the Squadron.

III.

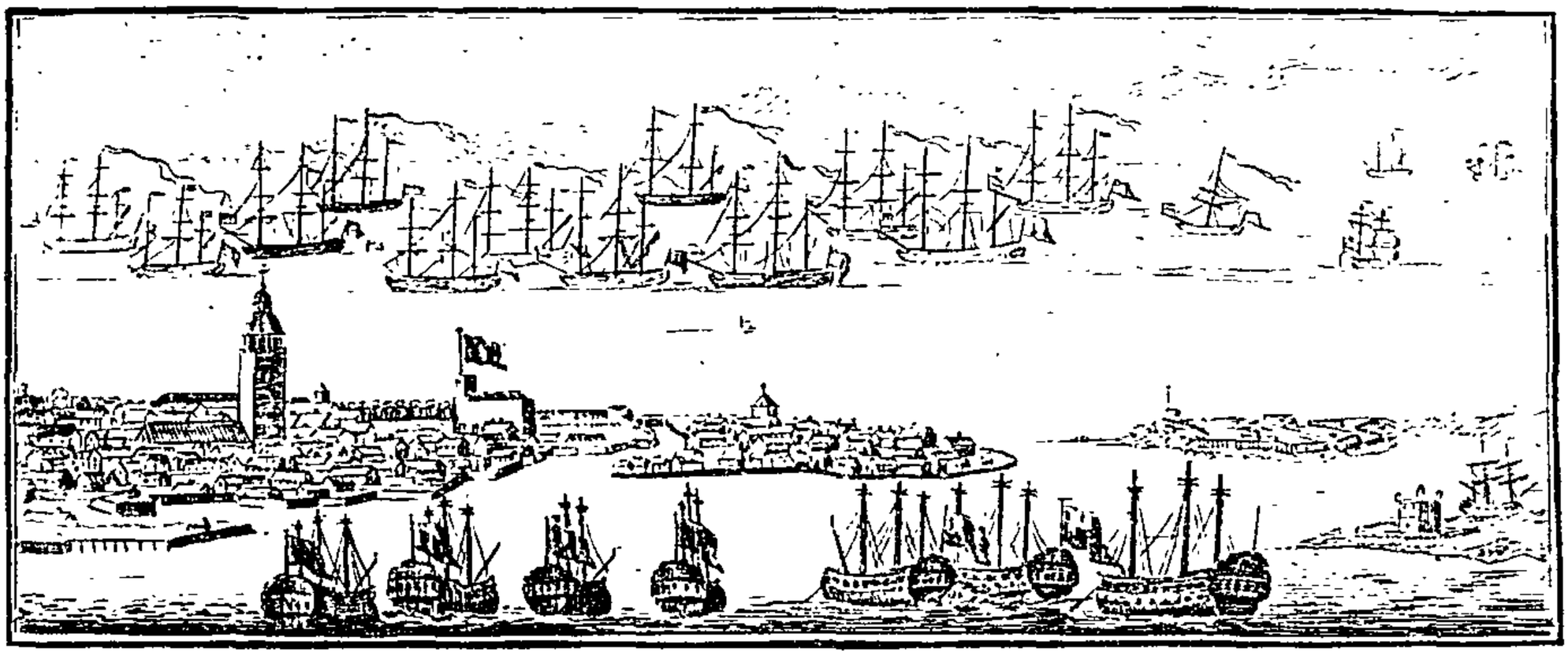
He is impowered at any Time, with the Approbation of the Admiral or Commander in Chief, to go on Board any Ship of the Squadron or Diviſion he belongs to, and inſpect into the Cheſt of the Surgeon, examining the Goodneſs of his Inſtruments, Drugs, and other Medicaments, and to deſtroy ſuch as are unfit for Uſe. He may call for his Journal, and enquire into his Method of Practice, and repreſent his Failures, whether through Ignorance or Negligence, to the Commander in Chief.

To inſpect the Cheſts of the Surgeons of the Squadron.

IV.

He is to obſerve all ſuch Orders and Directions as he ſhall receive from the Admiral or Commander in Chief, relating to the Service; and to demand no Fee or Reward from any Perſon under his Care.

To obſerve the Admiral's Orders; and demand no Fees from his Patients.



PART V.

An Eſtabliſhment of Sea-Wages, and of the Number of Officers allowed to His Majeſty's Ships.

ARTICLE I.

Pay of Flag-Officers.

	per Diem l.	s.	d.
THE Pay of the Admiral and Commander in Chief of the Fleet, is	5	0	0
Of an Admiral, - - - - -	3	10	0
Of a Vice-Admiral, - - - -	2	13	0
Of a Rear-Admiral, - - - -	1	15	0

II. The

II.

The firſt Captain to the Admiral and Commander in Chief of the Fleet, ſhall have the Pay of a Rear-Admiral. The Second Captain to the ſaid Admiral, and the Captains to other Admirals, ſhall be allowed the Pay of Captain of a Firſt Rate.

Pay of Captains to the Admiral of the Fleet, and to Admirals.

III.

The Captains to Vice-Admirals ſhall be allowed the Pay of a Second Rate, and the Captain to Rear-Admirals, the Pay of a Third Rate. But if a Vice or Rear Admiral ſerves in a Ship of the Firſt or Second Rate, the Captain ſhall have the proper Pay of the Ship.

Pay of Captains to Vice and Rear Admirals.

IV.

Flag-Officers are to give Certificates to their Captains of the Number of Days they have ſerved under them, that they may be paid accordingly.

Captains to have Certificates of the Time they ſerve under Flags.

V.

Secretaries or Clerks of Flag-Officers ſhall have the following Allowances of Pay, *viz.*

Allowance of Pay to Secretaries or Clerks of Flag-Officers or Commanders in Chief.

	per Annum		
	l.	*s.*	*d.*
The Secretary of the Admiral of the Fleet,	300	0	0
Of the Admiral of the White or Blue, commanding in Chief, - - - -	200	0	0

Of

	per Annum l.	s.	d.
Of a Vice or Rear Admiral, commanding in Chief - - - - - - - - -	150	0	0
Of a Commander in Chief with a Captain under him, - - - - - - - -	100	0	0

But if they ſerve under Flag-Officers not having the Chief Command, they ſhall have the following Allowances, *viz.*

	per Annum l.	s.	d.
Clerks of the Admirals of the White and Blue, - - - - - - - - - -	100	0	0
Clerks of Vice and Rear-Admirals, - -	50	0	0

Which Salaries are to be in full of all *extra* Allowances, not only for themſelves, but for all ſuch Clerks as ſhall be employed under them; and to be paid them upon Certificates of their being ſo employed, from the Flag-Officers or Commanders under whom they ſerve.

VI.

And to a Phyſician, or Deputy-Treaſurer.

When a Phyſician, or Deputy-Treaſurer ſhall be appointed to the Fleet, or any Squadron thereof, the Pay of the former is to be Twenty Shillings, and of the latter Six Shillings and Eight-Pence by the Day.

VII. When

VII.

When Courts Martial ſhall require the Aſſiſtance of a Deputy Judge-Advocate, or a Provoſt-Marſhal, the Pay of the former is to be Eight Shillings, and of the latter Four Shillings, by the Day, for the Times only for which the ſaid Courts ſhall be ſubſiſting.

And to a Deputy Judge Advocate, or a Provoſt-Marſhal.

VIII.

The Schoolmaſter ſhall receive the Pay of Midſhipmen, and the Captain is to keep open the Vacancy of a Midſhipman for that purpoſe; but if there be no Vacancy when the Schoolmaſter appears on Board, he ſhall nevertheleſs be paid as Midſhipman, and entered into the firſt Vacancy; and for his farther Encouragement, he ſhall be allowed at the Rate of Twenty Pounds a Year, payable by Bill upon the Treaſurer of the Navy.

And to a Schoolmaſter.

IX.

The Wages of other Officers, and of Seamen, with the Number of Officers allowed to a Ship of each Rate, are as follows:

Wages of other Officers and Seamen, and Number of Officers allowed to a Ship.

T Officers

Officers.	Wages in each Rate.						Number of					
	1.	2.	3.	4.	5.	6.	1	2.	3.	4.	5.	6.
	l. s. d.	*l. s. d*	*l. s. d.*	*l. s. d.*	*l. s. d.*	*l. s. d*						
CAPTAIN per Diem –	1 0 0	0 16 0	0 13 6	0 10 0	0 8 0	0 6 0	1	1	1	1	1	1
LIEUTENANT per Diem	0 5 0	0 5 0	0 4 0	0 4 0	0 4 0	0 4 0	6	6	4	3	3	1
MASTER per Menſem –	9 2 0	8 8 0	6 6 0	5 12 0	5 2 8	4 0 0	1	1	1	1	1	1
2d do and Pilot of the Yachts, at	3 10 0	per Menſem.										
CHAPLAIN per Menſem	0 19 0	in all Rates.										
Maſter's Mate – – –	3 6 0	3 0 0	2 16 2	2 7 10	2 2 0	2 2 0	6	4	3	2	2	2
Midſhipman – – – –	2 5 0	2 0 0	1 17 6	1 13 9	1 10 0	1 10 0	24	24	16	10	6	4
Schoolmaſter – – – –	– –	– –	1 17 6	1 13 9	1 10 0	– –	– –	– –	1	1	1	
Captain's Clerk – – –	2 5 0	2 0 0	1 17 6	1 13 9	1 10 0	1 10 0	1	1	1	1	1	1
Quarter Maſter – – –	1 15 0	1 15 0	1 12 0	1 10 0	1 8 0	1 6 0	8	8	6	4	3	2
Quarter Maſter's Mate –	1 10 0	1 10 0	1 8 0	1 8 0	1 6 0	1 5 0	6	6	4	4	3	2
BOATSWAIN – – –	4 0 0	3 10 0	3 0 0	2 10 0	2 5 0	2 0 0	1	1	1	1	1	1
Boatſwain's Mate – –	1 15 0	1 15 0	1 12 0	1 10 0	1 8 0	1 6 0	4	4	2	2	1	1
Yeoman of the Sheets – –	1 12 0	1 10 0	1 8 0	1 8 0	1 6 0	1 6 0	4	4	4	2	2	1
Coxſwain – – – –	1 12 0	1 10 0	1 8 0	1 8 0	1 6 0	1 6 0	1	1	1	1	1	1
Maſter Sailmaker – – –	1 15 0	1 15 0	1 15 0	1 14 0	1 12 0	1 10 0	1	1	1	1	1	1
Sailmaker's Mate – – –	1 8 0	1 8 0	1 8 0	1 8 0	1 8 0	1 8 0	1	1	1	1	1	1
Sailmaker's Crew – – –	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	2	2	2	2	1	1
GUNNER – – – –	4 0 0	3 10 0	3 0 0	2 10 0	2 5 0	2 0 0	1	1	1	1	1	1
Gunner's Mate – –	1 15 0	1 15 0	1 12 0	1 10 0	1 8 0	1 6 0	4	4	2	1	1	1
Yeoman of the Powder Room	1 15 0	1 15 0	1 12 0	1 10 0	1 8 0	1 6 0	2	2	2	1	1	1
Quarter Gunner – – –	1 6 0	1 6 0	1 5 0	1 5 0	1 5 0	1 5 0	One to every 4 Guns	One to every 4 Guns	One to every 4 Guns	One to every 4 Guns	One to every 4 Guns	One to every 4 Guns
Armourer – – – – –	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1	1	1	1	1	1
Gunſmith – – – –	1 5 0	1 5 0	– –	– –	– –	– –	1	1				

Officers in each Rate.

Fireſhips, 5th Rate's Pay.	Hoſpital Ships, 5th Rate's Pay.	Store Ships, 5th Rate's Pay.	Sloops from 100 to 60 Men, 6th Rate's Pay.	Bomb Veſſels and Sloops from 50 to 40 Men 6th Rate's Pay.	Yachts of 50 Men, 6th Rate's Pay.	Yachts from 40 to 30 Men, 6th Rate's Pay.
1	1	1	1	1	1	1
1	—	1	1			
—	1	1				
1	1	1	1	1		
2	2	2	2	1	1	1
1	1	1	1	1	1	1
2	2	2	2	1	1	1
1	1	1	1	—	1	
1	1	1	1	1	1	1
1	1	1	1	1	1	1
1	1	1	1			
1	1	1	1	1		
1	1	1	1			
1	1	1	1	1	1	1
1	1	1	1	1	1	1
1	1	1	1	—	1	
—	—	2	1	—	1	
1	1	1	1	1		

Officers.	Wages in each Rate.						Number of					
	1.	2.	3.	4.	5.	6.	1.	2.	3.	4.	5	6.
	l. s. d.	*l. s. d.*	*l. s. d.*	*l. s. d.*	*l. s. d*	*l. s. d*						
CARPENTER - - -	4 0 0	3 10 0	3 0 0	2 10 0	2 5 0	2 0 0	1	1	1	1	1	1
Carpenter's Mate - - -	2 0 0	2 0 0	1 16 0	1 14 0	1 12 0	1 10 0	2	2	1	1	1	1
Carpenter's Crew - -	1 6 0	1 6 0	1 5 0	1 5 0	1 5 0	1 5 0	12	10	8	6	5	4
PURSER - - - - - -	4 0 0	3 10 0	3 0 0	2 10 0	2 5 0	2 0 0	1	1	1	1	1	1
Steward - - - - - -	1 5 0	1 5 0	1 5 0	1 3 4	1 0 8	1 0 0	1	1	1	1	1	1
Steward's Mate - - -	1 0 8	1 0 8	1 0 8	1 0 8	- -	- -	1	1	1	1		
COOK - - - - - -	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 4 0	1	1	1	1	1	1
SURGEON - - - - -	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	1	1	1	1	1	1
Surgeon's - - 1ſt Mate	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0						
Ditto - - - 2d Mate	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	- -	5	4	3	2	2	1
Ditto 3d, 4th and 5th Mate	1 10 0	1 10 0	1 10 0	- -	- -	- -						
Maſter at Arms - - -	2 5 0	2 0 0	1 17 6	1 13 9	1 10 0	1 10 0	1	1	1	1	1	1
Corporal - - - - -	1 15 0	1 12 0	1 10 0	1 10 0	1 8 0	1 6 0	2	2	2	2	2	1
Trumpeter - - - -	1 10 0	1 8 0	1 5 0	1 5 0	1 5 0	1 4 0	1	1	1	1	1	1

Midſhipman Ordinary - - - -		
Cook's Mate - - - - - - -		
Coxſwain's Mate - - - - -		
Yeoman of the Boatſwain's Store Room	*l. s. d.*	
Swabber - - - - - - - -	at 1 4 0	per Menſem
Cooper - - - - - -		
Able Seaman - - - - - -		
Captain's Cook - - - - - -		
Ordinary Trumpeter - - - -		

Officers in each Rate.

Fireſhips, 5th Rate's Pay.	Hoſpital Ships, 5th Rate's Pay.	Store Ships, 5th Rate's Pay.	Sloops from 100 to 60 Men, 6th Rate's Pay.	Bomb Veſſels and Sloops from 50 to 40 Men 6th Rate's Pay.	Yachts of 50 Men, 6th Rate's Pay.	Yachts from 40 to 30 Men, 6th Rate's Pay.
1	1	1	1	1	1	1
1	1	1	1	1	1	1
1	1	1	2	2		
1	1	1	1	1		
	1	1	1			
1	1	1	1	1	1	1
	1	1	1			
1		1	1			

Ordinary Seamen - - }
Shifter - - - - - } at 0 19 0 per Menſem.
Barber - - - - - }
Gunner's Taylor - - }

l. s. d.

X. Flag

X.

Pay of Flag Officers to continue from Date of Inſtructions, to the Striking of the Flag.

Flag Officers ſhall commence Pay from the Date of their Commiſſions, or Orders to repair to their Squadrons, and continue in Pay to the Day that they ſtrike their Flag by Order, or that it is ſignified to them the Expedition is ended.

XI.

Captains and Lieutenants to begin Pay from the Date of their Commiſſions.

Captains and Lieutenants ſhall commence Pay from the Date of their Commiſſions, unleſs they are appointed in the Place of an Officer removed, who is to enjoy his Pay until he is relieved by his Succeſſors.

XII.

Lieutenant commanding on Death of the Captain to have Captain's Pay.

A Lieutenant ſucceeding to the Command of the Ship, upon the Death of the Captain in Foreign Parts, ſhall receive the Pay and Allowances of a Captain, until he is ſuperſeded by another Captain appointed to command her.

XIII.

Commiſſions to be entered in the Navy-Office.

All Commiſſions to Captains and Lieutenants ſhall be entered in the Navy-Office.

XIV.

Commiſſion or Warrant Officers quitting their Employments Abroad, without Cauſe, to be diſmiſſed.

Commiſſion or Warrant Officers quitting their Employments Abroad, without ſuch Reaſons as ſhall be ſatisfactory to the Lord High Admiral, or Lords Commiſſioners of the Admiralty, ſhall be diſmiſſed from the Service.

Of

Of the Number of Men, or Servants, allowed to Officers.

Article I.

WHEN the Lord High Admiral goes to Sea in Perſon, there is allowed him ſuch a Number of Men, or Servants, above the Complement of the Ship, as he thinks proper, in regard to the Dignity of his Office.

Lord High Admiral allowed what Number of Men or Servants he thinks fit.

II.

	Men	
The Admiral and Commander in Chief of the Fleet is allowed - - - - - - - - -	50	*Number of Men allowed to Flag Officers.*
Admirals, - - - - - - - - -	30	
Vice-Admirals, - - - - - - - -	20	
Rear-Admirals, - - - - - - - -	15	

III.

Out of which Number there may be borne on the Ship's Books as Servants, viz.

	Servants	
To the Admiral and Commander in Chief of the Fleet, - - - - - - -	16	*Number of Servants allowed them.*
To Admirals, - - - - - - - - -	12	
To Vice and Rear Admirals, - - - -	10	

IV.

There is allowed to the Captain of every Ship, Four Servants in every Hundred Men of the Complement. To the Lieutenant, Maſter, Second Maſter, Purſer, Surgeon,

Number of Servants allowed to the Officers of a Ship.

Surgeon, Chaplain, and Cook, in all Ships down to 60 Men inclusive, each one Servant. To the Boatswain, Gunner, and Carpenter, in all Ships down to 100 Men inclusive, each two Servants; and from 100 to 60 Men, one Servant.

V.

Men and Servants allowed to Flags to be above the Complement; to others, within it.

The Allowances of Men or Servants to Flag Officers, are to be reckoned over and above the Complement of the Ship; but the Servants of Captains, and all other Officers, are to be included in it.

VI.

Age of Servants.

No Servant shall be allowed to any Officer on the Ship's Books, who is under Thirteen Years of Age, unless he be the Son of an Officer, and he not to be under Eleven.

VII.

Servants to Standing Warrant Officers to be bound by Indenture.

No Servant shall be allowed to such Warrant Officers, who, by the Constitution of the Navy, are standing in the Ship, and are allowed Servants in Ordinary, but who are bound to them by Indenture for (at least) Five Years, the said Indentures to be inrolled in the Navy Office.

VIII.

Officers to receive no Wages, but for their own Servants.

All Officers are strictly charged to conform themselves to these Regulations; and not by Misratings, or collusive Powers, to receive the Wages of any more than their proper Servants.

Of

Of Table-Money.

Article I.

THE Admiral and Commander in Chief of the Fleet ſhall be allowed Twenty Shillings a Day for His Table, both in Home and Foreign Voyages.

Admiral of the Fleet, allowed Table-Money in all Voyages.

II.

Admirals and Vice Admirals ſhall be allowed the ſame Table-Money when they Command in Chief.

And Admirals and Vice-Admirals, when they Command in Chief.

III.

The Allowance of Table-Money to the Admiral and Commander in Chief of the Fleet ſhall begin and end with his Sea-Pay; and to the others from the Date of their Commiſſions, or Orders to Command in Chief, to the Day of the Expiration of that Command.

When the Table-Money is to begin and end.

Of Gratuities to the Relations of Officers and others Slain in Fight with the Enemy.

Article I.

HIS Majeſty, in Compaſſion to the diſtreſſed Condition of the Widows, Orphans, and Mothers of ſuch as may be ſlain in Fight with the Enemy at Sea, has been graciouſly pleaſed to order, that certain Sums of Money ſhall be allowed and diſtributed to the ſaid Relations, as His Royal Bounty, according to the following Regulations.

His Majeſty's Declaration of His Bounty to the Relations of Perſons ſlain in Fight.

II.

Widow to have a Year's Pay.

The Allowance to the Widow ſhall be a full Year's Pay, according to the Poſt her Huſband ſerved in at the Time of his Death.

III.

Orphans one Third of a Widow.

The Allowance to each Orphan ſhall be one Third in Proportion to the Allowance to the Widow; and poſthumous Children ſhall be eſteemed Orphans.

IV.

Orphans married to have no Bounty.

No Allowance ſhall be made to any Orphan married at the Time of the Father's Death.

V.

Mother to have a Widow's Share, if there be no Widow.

If the Party ſlain ſhall have no Widow, but leave a Mother that is indigent, a Widow, and above Fifty Years of Age, at the Time that her Son was ſlain, ſhe ſhall be allowed Bounty equal to a Widow.

VI.

Fire Ships eſteemed as 4th Rates, with regard to the Bounty.

The Relations of Officers ſlain in Fire-Ships ſhall receive the ſame Bounty as thoſe of Officers of the like Rank, ſlain in Ships of the Fourth Rate.

VII.

Explanation of the Words ſlain in Fight.

This Bounty ſhall be underſtood to extend as well to thoſe who ſhall be ſlain in Tenders, or in Boats, or on Shore, as to thoſe ſlain on Board the Ships; and alſo to ſuch as ſhall be ſlain in Fight with Pirates, or who ſhall happen to encounter with the Ships of Friends by Miſtake. And Perſons dying of their Wounds after Battle, ſhall be eſteemed as *Perſons ſlain*.

VIII. The

VIII.

The Captains of His Majeſty's Ships are to ſet down at the End of their Muſter-Books a diſtinct Account of the Officers or Men ſlain, and on what Occaſion, that, upon Application of the Parties intitled to this Bounty, the Navy-Board may cauſe them to be paid.

Captains to ſet down the Names of the Slain at the End of the Muſter Books.

Of Gratuities to Officers wounded in Fight with the Enemy, and to Seamen hurt in the Service.

Article I.

WHEN any Commiſſion or Warrant Officers, ſerving in the Navy, ſhall be wounded in Fight with the Enemy, His Majeſty has been pleaſed, in Conſideration thereof, to eſtabliſh the following Allowances.

His Majeſty's Declaration of His Bounty to wounded Officers.

II.

If the Wound received ſhall happen to occaſion the Loſs of an Eye, or Limb, or the total Loſs of the Uſe of a Limb, or be ſuch as ſhall, upon Search made by the Maſter, Wardens, and Aſſiſtants of the Company of Surgeons in *London*, be by them certified to be, in its Effects, of equal Prejudice to the Habit of the Body with the Loſs of a Limb, the Party ſhall receive a Gratuity in Money of one full Year's Pay, and be further allowed ſuch Expences relating to his Cure, (if it is not performed at his Majeſty's Expence) as ſhall be certified to be reaſonable, under the Hands of the ſaid Company, upon Examination of the Vouchers, which he is to lay

Bounty of a Year's Pay, Charges of Cure, and Continuance in Pay, to Officers much wounded.

before them. And he ſhall beſides continue in Pay during the Time he ſhall, by good Proof, appear to have lain under Cure.

III.

Ships under the Third Rate to be eſteemed Third Rates as to the Year's Gratuity.

Officers ſerving in Ships under the Third Rate, at the Time of receiving Wounds, ſhall be eſteemed (as to the Meaſure of a Year's Gratuity) as Officers of a Third Rate.

IV.

Volunteers to have the ſame Bounty as Lieutenants.

Volunteers by Warrant ſhall be eſteemed (with reſpect to the Year's Gratuity) as Lieutenants.

V.

Allowance of Charges of Cure, and Continuance in Pay to Officers ſlightly wounded.

If the Wounds received amount not to the Loſs of a Limb, nor are of equal Prejudice to the Body, the Charges of Cure only, and the Continuance of the Party in Pay, are allowed, as is expreſſed in the Second Article.

VI.

Explanation of the Term, Wounded in Fight.

Under the Term, *Wounded in Fight with the Enemy*, ſhall be comprehended all the ſeveral Caſes included in the Seventh Article of the preceding Chapter, concerning the *Slain in Fight with the Enemy*; and ſuch as are ſo wounded, ſhall be paid the Gratuities and Charges here allowed them, upon their Application to the Navy-Board.

VII.

Seamen hurt in the Service to have the Benefit of the Cheſt at Chatham.

When any Warrant or Inferior Officer, Seaman, or other in Sea-pay, ſhall receive any Hurt, or be maimed or diſabled in any Service of the Ship, whether it be on board or aſhore, the Captain is to cauſe a Certificate to be

be made out, and delivered to him, (printed Forms of which will be given him at the Navy-Office) expreſſing the Nature of the Hurt, and on what Occaſion it was received; which Certificate ſhall be ſigned by himſelf, a Lieutenant, the Maſter, Surgeon, and one more of the other Warrant Officers of the Ship, to the End that he may receive the Benefit of the Cheſt at *Chatham*, according to the Rules and Conſtitutions of the ſame.

Of Penſions to Superannuated Officers.

Article I.

His Majeſty's Declaration in Favour of ſuperannuated Officers.

WARRANT Officers ſerving in the Navy, who by Age and long Service ſhall be worn out and rendered incapable of diſcharging their Duty, ſhall be ſuperannuated, and maintained during the Reſt of their Lives, under the following Regulations.

II.

Time of Service neceſſary to be ſuperannuated.

Boatſwains, Gunners, Carpenters, Purſers, and Cooks, (whoſe Employments are conſtant) ſhall have ſerved full Fifteen Years; Maſters and Surgeons, (whoſe Employments are not conſtant) Eight Years in their reſpective Offices, before they ſhall be entitled to apply for Superannuation.

III.

Officers applying for Superannuation examined.

Every Officer applying to be ſuperannuated, ſhall be examined by the Phyſicians in the Commiſſion of Sick

Sick and Wounded, or, in Default of ſuch Commiſſion, by the Phyſician of the Royal Hoſpital at *Greenwich*) in Conjunction with the Maſter, Wardens, and Aſſiſtants of the Surgeons Company in *London*, who are to inſpect into, and make Judgment of, the State of his Body or Mind, and of his Unfitneſs to ſerve His Majeſty, and to make Report thereof under their Hands.

IV.

Penſions to be equal to their Pay.

Officers, whoſe Employments are conſtant, being admitted to Superannuation, ſhall receive an annual Penſion equal to their Pay in the Ship of the higheſt Rate they have ſerved in.

V.

Penſions to Maſters to be Half their Pay. Surgeons to have the ſame Penſions as Maſters.

The Penſions to be allowed to Maſters ſhall be equal to Half their Pay, according to the foregoing Rule. Surgeons in this Reſpect ſhall be eſteemed as Maſters; that is to ſay, a Surgeon, ſuperannuated from a Ship of the Firſt Rate, ſhall enjoy a Penſion equal to a Maſter ſuperannuated from the Firſt Rate, and ſo on.

VI.

Commiſſion Officers to be conſidered as their Caſe ſhall deſerve.

His Majeſty is pleaſed to reſerve to himſelf to conſider the Merits and Pretenſions of Commiſſion Officers, who ſhall be worn out or diſabled in His Service, as their Caſe ſhall be repreſented to Him by the Lord High Admiral, or Lords Commiſſioners of the Admiralty, and to ſettle ſuch Allowances or Penſions upon them as His Majeſty ſhall think fit.

APPENDIX.

His Majeſty's Orders relating to the Reſpects to be paid to Flag Officers and Commodores, from the Troops in Forts and Garriſons.

GEORGE R.

WHEREAS We have thought fit to order, that the ſeveral Admirals of Our Fleet ſhall have, upon all Occaſions, the ſame Reſpects paid to them from Our Troops, when they come into any of Our Forts and Garriſons where our Forces are, as the Reſpective Generals of Our Army, have paid them from Our Forces; Our Will and Pleaſure therefore is, that the following Rules be well obſerved and put into Execution.

That the Admirals, with the Flags on the Main Top, have the ſame Reſpects from the Troops with Generals of Horſe or Foot; that is, upon all Occaſions to have the March beat to them, and to be ſaluted by all the Officers, the Colours excepted.

That Vice-Admirals have the ſame Reſpects as Lieutenants-General of Horſe or Foot; that is, upon all Occaſions to be ſaluted by all the Officers in the Garriſon, and have three Ruffles given them.

That

That Rear Admirals have the ſame Reſpects as Majors-General; which is to have Two Ruffles, and not be ſaluted by any Officer

That Commodores with broad Pendants have the ſame Reſpects as Brigadiers-General; which is, to have One Ruffle. Given at our Court at *Kenſington*, the 27th Day of *June*, 1734, in the Eighth Year of Our Reign.

By His Majeſty's Command,

William Strickland.

FORMS

OF

BOOKS or ACCOUNTS

Referred to in the Preceding

INSTRUCTIONS.

X

Form of a Journal to be kept by the

Month and Year.	Day.	Wind.	Course.	Miles.	Latitude.	Longitude.	Bearings and Distance at Noon.

Captains and other Officers of His Majesty's Ships.

Remarkable Observations and Accidents.

Form of a

No.	Time of Entry and where.	Year.	Appearance.	Whether a Volunteer, or Preſt, and whence.	No. and Letter of Tickets.	Mens Names.	Quality.	D D D or R	Time.	Year.	Whither or what Reaſon.	Straglers.

PAY-BOOK.

Front of Ledger.	Neglect.	Slopsellers Cloaths supplied by			Cloaths in Sick Quarters	Dead Mens Cloaths.	Beds	Tobacco.	Two Months Advance or Two Months in Six.	Chest at *Chatham.*	*Greenwich.* Hospital.	Full Wages.		Net Wages.	When paid.	To whom paid

Form of a Lift for Payment of Two Months

A Lift of ſuch Seamen and Able-bodied Landmen as
jeſty's Ship ——— from the ——— to this
Two Months Wages in Advance before the Ship

No.	Mens Names.	Quality.	Time of Entry.	With whom entered.

Wages in Advance to Voluntiers.

have entered Voluntarily to ſerve on Board His Ma- — Day of —, and are thereby entitled to receive goes to Sea.

At what Place.	Solving Column.	Sum paid.	To whom and when paid.

Form of a Liſt for the Payment of Conduct-Money.

A Liſt of Seamen and Able-bodied Landmen, who Voluntarily Entered to ſerve on Board His Majeſty's Ship the ——, and are entitled to Conduct-Money for the ſame, *viz.*

N°. on Ship's Books.	Year.	Time of Entry.	Time of Appearance.	Mens Names.	From whence travelled.	No. of Miles.	Solving Column.	Sum paid.

THESE are to certify, that the Perſons ſolved on this Liſt Voluntarily Entered for, and Travelled at their own Expence, to His Majeſty's Ship the ——, at ——, and were paid Conduct-Money for the ſame in our Preſence, as againſt their Names expreſſed, by Mr. ——, Clerk of the Cheque of His Majeſty's Yard at ——, amounting in the Whole to the Sum of ——. Dated on Board the ſaid Ship at ——, this —— Day of ——, 17—.

Form of a Lift for Payment of Two Months

A Lift of the inferior Officers and Seamen belonging to Two Months

No.	Mens Names.	Quality.	From what Place or Ship they last came, at entering into this Ship.	Time of Entry.	In the	
					Quality	Entry.

Wages in Six to inferior Officers and Seamen.

His Majesty's Ship the ——, in order to their receiving Wages in Six.

former Ship.							
Discharge	Time.	Money advanced more than was earned.	Time of Service in this Ship.	Sum advanced before in this Ship.	Solving Column.	Sum paid.	To whom and when paid.
		l. *s.* *d.*	Ms. Ws. Ds.	*l.* *s.* *d.*			

Form of a Short

A Liſt of all the Officers and Men belonging to His Shore, Diſcharged, or Dead, as ſuch as are actually ending the ---- of —— of the Nature and Kinds

N°. on Ship's Books.	Mens Names.	Quality.	Entry for the Time of this Liſt.	D D D or R	Diſcharge for the Time of this Liſt.

Allowance Liſt.

Majeſty's Ship the ——, as well as ſuch as are Sick on on Board, Beginning Short Allowance the ——, and undermentioned, viz.

	No. of Days.	Rate per Diem.	Sum.

To deduct for any that may, within the Time, be abſent, either by Sickneſs, on Shore, or otherwiſe.		Sum due to each Man for Short Allowance.	Solving Column.	To whom paid.
When went from the Ship.	When returned.			

Advice's SLOP-BOOK.

Received at *London*, of Mr. *Wm. Franklin*, No. 5 Bales of Slop-Cloaths, containing, *viz.*

		No.		*s.*	*d.*		*l.*	*s.*	*d.*
Invoice of Bales—N° 1,	Pea Jackets - -	6	at	9	6	each	2	17	0
	Under Waiſtcoats	6		4	6		1	7	0
	Kerſey Breeches	6		4	6		1	7	0
	Shirts - - -	144		3	2		22	16	0
	Trowſers - - -	48	pr.	1	10		4	8	0
	Caps - - -	24		0	7		0	14	0
	Stockings - -	48	pr.	1	6		3	12	0
	Wrapper - -	1		-	-		0	3	0
							£. 37	4	0

An Account of Slop-Cloaths, Beds, and Tobacco, iſſued, as likewiſe Dead Mens Cloaths ſold at the Maſt on Board His Majeſty's Ship the ——, Capt. ——, Commander, between the —— and the ——, viz.

Time when iſſued.	Year.	No. 5, *John Jones.*	Slop Cloaths. Mr. *Franklin.*	Slop Cloaths. Mr. *Martin.*	Dead Mens Cloaths.	Beds.	Tobacco.
12th April	1770	To 2 Shirts and Ticken Waiſtcoats, and a Bed	0 11 10	——	——	0 8 11	
14th July		To a Pair of Shoes and 4 Pounds of Tobacco -	0 3 8	——	——	——	0 6 4
9th Sept.		To a Frock and Trowers - - - - - -	——	0 7 6	——	——	
30th Nov.		To a Waiſtcoat, Breeches, and Hoſe, of *Benjamin Jacobſon*, D. D. - - - -	——	——	0 10 6	——	
			0 15 6	0 7 6	0 10 6	0 8 11	0 6 4
		No. 13, *Edward Smith.*					
		No. 37, *Henry Bond.*					

At the End of the Slop Book to inſert

An

An Account of the Cloaths ſold at the Maſt, belonging to *Benjamin Jacobſon*, &c. viz.

When ſold.	N°. on Ship's Books.	To whom ſold.	Species.	Sum.
30 Nov. 1770	5.	*John Jones.*	To a Waiſtcoat, Pair of Breeches, and Hoſe,	0 10 0
	13.	*Edward Smith.*	To - - - - - - -	1 5 0
	37.	*Henry Bond.*	To - - - - - - -	0 12 6
				2 7 6

List of Merchant Ships and Veſſels under the Convoy of *A. B.*

Ship's Name.	Maſter's Name.	Owners.	What built.	Burthen.	Guns.	Men.	Lading.	Whither bound.

A Table of Powder for Service and Scaling.

Natures of Guns.	Pounders.	Service.		Scaling.	
		lb.	*oz.*	*lb.*	*oz.*
	42	17	0	3	4
	32	14	0	2	12
	24	11	0	2	0
	18	9	0	1	8
	12	6	0	1	0
	9	4	8	0	12
	8	4	0	0	10
	6	3	0	0	8
	5¼	2	10	0	8
	4	2	0	0	6
	3	1	8	0	4
	2	1	0	0	3
	1½	0	12	0	2
	1	0	8	0	1
	½	0	4	0	½

An Account of the Expence of Gunner's Stores on Board His Majesty's Ship the ——, Capt. —— Commander, between —— Day of —— 1787, and —— Day of ——, viz.

Place.	Day of the Month.	For what Use, or on what Account expended.	Nature of Stores.	Quantity.
Portsmouth.	1st Jan.	Fired to salute Admiral B. C. 6 Pounders – – – –	Powder – – – – –	Forty-five Pounds
			Paper Cartridges, 6 Pounders	Fifteen
At Sea.	25th Feb.	Fired to bring a Ship to, 12 Pounders, 1 shotted – – – –	Powder – – – – –	Six Pounds
			Shot, 12 Pounders – –	One
			Paper Cartridges, ditto –	One
		Small Stores expended this Month.		
		For exercising the Men – – –	Powder – – – – –	Thirty Pounds
			Musquet Shot – – –	Eight Pounds
		Converted into Breechings or Tackles *(expressing the Number of each)*	Tarr'd Ropes In' – –	—— Fathoms
				—— Coyls, —Fathoms
		Burned this Month.	Match – – –	A Quarter of an Hundred or Twenty-eight Pounds
		(and so for the rest)		

A Table of the Number and Sorts of Shot in the Grapes for the following Natures of Guns.

	Pounders.	*Nature of Shot in the Grape.*	*Number in each.*	*Number in each Box.*
		lb.		
Natures of Guns.	42	4	9	4
	32	3	9	4
	24	2	9	6
	18	1½	9	8
	12	1	9	10
		oz.		
	9	13	9	12
	6	8	9	20
	4	6	9	20

A Table ſhewing the Number and Lengths, &c. of Breechings, Tackles, Muzzle Laſhings, Port Ropes, and Port Tackle Falls, for the ſeveral Rates of Ships undermentioned.

Rates of Ships.	Number of Guns.	Natures.	Length.	No. on each Deck.	What Decks they are on.	Breechings.			Tackles			Muzzle Laſhings			Port Ropes			Port Tackle Falls.		
						Size on each Deck.	Length in Feet.	No. on each Deck.	Size on each Deck.	Length in Fathoms	No. on each Deck.	Size.	Length in Fathoms	Number.	Size on each Deck.	Length in Feet.	No. on each Deck.	Total for each Ship	Size on each Deck	Length in Feet.	No. on each Deck.	Total for each Ship
						ins			ins			ins			ins				ins			
1ſt.	100	42	10	28	Lower — — —	6	30	28	2½	10	56	2½	4	28	2½	21	32	76	2	24	32	72
		24	10	28	Middle — — —	6	30	28	2½	10	56	—	—	—	2	16	26	—	2	21	26	
		12	9½	28	Upper — — —	5	28	28	2	8	56	—	—	—	2	14	14	—	2	18	14	
		6	9	16	Quar and Forecaſtle	4	27	16	2	7	32	—	—	—	2	10	4					
2d.	90	32	9½	26	Lower — — — —	6	28	26	2½	10	52	2½	4	26	2½	21	32	74	2	24	32	70
		18	9½	26	Middle — — —	5	28	26	2½	9	52	—	—	—	2	16	24	—	2	21	24	
		9	9½	26	Upper — — —	4	28	26	2	8	52	—	—	—	2	14	14					
		6	9	12	Quar and Forecaſtle	4	27	12	2	7	24	—	—	—	2	10	4					
3d.	80	32	9½	26	Lower — — —	6	28	26	2½	10	52	2½	4	26	2½	21	32	64	2	24	28	52
		12	9	26	Middle — — —	5	28	26	2	8	52	—	—	—	2	16	24	—	2	21	24	
		6	9 / 8½	28	Upper and Quarter	4	27 / 25	28	2	7	56	—	—	—	2	10	8					
3d.	70	24	9½	26	Lower — — —	6	28	26	2½	10	52	2½	4	26	2½	21	30	46	2	21	28	40
		12	9	26	Upper — — —	5	27	26	2	8	52	—	—	—	2	16	12	—	2	21	12	
		6	9 / 8	18	Quar and Forecaſtle	4	27 / 24	18	2	7	36	—	—	—	2	10	4					

Rates of Ships.	Number of Guns.	Natures.	Length.	No. on each Deck.	What Decks they are on.	Breechings.			Tackles			Muzzle Lashings			Port Ropes				Port Tackle Falls.			
						Size on each Deck.	Length in Feet.	No. on each Deck.	Size on each Deck.	Length in Fathoms	No. on each Deck.	Size.	Length in Fathoms	Number.	Size on each Deck.	Length in Feet.	No. on each Deck.	Total for each Ship	Size on each Deck	Length in Feet.	No. on each Deck.	Total for each Ship
						in.			in.			in.			in.				in.			
4th.	60	24	9	24	Lower - - -	6	28	24	2½	10	48	2½	4	24	2½	21	28	42	2	21	28	38
		9	9	26	Upper - - -	4	27	26	2	8	52	-	-	-	2	16	10	-	2	18	10	
		6	9 8	10	Quar and Forecastle	4	27 24	10	2	7	20	-	-	-	2	10	4					
4th.	50	18	9	22	Lower - - - -	5	27	22	2½	9	44	2½	4	22	2½	21	24	40	2	18	24	24
		9	8½	22	Upper - - -	4	25	22	2	7	44	-	-	-	2	16	12					
		6	9 8	6	Quar and Forecastle	4	27 24	6	2	7	12	-	-	-	2	10	4					
5th.	40	12	9	20	Lower - - -	5	27	20	2	8	40	2	3	20	2	18	22	30	2	18	20	20
		6	8½	20	Upper - - -	4	25	20	2	7	40	-	-	-	2	10	8					
	30	9	8½	8	Lower - - -	4	25	8	2	7	16	2	3	8	2	18	10	18	2	18	8	8
		6	8	20	Upper - - -	4	24	20	2	7	40	-	-	-	2	10	8					
		4	7½	2	Quarter - -	4	22	2	2	6	4											
6th.	20	6	7½	20	Upper - - -	4	22	20	2	6	40	-	-	-	2	10	20	20	2	18	20	20

An Abſtract of the Receipts and Expences, or Return of Ordnance Stores on Board His Majeſty's Ship ——, Captain ———, Commander, between the 1ſt of January and 30th of June, 1787, with the Remains on the ſaid 30th of June.

	Remain 1ſt of January, 1787.	Receipts or Supplies.	Total.	Expences or Returns.	Remain on Board the 30th of June, 1787.
Ordnance,					
Carriages					
Axletrees, &c.					

A Table of Tools to be provided for the Armourer.

A Standing Vice	1
Hand Vice	1
Wrench	1
Hand Hammers	1
Small Hammers	2
Drill Bow	1
Breaſt Piece	1
Iron Brace	1
Square Bits of Sorts	3
Punches and Cold Chiſſels	12
Rubber, Poiz. 3lb.	1
Hand Files, Poiz. 1½lb.	1
6d ditto	6
2d ditto	12
12d Smooth	1
9d ditto	1
6d ditto	1
3d ditto	1
Stake, Poiz. 4lb.	1
Screw Plate with Taps	1
Slitting File	1
8d Baſtard Files	1
Large ditto	1
Knots of Drill String	2
Drill Box	1
Drills	12

Form of a Survey on Decayed Proviſions.

Purſuant to the Order on the other Side, We, whoſe Names are hereunto ſubſcribed, have been on Board His Majeſty's Ship the ——————, and taken a ſtrict and careful Survey of the Proviſions complained of, and find them as followeth, viz.

Mark.	Number.	Contents.	*Here the particular Species found defective, with the exact Quantity of each Sort, are to be inſerted in Words at Length, and not in Figures; and againſt each Species is to be ſet down the true Nature of the Defect, with the Reaſon or Occaſion thereof, and alſo whether the ſaid Proviſions are proper or fit for Men to Eat or Drink, or to be kept on Board the Ship or not. And in the Margin is to be ſet down the Marks, Number, and Contents of each Caſk, and the Marks of the Firkins of Butter and Cheeſe, with the Time when, and from whence received, which the Purſer, or his Steward, is to inform the Surveyors of, at the Time of Survey.*

All which Proviſions we find to be as above ſpecified. And we do alſo declare, That we have made and taken this Survey with ſuch Care and Equity, that if required, we are ready to make Oath to the Impartiality of our Proceedings. In witneſs whereof we have hereunto ſet our Hands, on Board the ſaid Ship —————— this ——— Day of ——— *Anno* ——— ſhe now lying or being *(Here the Place or Port to be inſerted where the Ship was at the Time of the Survey.)*

Form of a Report on a Survey of Leakage of Beer.

Quantity leaked out of each Butt.	The particular Occasion of the Leakage.	When received on Board.	From what Place received.	Mark of each Cask.	Whether Iron or Wood bound.	Where stowed.	When surveyed.	By whom surveyed.
	Not to be inserted by the General Name of defective Cask, but to mention the particular Defect or Occasion, and whether by bad Stowage or not.							

Form of a Report on a Survey of the Contents of Pieces of Beef or Pork in a Caſk.

Number of Pieces told out upon Survey.	Number of Pieces marked on the Caſk.	Number of Pieces ſhort of the Contents.	When opened.	Number of Pieces more than the Contents.	When received.	From what Place received.	Mark of the Caſk.	By whom ſurveyed.

Form of keeping a Liſt of Supernumeraries.

The Title to expreſs what they are, and by what Order received on Board.

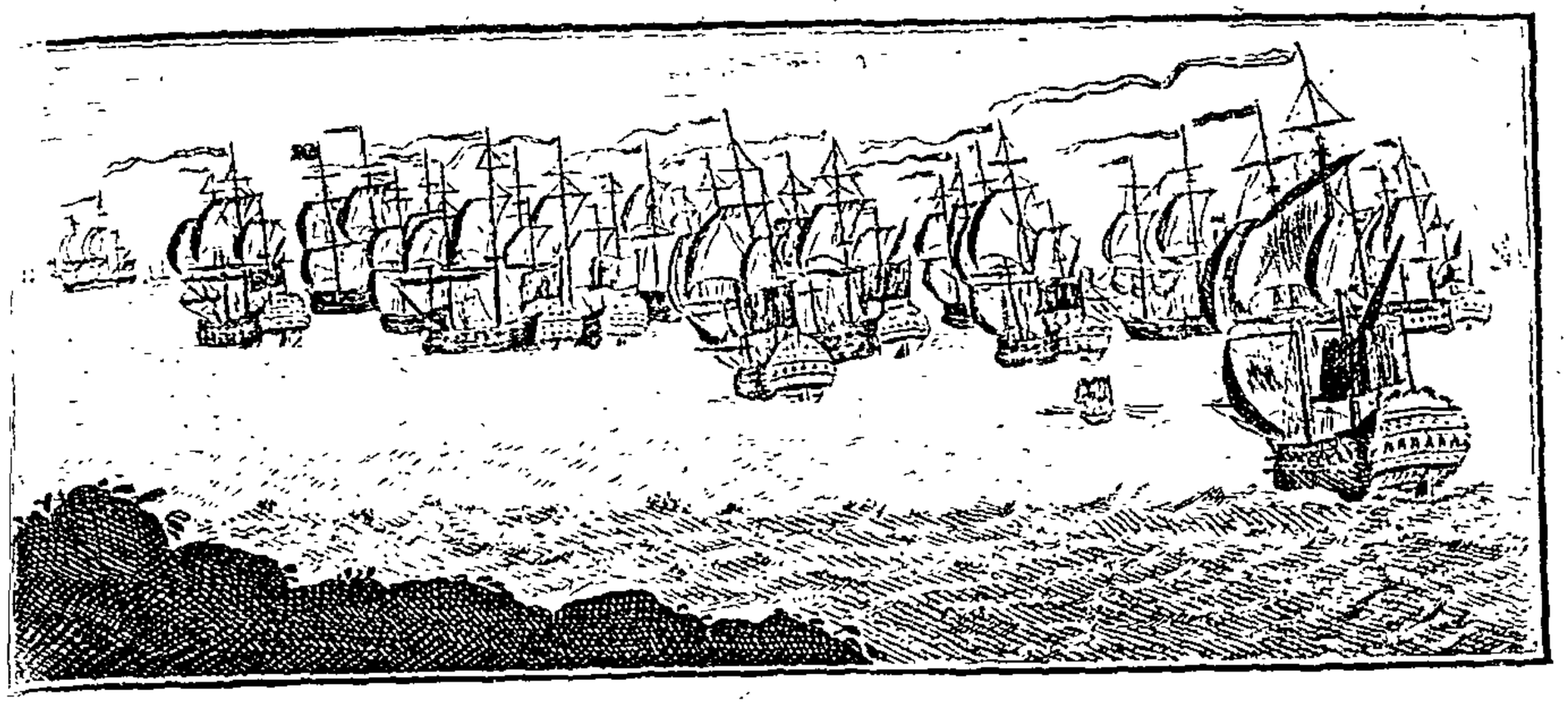
No.	Entry.	Year.	From what Place, or Ship, received.	Names.	D. or D. D.	Diſcharged.	Year.	To what Place, or Ships, diſcharged.	No. of Days victualled.	At what Allowance

Form of a SICK-BOOK.

An Account of Men put Sick aſhore (or on Board Hoſpital Ships) from His Majeſty's Ship between the Day of and the Day of

Place where put Sick aſhore (or Name of the Hoſpital Ship.)	Time when.	No. on the Ship's Books.	Men's Names.	D. D. D. R. orReturned.	Time when.	No. of Days abſent.

By Command of their Lordships,



THE

INDEX.

PART I.

	Page
THE *Flag-Officer or Commander in Chief* —	1
Of Courts Martial — — —	3
Of Rank and Command — — —	7
Of Marks of Ceremony and Reſpect — —	10
Of Colours — — — —	11
Rules to be obſerved in the Appointment of Officers in Foreign Parts — — — — —	14

PART II.

The Captain or Commander — — —	17
Rules of Diſcipline and good Government to be obſerved on Board His Majeſty's Ships of War — —	45
Inſtructions relating to the Execution of Two Acts of Parliament paſſed Anno 1mo Geo. 2^di *in favor of Seamen employed in His Majeſty's Service* — —	48
Rules for the Cure of Sick or Hurt Seamen on Board their own Ships — — — —	55

Rules

Page

Rules to be observed in sending Sick or Hurt Seamen out of His Majesty's Ships for Cure — — 56
Of the Provisions — — — 61
Of the Payment of Short Allowance Money — 69
Of the Slop Cloaths — — — 71
Of Pilotage — — — — 77
Of Convoys — — — — 78
Of Salutes — — — — 81
Of Prizes — — — — 89

PART III.

The Lieutenant — — — 92
The Master — — — — 95
The Boatswain; and Master Sail-maker — — 98
The Gunner; Armourer and Gunsmith — — 101
The Carpenter — — — 113
The Purser — — — 115
The Surgeon — — — — 131
The Master at Arms; and the Corporal — — 134
The Schoolmaster — — — 136
The Cook — — — — 137

PART IV.

Of Hospital Ships — — — 139
The Physician — — — — 140

PART V.

An Establishment of Sea-Wages, and of the Number of Officers allowed to His Majesty's Ships — 142
Of the Number of Men, or Servants, allowed to Officers 151
Of Table-Money — — — — 153
Of Gratuities to the Relations of Officers and others, slain in Fight with the Enemy — — ib.
Of Gratuities to Officers wounded in Fight with the Enemy and to Seamen hurt in the Service — — 155
Of Pensions to Supercannuated Officers — — 157
APPENDIX. *His Majesty's Order relating to the Respects to be paid to Flag-Officers and Commodores from the Troops in Forts and Garrisons.*

ADDITIONAL

ADDITIONAL

REGULATIONS

AND

INSTRUCTIONS

Relating to His MAJESTY's

SERVICE at SEA.

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

Additional REGULATIONS *and* INSTRUCTIONS *relating to His Majesty's Service at Sea.*

ARTICLE I.

When removed to another Ship, to remove only his own Servants with him.

WHEREAS by the Fifty-ninth Article of the General printed Inſtructions, the Captains of His Majeſty's Ships are permitted, when they are removed by Commiſſion from one Ship into another, to carry along with them the following Number of Men, including their own Servants, viz.

Rate.	Men.
From a 1ſt	80
2d	65
3d	50
4th	40
5th	20
6th	10

But the ſame having been attended with Inconveniencies and Prejudice to the Service, every Commander is hereby required, when a Preſs ſhall be on Foot, never to remove with him from one Ship to another any Number of Men whatſoever, his own Servants excepted, without a written Order for ſo doing from the Admiralty or the Commander in Chief at the Port where the Ship may be.

II.

Not to diſcharge any Man without particular Order.

There being Reaſon to believe, that, in Times of Preſſing, the Captains of ſome of His Majeſty's Ships have taken an unjuſtifiable Liberty of diſcharging Men whom they did not like, or ſending them on Shore in their Boats, thereby giving them an Opportunity of deſerting; every Commander of His Majeſty's Ships and Veſſels is hereby ſtrictly charged and required (when a Preſs ſhall be on Foot) not to preſume to diſcharge any Man, on any Account whatſoever, without an Order from this Board, or a Flag Officer; and to avoid giving Opportunities for Deſertion, he is as ſtrictly charged never to ſend or employ any Men on Shore (if it can poſſibly be avoided) or ſend any in Merchant Ships in Lieu of Preſt Men, or to give Leave of Abſence to any, unleſs they are Truſt-worthy, and may be depended upon for their Return; but to take Care to keep them ſtrictly to their Duty, unleſs there ſhall be an abſolute Neceſſity, by Reaſon of Sickneſs, to ſend them to Hoſpitals for Cure; and, in that Caſe, to take as much Care as poſſible may be, that they be ſent on Shore in ſuch Manner

Not to give Opportunities for Deſertion.

as

as not to give them Opportunity to desert, and that they be brought on Board again as soon as recovered of their Sickness.

III.

No Sick to be sent on Shore except such as cannot be taken due Care of on Board.

There being great Reason to believe that it is a frequent Practice for Commanders of His Majesty's Ships, to send Men to Hospitals or Sick Quarters for slight Ailments or Hurts, which might very well be taken Care of and cured on Board the Ships to which they belong: And whereas such Proceeding is not only burthensome to the Public, by occasioning a great additional Expence while the Men are under Cure, but is attended with a still much worse Consequence to the Service, by the Loss of many Men, who make Use of the Opporunity thereby afforded them to desert: For Remedy of these Evils, every Commander of His Majesty's Ships and Vessels is hereby strictly enjoined never to send any Men to an Hospital or Sick Quarters, unless their Distempers or Hurts are such, or the Number of Sick and Hurt so great, that they cannot be taken due Care of on Board, which the Surgeon of the Ship is to certify, under his Hand, before any Man whatever is sent to such Hospital or Quarters: And in Order to a due Observance hereof, we do farther direct, that when any Men are sent Sick on Shore, the Physician and Surgeon of the Hospital do forthwith examine them; and if they find any who might have been taken due Care of, and probably cured in a little Time on Board their Ships, and therefore ought not, agreeable to the aforegoing

aforegoing Injunction, to have been ſent on Shore, they are to certify the ſame to the Commanding Officer at the Port, who is immediately to cauſe them to be returned to their Ships, and to tranſmit the Certificate from the Phyſician and Surgeon to the Navy-Board, who are thereupon to cauſe Twenty Shillings for each Man ſo improperly ſent on Shore, to be charged againſt the Wages of the Surgeon of the Ship from which they were ſent, and to be abated therefrom.

And whenever the Hoſpitals or Sick Quarters are viſited by a Commiſſioner for Sick and Hurt, who is a Phyſician or Surgeon, if he finds any Perſons entertained therein, who ought not, agreeable to the aforegoing Regulation, to have been received, the Commiſſioners for Sick and Hurt are to cauſe the Surgeon and the Agent at the Hoſpital or Sick Quarters to be mulcted Twenty Shillings each for every Man ſo entertained.

IV.

To ſend Accounts monthly, and on Return from a Cruize, to the Admiralty, of Men diſcharged, deſerted, and dead.

He is ſtrictly enjoined punctually to comply with the latter Part of the Eighteenth Article of the General printed Inſtructions, directing, (if the Ship is in *Great Britain* or *Ireland*) a Monthly Account of Men, diſcharged to be ſent to the Admiralty Office; and, in Addition thereto, he is, whenever the Ship puts into any Port of *Great Britain* or *Ireland* from a Cruize, to ſend a like Account of Men diſcharged, between the Time the laſt Account ended, and the Time of ſo putting into Port. He is alſo ſtrictly to comply

comply with the Sixteenth Article of the ſaid Inſtructions, by ſending conſtant Accounts to the Secretary of the Admiralty, of Men who deſert, at the Times ſuch Deſertions happen; and, moreover, whenever he ſends an Account of Men diſcharged as above directed, he is ſtrictly enjoined to tranſmit an Account of Men who have deſerted within the ſame Period of Time that the Account of diſcharged Men includes, and to note againſt them the ſeveral Particulars preſcribed in the Fifteenth Article of the ſaid Inſtructions. He is alſo further ſtrictly directed, when he ſends the aforementioned Accounts to tranſmit with them a third Account, containing the Names and Qualities of all the Men who have died within the ſame Periods of Time: And if he ſhall have Supernumeraries on Board, he is to diſtinguiſh in each Account which of the Men were Part of his Complement, and which were Supernumeraries.

V.

To make out a Ticket for every Man diſcharged.

Great Inconvenience having ariſen to the Service, and alſo great Diſcouragement to Seamen ſerving in His Majeſty's Ships, from Captains ſometimes diſcharging Men without Tickets, every Commander is hereby enjoined to a very ſtrict and punctual Compliance with the Seventeenth Article of the General printed Inſtructions, (under the Head of the Captain or Commander) in relation to making out Tickets for every Perſon who ſhall be diſcharged; and, if the Party ſhall be dead or abſent, the Commander is ſtrictly charged to tranſmit his

his Ticket immediately, or by the very firſt Opportunity, to the Navy-Board. And whenever any Ticket is made out, he is ſtrictly charged to ſee that all Deductions, of any Kind whatſoever, that ought to be made from the Wages of the Party, be carefully ſet off, upon Pain of making good the Value of any Failure therein.

VI.

Pay Liſts to be made out for Men diſcharged from one Ship to another.

When any Men borne for Wages ſhall be diſcharged from one Ship or Veſſel to another, the Captain of the Ship or Veſſel from which they ſhall be diſcharged, is to be particularly careful to ſend immediately to the Navy-Board proper Pay-Liſts for ſuch Men, in order that they may be paid the Wages due to them as ſoon as poſſible after their being ſo diſcharged.

VII.

Particular Tickets to be ſent to the Agent for Sick and Hurt, with all ſick Men ſent on Shore.

Whereas it generally happens, that when any of His Majeſty's Ships proceed to Sea, they leave Men at an Hoſpital or Sick Quarters, and ſome of thoſe Men are afterwards diſcharged from thence unſerviceable; or, (as is ſometimes the Caſe) being diſcharged from the Hoſpital or Sick Quarters into Ships near at Hand, they are in a ſhort Time turned on ſhore as unfit for Service: And whereas Men, under either Circumſtance, are reduced to great Diſtreſs and Miſery for Want of their Wages, which, by the preſent Regulations, cannot be paid, becauſe they have not the uſual Tickets of Diſcharge; in order to give the poor Men

Men, Relief herein, the Navy-Board are to cauſe printed Tickets, in the Form, (Pages 230, 231,) to be iſſued to the ſeveral Commanders of His Majeſty's Ships and Veſſels, who are hereby ſtrictly charged to take Care timely to apply for the ſame, and always to have a ſufficient Number of the ſaid Tickets by them; and whenever any Man, whether Seaman or Marine, is ſent to an Hoſpital or Sick Quarters from any Ship or Veſſel of His Majeſty's, her Commander is never to fail ſending one of the ſaid Tickets with him to the Agent for Sick and Hurt, and to be particularly careful, that the reſpective Columns be duly filled up; becauſe, if the Man ſhall be diſcharged unſerviceable from the Hoſpital or Sick Quarters, or put on Board any other Ship than that from which he was ſent, the Agent is to tranſmit the ſaid Ticket, together with the cuſtomary Ticket of Diſcharge from the Hoſpital, to the Commiſſioner of the Navy at the Port, or to the Navy-Board, and from them a proper Ticket is to be forthwith made out, and the Wages paid; or if the Man ſhall be put on Board any other Ship beſides that from which he was ſent to the Hoſpital or Quarters, and ſhall be turned on Shore unſerviceable before he gets back to his proper Ship, a Ticket is to be made out, and his Wages paid as aforeſaid, as ſoon as ſuch Caſe happens: As therefore the aſcertaining the Wages due to the Man, will depend upon the Accuracy in filling up the Ticket above directed, to be ſent with him to the Agent for Sick and Hurt, the Commanders of His Majeſty's

Ships and Veſſels are, reſpectively to be reſponſible for the Conſequence of any Failure therein.

VIII.

New-raiſed Men to be inſtructed in the Duty of Seamen.

It being of great Conſequence to His Majeſty's Service, that all new-raiſed Men, and others, who may not be good Seamen, ſhould be inſtructed and trained up in whatever may tend to make them moſt uſeful; the Commanders of His Majeſty's Ships and Veſſels are to cauſe all ſuch Men daily to laſh up their Hammocoes, and carry them to the proper Places for barricading the Ship, whenever the Weather will permit: And alſo to take Care that they be practiſed in going frequently every Day up and down the Shrowds, and employed on all Kinds of Work, which are to be created on purpoſe for them, both to keep them in Action, and to teach them the Duty of Seamen.

IX.

To diſcipline the Ship's Company frequently in Military Exerciſes.

Commanders of His Majeſty's Ships being directed, (by the Thirty-fifth Article of the General printed Inſtructions) before they ſail out of Port, to make a Regulation for quartering the Officers and Men, and diſtributing them to the Great Guns, Small Arms, Rigging, &c. and to diſcipline their Ships Companies frequently in the Exerciſe of the ſame, ſetting down in their Journals the Times they are ſo exerciſed: And as a Remiſſneſs therein, by not exerciſing the Men ſufficiently often to render them expert in all Particulars

culars, may be attended with very ill Conſequences to His Majeſty's Services in Times of Action, all Commanders are ſtrictly enjoined to a punctual Obſervance of the ſaid Article of their Inſtructions, and not to fail to ſet down in their Journals the Times they exerciſe their Men.

X.

To train a certain Number of the Company to the Uſe of Small Arms.

It being of great Importance to His Majeſty's Service, that as many as may be of the Men belonging to His Majeſty's Ships, and more eſpecially ſuch of them as are Landmen, ſhould be exerciſed and trained up to the Uſe of Small Arms; the Commanders of His Majeſty's Ships and Veſſels are to cauſe a Number of their Men, at leaſt equal to what is expreſſed in the under-mentioned Scheme, (excluſive of Marines) to be daily, or as frequently as poſſible, exerciſed and trained up in the Uſe of Small Arms, under the particular Care and Direction of the Lieutenant at Arms, (where any ſuch ſhall be appointed) the Maſter at Arms, and Corporal, that ſo they may be as perfect as 'tis poſſible in the Uſe thereof, on all Occaſions which may require the ſame.

Number of Men to be appointed to the Uſe of Small Arms on Board His Majeſty's Ships of each Rate, and Sloops:

Rate.	Men.
1ſt - - - - - - - -	150
2d - - - - - - - -	120
3d of 80 Guns - - - - -	100
70 Guns - - - - -	80

Rate.	Men.
4th of 60 Guns - - -	70
50 Guns - - -	60
5th - - - - - - - -	50
6th - - - - - - - -	40
Sloops - - - - - -	30

XI.

Rules for preſerving Cleanlineſs.

Cleanlineſs being of great Conſequence to the Health of the Men, all Commanders of His Majeſty's Ships and Veſſels are ſtrictly required to cauſe the following Rules to be punctually complied with:

1. That all the Men on Board, whether new raiſed or others, do conſtantly keep themſelves as clean, in every Reſpect, as poſſible.

2. That the Ship be aired between Decks as much as may be; and that ſhe be always kept thoroughly clean.

3. That all neceſſary Precautions be uſed, by placing proper Centinels, or otherwiſe, to prevent People eaſing themſelves in the Hold, or throwing any Thing there that may occaſion Naſtineſs.

4. That no Fruit or Strong Liquors be ſold on Board the Ship.

5. That no Women be ever permitted to be on Board, but ſuch as are really the Wives of the Men they come to; and the Ship not to be too much peſtered even with them. But this Indulgence is only tolerated while the Ship is in Port, and not under Sailing Orders.

XII. His

XII.

His Majeſty having directed, by His Order in Council of the 3d of *June*, 1747, That, in Order to keep the Arms on Board His Ships in conſtant good Condition, two Armourer's Mates be allowed to all Ships from Seventy Guns upwards, and one Armourer's Mate to all Ships under Seventy Guns, as far as Sloops of One Hundred Men incluſive; and that they be appointed by the Ordnance-Board.

To bear the eſtabliſhed Number of Armourer's Mates.

Every Commander is to pay Obedience thereto, according to the Relation it may have to the Ship or Sloop under his Command.

XIII.

Whenever any of His Majeſty's Ships or Veſſels are ordered to be Victualled for a certain Time, and the Proviſions to be kept compleat till the Ship or Veſſel ſails, her Commander is always to expend upon the oldeſt Proviſions on Board firſt, and to replace it with new from the Victualling Stores on Shore, keeping up the ſaid Proviſions compleat, according to Orders; and to do the ſame by whatever Beer may be on Board.

To expend the oldeſt Proviſions firſt, and replace the ſame with new.

XIV.

The Commiſſioners of the Victualling being directed to ſupply all His Majeſty's Ships, whether Victualled for Channel or Foreign Service, with as much Water Caſk as their Captain ſhall demand, and to cauſe the ſame to be furniſhed in ſuch ſized Caſk as the Captain ſhall apply

To apply for as much Water Caſk as the Ship can conveniently ſtow.

apply for, either Butts, Puncheons, Hogſheads, or Barrels; all Commanders are to have regard thereto, and to apply for ſuch Quantity of Water-Caſk as they can conveniently ſtow.

XV.

Rules to be obſerved in the receiving and ſerving of Freſh Meat.

Every Commander is to take Care that all Freſh Meat, ſupplied for the Uſe of his Company, be perfectly good and wholeſome. And, in order to a juſt Diſtribution thereof, and for preventing any Occaſion of Complaints on that Head, the ſame is to be ſent on Board in Quarters, which are to be cut up, and equally divided into the uſual Meſs Pieces, in ſome convenient and publick Part of the Ship, open to the View of the Company, and under the particular Inſpection and Superviſal of a Lieutenant, the Maſter, and a Mate, to be appointed by the Captain for that Purpoſe: And when the ſame is boiled, it is to be delivered out in the cuſtomary Manner of Pricking fairly for it; and no Quarters, or particular Pieces, to be reſerved, or picked for the Officers, or Petty-Officers, or any other Perſons; or any Diſtinction, Favour, or Partiality ſhewn therein; and the Names of the Lieutenant, Maſter, and Mate, who ſuperviſe the cutting up the ſaid Meat, are to be inſerted in the Ship's Log-Book, that in caſe of any Complaint, it may be known who were the Superviſors.

And whereas ſome of the eldeſt Purſers of the Royal Navy did ſome Time ſince preſent a Memorial in Behalf of themſelves and the Reſt of their Brethren, repreſenting

repreſenting, that it had been their conſtant Practice, as often as their reſpective Ships were Victualled with Freſh Meat, to boil ſuch a Quantity of Greens and Roots with it as to give ſufficient Satisfaction to the Men; and that, to give them no Room to murmur on Account of the ſaving of Peaſe by boiling Freſh Meat, they boil Peaſe for their *Mondays* Dinners, beſides their allowed Oatmeal for Breakfaſts; and propoſing, if the Greens and Roots furniſhed by them ſhould not be judged ſufficient for the Men, to increaſe the ſame to any Quantity that ſhould be preſcribed; all Commanders are to take Care that their reſpective Purſers do comply with what is contained in the ſaid Memorial, by furniſhing a ſufficient Quantity of Roots and Greens to the Seamen, with their Freſh Meat; or to repreſent to us, if they fail therein.

XIV.

Rules to be obſerved in Relation to Spirituous Liquors.

Whenever any of His Majeſty's Ships or Veſſels are ſupplied with Brandy, Rum, Malt Spirits, or other Spirituous Liquor, in Lieu of Beer, the ſame is to be ſent on Board in Puncheons, Hogſheads, and Quarter-Caſks, ſuch a Part of each as can be moſt conveniently ſtowed: But the Keeping as well as Iſſuing the ſaid Liquors, being liable to dangerous Accidents, if proper Care be not taken; for Prevention, therefore, of ſuch Accidents, the Store Rooms for holding the ſaid Liquors, are to be fitted in the following Manner, when there is an Opportunity, and Room to do it; and the other Methods hereafter mentioned

are

are to be obſerved in Iſſuing or Starting the ſaid Liquors, to wit: The foremoſt Bulkhead of the Fiſh-Room to be removed Two or Three Feet aft, and a Bulkhead put up afore it, about Five or Six Feet Diſtance, athwart the Hold, up to the Orlop, with Hatches of Oak Plank, to be fluſh with the Orlop, to have ſufficient Rabbit at the Ends and Sides, with proper Bars and Locks to ſecure them; the Platform or Orlop over them, and the Bulkheads and Hatches, to be lined and plaiſtered in the ſame Manner as thoſe for the Powder-Rooms; and the Seams of the Foot-wailing to be batton'd; and a ſmall Store-Room Lanthorn to be fixed a little below the Platform, near the Midſhip Part, either in the Foremoſt or aftermoſt Bulkhead, with a ſmall Scuttle through the Platform, clear of the Bulkhead, and an incloſed Convenience under the Platform, to ſecure Room to put the Candle into the Lanthorn, at ſuch Time as the Hatchways do not afford ſufficient Light to ſee to ſling the Caſks; which when the ſaid Liquors are wanted, either to be iſſued to the Ship's Company, or ſtarted into ſmaller Caſk, are to be hoiſted on the Upper Deck; and, whilſt this is doing, proper Centinels are to be placed to prevent Candles being brought near the Hatches while they are open, or near the Liquor while it is ſerving, or ſtarting on the Deck; neither of which is ever to be done but by Day-Light; All Commanders of His Majeſty's Ships and Veſſels are hereby ſtrictly required and directed to be very careful that the whole of the ſaid Methods be put in Execution, if the Store-

Rooms

Rooms can be fitted in the Manner aforementioned; but if they cannot be ſo fitted, all the other Precautions, of placing proper Centinels, not ſuffering Candles to be carried near the Liquor, cauſing it always to be iſſued and ſtarted upon the open Deck, and never ſuffering either to be done but by Day-light, are to be moſt punctually obſerved.

XVII.

Spirituous Liquors to be always ſerved mixed with Water: And none to be ſuffered to drink Drams.

And whereas it is of a 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; and it having been found, by Experience, that the ſerving it mixed with Water is very conducive to the Preſervation of their Health; every Commander is therefore ſtrictly charged, never to ſuffer any Kind of Spirituous Liquor to be iſſued by itſelf, to the Company of the Ship or Veſſel under his Command, but to cauſe the Allowance for all the Officers and Company, to be every Day mixed with a due Proportion of Water upon Deck, in the Preſence of the Lieutenant and two other Officers of the Watch, who are to be ſtrictly charged to take Care that the Men be not defrauded in their Allowance: And he is alſo to give ſtrict charge to all his Officers, to be very careful, in their reſpective Watches, to prevent Spirituous Liquors of any Kind being conveyed on Board the Ship, and to uſe all poſſible Vigilance to prevent Drams being drank by any of the Ship's Company.

XVIII.

Provisions to be always procured of Contractors, where there are any.

Commanders of Ships and Veſſels ſtationed in Parts where a Contract ſhall be ſubſiſting with the Commiſſioners of the Victualling, for furniſhing Proviſions to His Majeſty's Ships, are ſtrictly charged to cauſe whatever Proviſions they may have occaſion for, to be received from the Contractor, or his Agent; and to be particularly careful, that timely Notice be given to him, from Time to Time, of the Quantity wanted; and never to procure Proviſions in any other Manner, while the Contractor, or his Agent, ſhall be able to ſupply the ſame; but Commanders of Ships or Veſſels, ſtationed in the *West Indies*, or any Part of *North America*, are never to compleat their Proviſions to more than Three Months for their Complement at whole Allowance, unleſs any particular Service they may be going upon ſhall neceſſarily require it; nor are they, when they ſhall return home, to compleat to a larger Proportion than three Months, for their Paſſage; taking Notice that they are to be accountable for any Loſs which may accrue to His Majeſty, in caſe they fail punctually to comply herewith.

Ships in America never to compleat to more than Three Months.

XIX.

An Account of Proviſions received, &c. returned, &c. to be ſent every Three Months to the Victualling Office.

The Want of timely Accounts being tranſmitted to the Commiſſioners of the Victualling, having occaſioned frequent Miſtakes to the Prejudice of the Crown, in the making out Purſers Balance Bills; every Commander of His Majeſty's Ships and Veſſels is ſtrictly enjoined

enjoined to tranſmit to the ſaid Commiſſioners, at the End of every Three Months, or as ſoon after as Opportunity ſhall offer, an Account of all Proviſions and Victualling Stores received, returned, lent, or caſt by Survey, ſigned by himſelf, the Maſter, and the Purſer; and to cauſe the ſaid Account to be entered in Two Books, and ſigned as above; one to remain with himſelf, the other with the Purſer, to be produced on their paſſing their reſpective Accounts; and 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 Commanders 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.

XX.

Timely Applications to be made for Slop Cloaths; and none to be procured but from the Contractors.

Repreſentations having been made, that ſome of His Majeſty's Ships and Veſſels, which have gone on Foreign Service, inſtead of being furniſhed with ſuch Proportions of each Species of Slop-Cloaths, as might be judged needful for the Uſe of their reſpective Complements of Men, having gone Abroad with few or none, which is not only a Breach of the General Printed Inſtructions under the Head of Slop-Cloaths, but to the great Diſadvantage and Diſcouragement of the Seamen; and alſo to the great Prejudice of the Contractor, who is obliged always to have in Readineſs a ſufficient Quantity to anſwer the Neceſſities of the

Seamen; every Commander is therefore hereby ſtrictly charged and required, not only to take Care to be ſupplied with ſufficient Quantities, from Time to Time, while the Ship or Veſſel ſhall be employed in Home Service; but to take particular Care, whenever ſhe ſhall be fitted for, or ordered on, Foreign Service, timely to demand and receive on Board a proper Quantity of Slop-Cloaths for the Uſe of her Company for the Voyage on which ſhe ſhall be deſigned. And in caſe they fall ſhort, while Abroad, he is timely to demand a freſh Supply of the Contractors, or their Agent, and to acquaint the Navy Board therewith; and never to ſuffer any to be purchaſed at any Place whatſoever, while they can be furniſhed by the ſaid Contractors, or their Agent; thereby to prevent, as far as poſſible, the Neceſſity of procuring them on worſe Terms to the Ship's Company, and to the Diſappointment and Prejudice of the Contractors.

To make proper Abatements from Slops ſupplied inferior in Goodneſs to Contract.

But frequent Complaints having been alſo made of the Badneſs of Slops furniſhed to His Majeſty's Ships by the Contractors; every Commander is ſtrictly enjoined, whenever any of thoſe ſupplied for the Uſe of his Ship's Company appear to be inferior in any Reſpect to the Patterns, never to fail cauſing proper Abatements to be made in the Prices, agreeable to the firſt Article under the aforementioned Head in the General Printed Inſtructions; the being always ſtrictly punctual therein, being the only Means of doing Juſtice to the Men, and of cauſing Care to be taken for ſupplying them with Slops of due Goodneſs. When

Slops,

Slops or Bedding come on Board, he is to ſee if one Parcel thereof be marked with the Navy-Office Seal, as preſcribed by the firſt Article of the aforeſaid Inſtructions; and if there ſhall be none, he is immediately to acquaint the Navy Board therewith.

XXI.

New-raiſed Men to be ſupplied with neceſſary Cloaths and Bedding, not exceeding the Value of Two Months Wages.

When any new-raiſed Men, either Voluntiers or Preſt, appear firſt on Board any of His Majeſty's Ships or Veſſels, (whether as Part of her Complement or Supernumeraries) Examination is to be made how they are furniſhed with Cloaths and Bedding; and the Captain is to cauſe ſuch as ſhall be in Want thereof to be forthwith ſupplied, according to their ſeveral Neceſſities, not exceeding in the Whole, to any Perſon, the Amount of Two Months Wages; and to be cautious not to let the Preſt Men have any Thing more than ſhall be abſolutely neceſſary to keep them clean, and protected againſt the Weather: And if any of the ſaid new-raiſed Men ſhall be received from any other Ship or Veſſel, he is to ſatisfy himſelf whether they have already been ſupplied with Cloaths or Bedding, (which is to appear upon a Liſt preſcribed in the next ſucceeding Article, to be delivered with them) and if they have, he is not to ſuffer more to be iſſued to them, unleſs it will come within the aforementioned Amount of Two Months Wages 'till the ſame can be done conſiſtent with the Third Article of the General Printed Inſtructions, under the Head of Slop-Cloaths. And every Commander is to take Care

that

that the Slops and Bedding, ſupplied to Voluntiers upon their coming into the Service, be ſet off upon the Liſts to be ſent to the Navy-Board, for their Two Months Advance Wages.

XXII.

Liſts to be ſent with Men borne for Victuals only, removed from one Ship into another.

When any Men, raiſed for His Majeſty's Service, and borne on Board a Ship or Veſſel for Victuals only, are removed from her into any other Ship or Veſſel, a Liſt, ſigned by the Commander, is to be ſent with them, containing their Names, whether Voluntiers or Preſt, and the Times of their being reſpectfully entered for His Majeſty's Service, from which Times they are to be borne for Wages upon the Books of any Ship or Veſſel in which they ſhall ſerve as Part of her Complement; and particular Care is to be taken, to ſet off upon ſuch Liſt the Value of all Slop-Cloaths or Bedding, that may have been ſupplied to any of the Men contained therein, upon Pain of its being deducted from the Wages of any Commander who ſhall fail to have the ſame duly ſet off: And the Commander of any Ship or Veſſel, into which any ſuch Men are removed, is to take Care that a Liſt, agreeable to what is above preſcribed, be received with them; and (whether he receives them as Supernumeraries, or as Part of his Complement) he is carefully to note on his Books, from what Ship or Veſſel they came, the Times of their firſt Entry into the Service, and of their Appearance on Board his Ship; and to charge againſt their Names the Value of the Slops

and

and Bedding ſet off upon the ſaid Liſt, and noting in what Ship or Veſſel the ſame was iſſued to them: And when his Books are delivered into the Navy Office, the ſaid Liſt is to be delivered with them.

XXIII.

Cheſt and Bedding to be ſent with Men removed from one Ship into another.

Whenever any Men (either Part of the Complement or Supernumeraries) are removed from one Ship or Veſſel to another, the Commander of the Ship or Veſſel they are removed from, is to cauſe their Cheſts, Bedding and Cloaths to be carefully ſent with them; and the Commander of the Ship or Veſſel they are removed into, is to cauſe Enquiry to be made of the Men, what Cheſts, Bedding and Cloaths are belonging to them, and to take care that the ſame be brought on Board.

XXIV.

Never to proceed to Sea with more Men than the Complement, without particular Order.

Every Commander of His Majeſty's Ships and Veſſels is ſtrictly enjoined (notwithſtanding any general Order for bearing Supernumeraries) never to proceed to Sea with more Men on Board than the allowed Complement, without a particular Order for ſo doing from the Admiralty or from a Flag Officer or Commander in Chief; in which is to be expreſſed, that it is grounded upon Directions from the Admiralty: And he is to take Notice that he is to make good to the Crown all Charges ariſing from the Wages and Victuals of any Men that he ſhall carry to Sea contrary hereunto, or that he ſhall at any Time bear irregularly.

XXV. The

XXV.

Rules to be observed in Providing and Recruiting the Surgeon's Chests.

The Master and Wardens of the Company of Apothecaries having frequently made Representations of the Proceedings of some of the Surgeons of His Majesty's Ships, with Regard to the Providing and Recruiting their Chests; and it being of great Consequence to the Lives of the Seamen, to have the utmost Care taken that the Medicines should be as good as possible; every Commander of His Majesty's Ships and Vessels is strictly charged to take Care that the following Regulations (as well as all other Directions contained in the General printed Instructions relating to the Surgeons) be punctually complied with.

When a Surgeon is warranted to serve in any of His Majesty's Ships, he is immediately to provide himself with a Chest of Medicines from the Company of Apothecaries, and with proper Instruments, according to the Rules of the Navy; and present the same to be viewed by the Physicians in the Commission of Sick and Wounded; or, if there be none, by the Physician of *Greenwich Hospital*, in Conjunction with the Governors of the Surgeons Company; who are to take Care that all the Instruments, Drugs, and Medicines, be of proper Goodness, and of the Sorts and Quantity required, and to give him a Certificate thereof; and when the Survey is over, the Chest is to be locked, and the Seals of the Physician and of the Surgeons Company to be affixed thereto, in such Manner as to prevent its being afterwards opened, till it comes on Board;

Board; nor is the Captain to admit any Cheſt into the Ship, but what has been taken from the Company of Apothecaries, and having thoſe Marks upon it.

At the End of every Six Months, if the Ship is in *Great Britain*, or as ſoon after as ſhe returns hither, the Surgeon is to recruit his Cheſt from the Apothecaries Company; and he is alſo to do the like whenever the Ship is ordered upon Foreign Service: And he is not to be paid his Wages or Two-Pences without his producing a Certificate from the Maſter and Wardens of that Company, that he has taken his Medicines from them, or that they have no Objection to his being paid ſuch Wages and Two-Pences.

If the Cheſt ſhall be recruited in *London*, the Remains of Medicines and Drugs therein, together with ſuch as ſhall be added thereto, are to be ſurveyed in the Manner aforementioned; but if recruited in the Out-Ports, the Phyſician and Surgeon of the Sick and Hurt at the Port; or if there is only one of thoſe Officers, he and the Surgeon of the Yard are to make the Survey; but if there ſhould be neither of thoſe Officers of the Sick and Hurt, the Surgeon of the Yard is to do it ſingly: and particular Care is to be taken to deſtroy all ſuch Medicines or Drugs as may be found in the Cheſt of inſufficient Goodneſs.

XXVI.

To apply for the eſtabliſhed Proportion of Dr. James's Fever Powders; and direct the Surgion to adminiſter them.

It appearing by the Reports of Experiments made of Dr. James's Fever Powders on Board His Majeſty's Ships, that it is a very efficacious Medicine for curing Fevers at Sea; and it having thereupon been thought

proper that the ſaid Powders ſhould be ſupplied by the Commiſſioners for Sick and Hurt Seamen, to all His Majeſty's Ships and Veſſels put into Commiſſion, in the following Proportion.

Number of Papers for Six Months for One Hundred Men, and ſo in Proportion for the Complement of a Ship or Sloop of War employed at the Places under-mentioned.

	Channel.	*Newfoundland, Liſbon, or Mediterranean.*	*Coaſt of Africa, and the Weſt Indies.*
N° of Papers	25	50	75

Their Commanders are accordingly to apply to the ſaid Commiſſioners, for a Number of Papers to be furniſhed for their Surgeons, agreeable to the ſaid Proportion: And proper Quantities of the ſaid Powders being directed to be lodged in the Hands of the Agents to the ſaid Commiſſioners, both at Home and Abroad, for ſupplying the Surgeons of His Majeſty's Ships with what may be wanted, after their firſt Fitting out, upon a Demand in Writing ſigned by the Captain; and it being judged proper, that when ſuch Demand ſhall be made, the Surgeons ſhall at the ſame Time, tranſmit to the Commiſſioners for Sick and Hurt, (if in Home-Service) or to their Agent, (if Abroad) a perfect and diſtinct Account, verified by their Affidavit, of the Expenditure of the Powders they were before furniſhed with, together with the Name of each Perſon to whom they adminiſtered the ſame, to ſecure the Crown from any Fraud or Embezzlement, the Captain is to take Care, when the ſaid Demand

is

is made, that the Surgeon ſends therewith ſuch an Account and Affidavit as is above ſpecified. And the Captain is ſtrictly charged to enjoin his Surgeon to adminiſter the ſaid Powders in all Caſes for which it is recommended by Dr. James, and in the Manner adviſed by him, of which they are to be informed by the Commiſſioners for Sick and Hurt; and to ſee, as far as he ſhall be able, that the ſame be complied with.

XXVII.

To direct the Surgeon to obſerve Inſtructions relating to Elixir of Vitriol.

Elixir of Vitriol having been recommended by the College of Phyſicians as an efficacious Medicine in Scorbutick Caſes, and the ſame being made a Part of the Invoice of the Surgeon's Sea Cheſt; the Captain is to order the Surgeon to obſerve ſuch printed Inſtructions as will be given to them by the Commiſſioners of the Sick and Hurt for their Guidance in the Practice and Care of it.

XXVIII.

Ventilators to be worked Half an Hour in every Watch.

Whereas His Majeſty's Ships are ordered to be furniſhed with Ventilators, at a very great Expence, in order to keep the Ships free from foul Air, and the Captains in the Navy, in general, not underſtanding the proper Uſe of them, they are hereby ſtrictly required and directed to cauſe them to be made uſe of, at leaſt one Half Hour in every Watch; and the Mate of the Watch to note in the Log Book the Time of its being ſo made uſe of.

 XXIX. When

XXIX.

Fifteen Shillings to be charged againſt the Wages of any Man cured of a Venereal Diſorder.

When the Surgeon of any of His Majeſty's Ships or Veſſels has cured any Petty-Officer, Formaſt-man or Marine, of a Venereal Diſorder, the Surgeon is to acquaint his Captain therewith, who is to examine the Perſon ſaid to be cured, and, finding the ſame to be Fact, is to charge the Sum of Fifteen Shillings againſt his Name, in a Blank Column on the Ship's Books, which is to be abated from his Wages, for the Uſe of the Surgeon: And in caſe the Man cured is diſcharged by Ticket, the ſaid Sum is to be charged thereon, for the Surgeon's receiving certain Satisfaction, and preventing the Purchaſers of Tickets being defrauded by a Deduction on the Books, which did not appear upon the Tickets.

XXX.

To give Certificates to Surgeons and Surgeons Mates.

The Principal Officers and Commiſſioners of His Majeſty's Navy being directed to conſider Surgeons, who have paſſed their Examination before the Governor and Company of Surgeons for a Sixth Rate, as qualified to ſerve as Surgeons of any Rate; and that when any Perſons have paſſed an Examination, and are qualified to ſerve in the Navy as Surgeons' Mates, they ſhould not require them to paſs a Second Examination; and it being neceſſary to His Majeſty's Service, that the ſaid Principal Officers and Commiſſioners of the Navy ſhould be always truly informed of the Characters of the Surgeons and Surgeons' Mates ſerving in the Fleet, the Commanders of His Majeſty's

jesty's Ships and Vessels are to grant Certificates to the Surgeons, and Surgeons' Mates, who serve under them, setting forth therein their Characters and Experience in their Profession, so far as they can possibly judge thereof; and to be careful in granting such Certificates, that the said Principal Officers of the Navy may not be imposed on in preferring them in the Service of the Navy.

XXXI.

Enforcing the Observation of Instructions relating to Gratuities to the relations of Men slain;

Whereas the Navy Board have represented, that several Commanders of his Majesty's Ships and Vessels have been negligent in the Observation of the Eighth Article of that Chapter in their General Printed Instructions which relates to Gratuities to the Relations of Officers and others slain in Fight, by omitting to set down, at the End of their Muster-Books an Account of the Officers and Men slain, and on what Occasion, as is by the said Article directed; by which Means the Relations, entitled to the Bounty are laid under Difficulties, when they make Application at the Navy-Office for the same; all Commanders are hereby strictly required to observe the Articles of the General Instructions on that Head for the future.

and to send to the Navy-Office Certificates of Men slain.

And they having proposed, for the greater Ease of the said Relations in obtaining the Bounty, that, when any Persons are slain, or die of Wounds received in Fight, not only the proper Notation should be made on the Ship's-Books, but that the Surgeons or Surgeons' Mate

Mate of the Ship, ſhould fill up Certificates thereof as ſoon as poſſible, expreſſing therein the Nature of the Wounds; and that the ſaid Certificates ſhould be ſigned by Three or more of the Signing Officers of the Ship, whereof the Surgeon (if living) or his Mate, to be One, and tranſmitted to their Office by the firſt ſafe Conveyance; every Commander is to take Care that the ſame be conſtantly done.

XXXII.

Timely Demands to be tranſmitted for Supplies of Stores;

and to ſend with them Survey and Accounts of Stores remaining.

Stores never to be purchaſed without abſolute Neceſſity.

All Commanders of His Majeſty's Ships and Veſſels, when in Foreign Parts, are ſtrictly charged to be particularly careful to tranſmit timely Demands to the Navy-Board, and Board of Ordnance, of any Supplies of Naval or Ordnance Stores that may be wanting; and the better to enable thoſe Boards to judge of the Neceſſity for ſuch Supplies, a regular Supply and Account of Stores then remaining for the Uſe of the Ships and Veſſels, with their Condition, is conſtantly to be tranſmitted with every ſuch Demand. And all Commanders are hereby ſtrictly charged never to purchaſe, or cauſe to be purchaſed any Naval or Ordnance Stores, without an abſolute Neceſſity for ſo doing; and to be very careful that the utmoſt Frugality be uſed in the Expenditure, as well of the Ordnance Stores, as of all other Stores belonging to the Ship.

XXXIII.

Rope decayed in Channel-Service to be returned into Store.

Whenever there is any Expence of Running-Rigging on Board any of His Majeſty's Ships in Home or Channel Service, the Commander is to take Care that

that the decayed Rope be not expended, but returned into Store; as otherwiſe the Boatſwain will not be allowed the Expence thereof; and in Foreign Voyages, the Commander is alſo to be careful not to ſuffer any of the ſaid decayed Rope to be expended but by Survey.

In Foreign Voyages not to be expended but by Survey.

XXXIV.

Whereas by the Fourteenth Article of the General printed Inſtructions, under the Head of the Captain or Commander, he is directed to ſend, once in every Two Months, Two compleat Muſter-Books to the Navy-Office: In Order to a punctual Compliance therewith, every Commander is hereby ſtrictly required and directed, to deliver the ſaid Books to the Clerk of the Checque, or Naval Officer, at any Port where the ſaid Ship or Veſſel may be, when ſuch Books ſhall be due, in order to his forwarding the ſame to the Navy-Office; or if the Ship or Veſſel ſhall be ſtationed where there ſhall be no Naval Officer, the Commander is not to fail tranſmitting the ſame himſelf, by the very firſt and ſafeſt Opportunities, to that Office; taking Care, that by whomſoever he tranſmits them, he cauſes the ſame to be very carefully ſealed up; and he is to take Notice, that if he does not duly comply herewith, and any Accident ſhould befal his other Books, ſuch neglect will determine this Board never to give him any Relief therein.

To be punctual in ſending Two Months Muſter-Books to the Navy-Office.

XXXV. There

XXXV.

To bear Widows Men.

There being allowed by an Act of Parliament, to be conſtantly borne upon the Books of every Ship of War in Sea-Pay, a Man in every Hundred Men that the Complement of ſuch Ship ſhall conſiſt of; and Two Men in every Hundred, for ſuch Time as the Number of Men employed in the Service of the Royal Navy ſhall not exceed Twenty Thouſand: And it being enacted, That the Produce of the Wages of ſuch Seamen, and Value of their Victuals, ſhall be given and applied to the Relief of the Poor Widows of Commiſſion and Warrant Officers of the Royal Navy, every Commander is to enter and bear upon the Books of the Ship or Veſſel he commands, as Part of her Complement, (till he receives Orders to the Contrary) ſo many fictitious Names of Men, under the Appellation of Widows Men, with the Number of 1, 2, 3, &c. annexed, as Two in every Hundred of her Complement ſhall amount to; obſerving, if the Complement, or broken Number of the Complement, amounts to Twenty-five or upwards, but leſs than Seventy-five, to allow one Name for ſuch broken Number; but if it amounts to Seventy-five or more, then to allow Two for it. The ſaid Names are to be rated Able Seamen, and always muſtered for Wages (but not for Victuals) as if the Men were actually on Board; and when Pay-Books ſhall at any Time be made out for the Payment of the Ship, the ſaid Names are to be entered therein, as if real Seamen, with Able Seamens Pay, free from any Deduction whatſoever.

XXXVI. Every

XXXVI.

To keep an Account of the Condition and Qualities of the Ship.

Every Commander of His Majeſty's Ships and Veſſels is to keep an Account of his Obſervations of the Condition and Qualities of the Ship or Veſſel he commands, according to the Scheme in Page 232; and before ſhe is laid up he is to draw out a particular and exact Account of her Qualities, (in Concurrence with the Opinion of his Officers, according to the Sixty-firſt Article of the General Printed Inſtructions) and to ſend the ſame in a clear and perfect Manner, according to the ſaid Scheme, to this Office, to the Navy-Board, and to the Maſter Shipwright of the Yard where the Ship is laid up; taking Notice that no Certificate is to be given him from our Secretary, till he has depoſited the ſaid Account here.

XXXVII.

To take Care the Ship be cleared, when ordered to be paid off.

When any Ship ſhall be under Orders to be paid off, the Commander is ſtrictly to comply with the Sixty-fourth Article of the General Inſtructions, with regard to clearing the Ship of her Stores and Proviſions, and not abſenting himſelf, or ſuffering her Officers or Men to be abſent, till the Ship ſhall be wholly unrigged and cleared, and delivered ſo into the Charge of the Officers of the Yard, who are to give a Certificate of the ſame being done, to be produced to the Navy-Board; without which the Captain's Wages are not to be paid.

XXXVIII.

Regulations relating to Pilots.

In order to give all reaſonable Encouragement to ſo uſeful a Body of Men as Pilots, to improve themſelves in the ſkill of Pilotage, and to take away all Objections or Diſlike in them to His Majeſty's Service, the following Rules and Orders are to be obſerved:

The Commanders of His Majeſty's Ships and Veſſels are ſtrictly charged to treat the Pilots with good Uſage, and in equal Reſpect with Warrant Officers.

The Purſer of the Ship is to provide Bedding for the Pilots, and to have always a ſet of Bedding on Board for that Purpoſe; and the Captain is to order them to be ſupplied with Hammacoes, and a convenient Berth to lie in near their Duty, and ſeparate from the common Men; which Bedding and Hammacoes ſhall be returned to the Purſer and Boatſwain when the Pilots leave the Ship.

A Pilot conducting one of His Majeſty's Ships in Pilot Water, ſhall have the ſole Charge and Command of the Ship, and may give Orders for ſteering, ſetting or handing Sails, bracing the Yards, putting the Ship at Stays, or any other Acts that concern the navigating the Ship; and the Captain is to take Care that all the proper Officers and Crew of the Ship do obey his Orders. But the Captain is diligently to obſerve the Conduct of the Pilot, and if he judges him to behave ſo ill as to bring the Ship into Danger, he may remove him from the Command and Charges of

the

the Ship, and take ſuch Meaſures for the Preſervation of her as ſhall be judged neceſſary, noting down upon the Log Book the exact Hour and Time that the Pilot was removed from his Office, and the Reaſons for it.

Captains of His Majeſty's Ships employing Pilots in Foreign Parts of His Majeſty's Dominions ſhall, after Performance of the Service, give a Certificate thereof to the Pilot, upon producing which to the proper Naval Officer, he ſhall cauſe the ſame to be immediately paid; but if there be no Naval Officer there, the Captain of His Majeſty's Ship ſhall pay him, and ſend the proper Vouchers, with his Bill, to the Navy-Board, in order to be paid as Bills of Exchange.

Captains of His Majeſty's Ships employing Foreign Pilots to carry the Ships they command into or out of Foreign Ports, ſhall pay them the Rates due by the Eſtabliſhment or Cuſtom of the Country, before they diſcharge them; whoſe Receipts being duly vouched, and ſent with a Certificate of the Service performed, to the Navy-Board, they ſhall cauſe the ſame to be paid with the ſame Exactneſs as they do Bills of Exchange.

XXXIX.

To aſſiſt in recovering the Duties for Greenwich Hoſpital *and* Trinity-Houſe.

Whereas it hath been repreſented by the Directors of the Royal Hoſpital at *Greenwich*, and the Corporation of the Trinity Houſe of *Deptford Strond*, that the Perſons employed by them have met with great Difficulties in recovering their Duties from Foreign

Ships and Veſſels, eſpecially the Foreland Lights in the *Downs*, and other open Roads; and that ſometimes they have not been able to recover any Part thereof from Ships of Force; for which Reaſon they have requeſted the Countenance and Aſſiſtance of His Majeſty's Ships and Veſſels of War; All Commanders are hereby required, as they have Opportunities for it, to aſſiſt the Perſons employed at the ſeveral Ports on the Coaſt, on Account of the Hoſpital and Trinity-Houſe in their Collecting and Recovering their aforeſaid Duties from Ships of Foreign Nations; but in the doing thereof, they are to have a particular Regard not to give any juſt Occaſion of Complaint.

XL.

To conform to an Eſtabliſhment for an Uniform Cloathing, and to cauſe his Officers and Midſhipmen to do the like.

It having been judged neceſſary, in order the better to diſtinguiſh the Rank of Sea-Officers, to eſtabliſh a Military Uniform Cloathing, for Admirals, Captains, Commanders, and Lieutenants; and that Perſons acting as Midſhipmen, ſhould likewiſe have an Uniform Cloathing, in order to their carrying the Appearance which is neceſſary to diſtinguiſh their Claſs to be in the Rank of Gentlemen, and give them better Credit and Figure in executing the Commands of their Superior Officers; Every Commander is hereby required and directed to conform himſelf to the ſaid Eſtabliſhment, by wearing Cloathing accordingly at all proper Times; and to take Care that ſuch of the aforeſaid Officers and Midſhipmen, who may be from Time to Time under his Command, do the like, and no Commiſſion

miſſion Officer, or Midſhipman, is to preſume to wear any other Uniform than what properly belongs to his Rank; Patterns of which, for each of the following Claſſes of Officers, *viz.* Captains who have taken Poſt Three Years, and by His Majeſty's Regulation rank as Colonels; all other Poſt-Captains, who by the ſaid Regulation rank as Lieutenant-Colonels; Commanders not taking Poſt; and Lieutenants; and likewiſe for Midſhipmen; are lodged at the Navy-Office, and with the Store-keeper of His Majeſty's Yard at *Plymouth*.

XLI.

To obſerve the King's Regulations, in relation to the Rank between His Sea and Land Officers.

The King having been pleaſed in conſideration of the Inconveniences ariſing from the Want of an Eſtabliſhment of Rank and Precedence between His Sea and Land Officers, as well as from the Want of a due Diſtinction among the Sea Officers themſelves, to eſtabliſh, by His Order in Council of the 10th of *February*, 1747, certain Regulations aſcertaining the Rank and Precedence between them; all His Majeſty's Sea Officers are hereby required to pay due Regard to the ſaid Regulations, contained in His Majeſty's aforeſaid Order in Council, as follows:

AT the Court at St. *James's*, the 10th Day of *February*, 1747. (L. S.)

PRESENT,

The King's Moſt Excellent Majeſty in Council.

WHEREAS the Lords Commiſſioners of the Admiralty have, by their Memorial of the 13th of *November* laſt, repreſented to His Majeſty at this

this Board, that for Want of an Eſtabliſhment of Rank and Precedence between His Majeſty's Sea and Land Officers, and likewiſe between the Sea Officers themſelves, great Inconveniencies had ariſen both in the preſent and former Wars: And as ſeveral of the Flag-Officers, Captains, and Lieutenants, have made a Remonſtrance upon this Head to the ſaid Lords Commiſſioners, that they had taken the ſame into their Conſideration; and being of Opinion, that if ſuch an Eſtabliſhment was made, as ſhould comprehend all the Sea Commiſſion Officers, and ſettle their reſpective Ranks parallel with the Army, according the the Quality and Truſt of the Poſts they ſhould ſerve in, and ſhould likewiſe aſcertain the Diſtinction they have a Right to among themſelves, it would be a Means not only of animating them to ſupport the Dignity of their Rank in their reſpective Stations, but be likewiſe attended with many good Conſequences to His Majeſty's Service; and particularly with Regard to the preventing Diſputes and Confuſion when the Sea and Land Forces ſhall happen to act together. And the ſaid Lords Commiſſioners have thereupon humbly offered to His Majeſty the following Propoſals, *viz*:

I.

That the Admiral and Commander in Chief of His Majeſty's Fleet have the Rank of a Field Marſhal of the Army.

II. That

II.

That the Admirals, with their Flags on the Main-Top-maſt-head, have Rank with Generals of Horſe and Foot.

III.

That Vice-Admirals have Rank as Lieutenant-Generals.

IV.

That Rear-Admirals have Rank as Major-Generals.

V.

That Commodores with Broad Pendants, have Rank as Brigadier-Generals.

VI.

That Captains Commanding Poſt Ships, after Three Years from the Date of their firſt Commiſſion for a Poſt-Ship, have Rank as Colonels.

VII.

That all other Captains, commanding Poſt-Ships, have Rank as Lieutenant-Colonels.

VIII. That

VIII.

The Captains of His Majeſty's Ships or Veſſels, not taking Poſt, have Rank as Majors.

IX.

That Lieutenants of His Majeſty's Ships have Rank as Captains.

X.

That the Rank and Precedence of Sea-Officers, in the Claſſes abovementioned, do take Place according to the Seniority of their reſpective Commiſſions as Sea-Officers.

XI.

That Poſt-Captains, Commanding in Ships or Veſſels, that do not give Poſt, rank only as Majors during their commanding ſuch Veſſels.

XII.

That nothing in this Regulation ſhall give any Pretence to any Land-Officer to command any of His Majeſty's Squadrons or Ships; nor to any Sea-Officer to command at Land; nor ſhall either have a Right to demand the Military Honours due to their reſpective Ranks, unleſs ſuch Officers are upon actual Service.

And

And whereas the Lords of the Committee of Council, to whom His Majeſty referred the Conſideration of the ſaid Propoſals, have this Day reported to His Majeſty at this Board, that they have no Objection to His Majeſty's ſignifying His Royal Approbation thereof; His Majeſty in Council is therefore hereby pleaſed to declare His Approbation of the aforeſaid Propoſals, and to order that the ſaid Lords Commiſſioners of the Admiralty do cauſe the ſame to be carried into Execution.

W. Sharpe.

Whereas we have ſet on Shore the Perſon undermentioned, we deſire that Care may be taken for Quarters and Cure this Day of 17

No. on the Ship's Book.	Entry on the Ship's Book.	Names.	Quality.	Quality of the Diſeaſe or Hurt.

To the Commiſſioners appointed to take Care of Sick and Wounded Seamen, or their Agent, at

belonging to His Majeſty's the
for him according to the Methods of the Navy. Dated

Received on Board to the Value of, in

Wages.	Slops furniſhed by		Beds.	Dead Cloaths.	Tobacco.	Neglect.

Captain. Boatſwain.
Lieutenant. Purſer.
Maſter. Surgeon.

OBSERVATIONS *of the Qualities of His Majeſty's Ship the*

Her beſt Sailing Draught of Water, when Victualled and Stored for Channel Service { *Afore* / *Abaft* } Ft. Ins. } *or as much lighter (at the ſame Difference) as ſhe is able to bear ſail.*
be given this Day of 17
Her loweſt Gun-deck Port will then be above the Surface of the Water — — *, or more*

Query the 1ſt — How ſhe behaves cloſe haul'd, and how many Knots ſhe runs.

- In a Top Gallant Gale — ——— ——— ———
- In a Top-ſail Gale ——— ——— ——— ———
- Under her
  - How ſhe ſteers, and how ſhe wears and ſtays
  - Reeft Top-ſails ——— ——— ——— ———
  - Courſes ——— ——— ——— ———
- And Query, Whether ſhe will ſtay under her Courſes?

2d. In each Circumſtance above-mentioned (in ſailing with other Ships) in what Proportion ſhe gathers to Windward, and in what Proportion ſhe forereaches, and in general her Proportion of Leeway?

3d. How ſhe proves in ſailing through all the Variations of the Wind, from its being a Point or two abaft the Beam to its veering forward upon the Bow-line in every Strength of Gale, eſpecially in a ſtiff Gale and a Head Sea; and how many Knots ſhe runs in each Circumſtance, and how ſhe carries her Helm?

4th. The moſt Knots ſhe runs before the Wind; and how ſhe rolls in the Trough of the Sea?

5th. How ſhe behaves in lying Too or a-Try, under a Mainſail, and alſo under a Miſon balanced?

6th. What for a Roader ſhe is, and how ſhe careens?

Ft. Ins.

7th. If upon Tryal the beſt ſailing Draught of Water given as above ſhould not prove to be ſo, what is the beſt ſailing Draught of Water? Afore ——— Abaft ———

8th. What is her Draught of Water when victualled to Six Months, and ſtored for Foreign Service? Afore ——— Abaft ———

9th. What Height is her loweſt Gun-deck Port then above the Surface of the Water?

10th. Trim of the Ship?