



REVISED REGULATIONS

FOR THE GOVERNMENT OF

THE REVENUE MARINE

OF

THE UNITED STATES.

AUGUST, 1871.

WASHINGTON:

Explanatory notes for Rules and Regulations of the Revenue Marine Service. 1871.

These rules and regulations were devised to expand departmental control over the officers, men and vessels of the U. S. Revenue Cutter Service. The rules and regulations of 1864, derived from the U. S. Navy were the basis and in many cases mirror them.

The 1871 regulations have four distinct parts:

[General Regulations](#) (pages 5 - 51);

[List of Forms](#) (pages 52 - 73);

[Index](#) (pages 75 - 94)

and a separate [Allowance](#) section numbered 1 - 22.

All pages were counted in the numbering of pages, including blank pages, although blank pages have no printed number. This is the reason it may appear that some pages may be missing. Page numbers are illustrated, in bold face, by a number and the words Revenue Marine. Numbers are either left or right depicting the original positioning, right or left, in the volume.

Subheading topics are in larger type and centered. The reader should be warned when consulting the Index that all topics are referenced by paragraph number instead of page number.

The volume from which this electronic version was created belonged to the U. S. Revenue Cutter *Petrel* at Apalachicola and Pensacola, Florida and is dated May 29, 1872.

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Editor.
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1871.



TREASURY
DEPARTMENT,
August, 1, 1871.

The following regulations are hereby established and published for the government of all persons attached to the United States revenue marine.

All orders or regulations from this Department in conflict with these are hereby revoked. All circulars or instructions, not inconsistent with these regulations, are to be considered as still in force, and will be obeyed accordingly.

A rigid observance of these regulations is required from all persons belonging to the United States revenue marine; and it is further now made their imperative duty to report forthwith to the Secretary of the Treasury any negligence, disobedience, or infraction thereof which may come to their knowledge.

GEO. S. BOUTWELL,
Secretary of the Treasury

GENERAL REGULATIONS.

ORGANIZATION.

1. All officers of the United States revenue marine service will be appointed by the President of the United States in conformity to law. Their commissions will be countersigned by the Secretary of the Treasury, and sealed with the official seal of the Treasury Department.

2. All persons receiving appointments will immediately take and subscribe the oath prescribed by law, and forward it, with a letter of acceptance, to the Secretary of the Treasury.
3. The pay of all officers will commence from the date of their oath. of office.
4. The following are the ranks and grades of officers in this service, viz:

Captains	Chief Engineers
First Lieutenants	First Assistant Engineers
Second Lieutenants	Second Assistant Engineers
Third Lieutenants.	

5. Boards of officers will, from time to time, be convened to examine candidates for appointment or promotion.
6. No person will be originally appointed to a higher grade than third lieutenant, or second assistant engineer; nor until he shall have passed a physical and professional examination. The physical examination shall precede the professional, and if a candidate be condemned physically, he will not be examined farther. The passing of an examination must not be considered as giving assurance of appointment, as the Department reserves the right to select persons of the highest attainments, in case there should be more candidates than vacancies.
7. A candidate for the appointment of third lieutenant must be of sober and correct habits, and good education; he must be not less than twenty nor more than thirty years of age, and have had at least three years' sea service.
8. A candidate for an appointment as second assistant engineer must be not less than twenty-one nor more than thirty years of age; he must be of good moral character and correct habits; he must have worked not less than eighteen months in a steam-engine manufactory, or else have served not less than that period as an engineer on board a steamer pro-

6 REVENUE MARINE

vided with a condensing engine, and must produce favorable testimonials from the director or head engineer as to his ability; he must be able to describe and sketch all the different parts of the marine steam-engine and boilers and explain their uses and mechanical operation, the manner of putting them in operation, regulating their action, and guarding against danger. He must be well acquainted with arithmetic, rudimentary mechanics, write a fair, legible hand, and have some knowledge of the chemistry of combustion and corrosion.

9. Candidates who may exhibit the highest degree of practical experience and professional skill will be given a preference, both in admission and promotion.
10. Any person who shall fail to present himself for examination, after having obtained permissions will be considered as having forfeited his right to be examined; and any officer who shall fail to present himself, after having been ordered so to do, (unless for reasons satisfactory to the Department,) will be dropped from the list.

11. If an officer should fail to pass a first examination, and be granted an opportunity to present himself a second time, he will, in case of success, have his position on the register designated by the board, subject, however, to the decision of the Department. But if he should fail in the second examination, he will be dropped from the service.
12. Any person producing a false certificate of age, time of service, or character, or making a false statement to a board of examination, will be dropped immediately.
13. Promotions will in all cases be made according to merit and professional qualification without regard to seniority.
14. The Secretary of the Treasury will detail, by ' written orders, all officers for revenue vessels.
15. Officers, when traveling by order of the Treasury Department, will be entitled to receive ten cents a mile by the shortest mail route, or the reasonable expenses thereof, at the discretion of the Secretary of the Treasury.
16. The Secretary of the Treasury will assign stations to the different revenue vessels, determine the number and rank of officers, rates and number of petty officers, seamen, and others to be employed on board, and designate the collector under whose superintendence each vessel shall be placed.
17. All general orders directions, and instructions, in regard to the duties and movements, repairs, and fitments of all revenue vessels, will be given by the Department, through the collectors of customs ruder whom the vessels may be placed.
18. The organization of the revenue marine service, and a general outline of the duties of the persons employed in it, are contained in the act (known as the collection act) of 2d March, 1799, particularly in the 98th, 99th, 100th, and 101st sections. But as that service was established for the

REVENUE MARINE 7

protection of the revenue, and as the officers of the revenue vessels are officers of the customs, a particular knowledge of all the laws relating to the revenue is necessary to a proper understanding of their duties.

19. Other duties arise under the supplementary collection acts of 2d March, 1819; 7th May, 1822 ; and 1st March, 1823; the act concerning wrecked vessels, approved 3d March, 1825; and the acts relating to the cutting and removing of timber from the public lands, approved 1st March, 1817, and 2d March, 1833. Further duties are imposed by the acts prohibiting the slave trade, passed 22d March, 1794, and 15th May, 1820; to all which the particular attention of the officers of the service is directed.
20. All orders relating to the service of revenue vessels, emanating from the President or the Secretary of the Treasury, will be communicated to officers through those collectors having revenue vessels under their superintendence ; and all communications addressed to the Department by the officers on official business must be transmitted through the same channel.
21. Collectors will direct commanders of vessels in regard to special duties in writing; which directions, as well as

those from the Department, must be recorded in the letter and order book of the vessel for reference.

22. The cruising grounds of revenue vessels will be designated from time to time by the Secretary, through the collectors in whose districts they are located.

23. Each collector of customs under whose superintendence a revenue vessel may be placed will be furnished with a copy of these rules, regulations, and instructions, which must be accounted for and turned over to his successor in office with other public property.

24. Each revenue vessel will be furnished with at least two copies of these rules, regulations, and instructions, for the use of the officers and crews; of which one copy is to be kept in the cabin and one copy in the ward-room.

UNIFORMS.

25. Officers are required to provide themselves with uniforms which will be prescribed by the Department from time to time, to wear them on board the vessels to which they belong, and while on duty in boarding vessels and elsewhere.

CONTRACTS.

26. No contract made or entered into by any collector, officer of the service, or other person, for work, labor, materials, or supplies of any kind, will be binding until it shall have been approved by the Secretary of the Treasury, or written authority obtained from him to enter into such contract.

8 REVENUE MARINE.

27. Proposals for supplies, or for articles of any description whatsoever for the use of the service, shall be received by the collector, not to be opened or examined until the time specified in the advertisements for opening them, when all bidders and others so desiring may be present to witness the opening. Each bid or proposal shall be opened and read aloud by the collector, or, in his absence, by a deputy collector and a clerk or clerks shall make a clear and full record of each bid or proposal.

28. After all the bids shall have been opened, read, and recorded, the collector or deputy collector, with the assistance of the clerk or clerks, shall publicly compare the record with the bids; and after correcting or finding the record correct, the bids must be attached to the abstract or list in the order in which they were opened for the files of the office.

29. A copy of the abstract of all the bids, with a copy of the printed advertisement and an explanatory letter setting forth the character of the lowest bid or bids, whether reasonable or unreasonable, and such other pertinent remarks as the collector may think fit to offer, must be transmitted to the Secretary of the Treasury for his acceptance or non-acceptance.

30. When a bid is accepted by the Department, the collector will have a contract drawn, in triplicates and duly executed according to the terms of the advertisement and the bid-one copy to be sent to the Commissioner of Customs, one copy to be retained by the collector, and the third copy to be delivered to the contractor.

31. No member of Congress collector of customs, revenue officer, or any other person employed or in the service of the United States will be allowed to be concerned, directly or indirectly, in any contract for furnishing provisions, supplies, or outfits, or for supplying or furnishing any article for use on board revenue vessels or boats.
32. Rations or provisions for the crews of revenue vessels will be procured by contract upon bids after due public advertisement in one or more newspapers of the port town, or vicinity, under instruction from the Department.
33. The contractor for furnishing provisions for a revenue vessel will be required to furnish one and one-fourth pounds of fresh beef of good quality, and one pound of green vegetables, per man, for not exceeding an average of two days in each week of the entire period of time for which he contracts to supply the vessel with provisions, in lieu of the allowance of salt pork or salt beef, and the vegetable part of the rations for those days.
34. The vegetables to be furnished to crews of revenue vessels with fresh beef shall consist of Irish potatoes, cabbages, turnips, parsnips, onions, and carrots, or such of them as may be in season, and in such proportions of each as may be required to make good soup.

REVENUE MARINE. 9

35. The ration to be furnished will be the Navy ration, omitting the spirits, viz
36. Rations for revenue vessels will be delivered before the end of each month, unless otherwise directed, for the maximum number of persons authorized and entitled to rations in kind.

	POUNDS.						OUNCES.					FRACTIONS OF A PINT.				
	Beef.	Pork.	Flour.	Rice.	Raisins or dried fruit.	Pickles or cranberries.	Biscuit.	Sugar.	Either—			Butter.	Cheese.	Beans.	Molasses.	Vinegar.
									Tea.	Coffee.	Cocoa.					
Sunday	1		$\frac{1}{2}$		$\frac{1}{2}$		14	2	$\frac{1}{2}$	1	1					
Monday		1					14	2	$\frac{1}{2}$	1	1			$\frac{1}{2}$		
Tuesday	1			$\frac{1}{2}$			14	2	$\frac{1}{2}$	1	1	2	2			
Wednesday		1				$\frac{1}{2}$	14	2	$\frac{1}{2}$	1	1			$\frac{1}{2}$		
Thursday	1		$\frac{1}{2}$		$\frac{1}{2}$		14	2	$\frac{1}{2}$	1	1					
Friday	1			$\frac{1}{2}$			14	2	$\frac{1}{2}$	1	1	2	2		$\frac{1}{2}$	
Saturday		1				$\frac{1}{2}$	14	2	$\frac{1}{2}$	1	1			$\frac{1}{2}$		$\frac{1}{2}$
Weekly quantity	4	3	1	1	$\frac{1}{2}$	$\frac{1}{2}$	98	14	11	7	7	4	4	1 $\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$

37. All requisitions for provisions, supplies, repairs, and outfits must be made in triplicate by the captains or commanding officers of revenue vessels, and transmitted to the collector under whose superintendence the vessel may be placed, and, when authorized, will be countersigned by the collector—one copy to be delivered to the

contractor who is to provide the articles, and another copy, approved by the collector, to be returned to the commander of the vessel, to guide him in receiving the articles.

38. Requisitions for rations or provisions for crews must be made out for each month (unless otherwise directed by the Department) sufficiently in advance of the time for their delivery to enable the contractor to comply with them before the first day of the month for which they are required.

39. Requisitions for rations or provisions must specify the number of persons on board for whom rations are required; and will be made for that number; less the number of rations remaining on board from previous month.

ADVERTISEMENTS.

40. Advertisements for annual supplies (the year to commence July 1st) must be issued in the month of May or June, by collectors charged with the superintendence of revenue vessels; and for temporary supplies as occasion may require.

41. In issuing advertisements for proposals for furnishing articles of any description for the use of revenue vessels, short advertisements only, according to the prescribed form, without tables, lists, or specifications, are to be published in newspapers. Lists of articles to be bid for, or other specifications necessary to a full understanding of the proposals advertised for, may be furnished, printed, by the collector, and delivered to persons wishing to bid; otherwise the list must be in manuscript, and copies allowed to be taken.

10 REVENUE MARINE.

42. Advertisements will be inserted only in such newspapers as the Secretary of the Treasury may direct.

BILLS AND VOUCHERS.

43. All bills or vouchers must be made out in detail, giving dates, quantity and price of each article, and the gross amount of each item and quantity carried out in the column of amount.

44. All bills or vouchers for work, labor, materials, and supplies, done or furnished, must be duly certified by the superintending or purchasing officer, or the officer receiving the articles for the use of the vessel under his command, setting forth explicitly the facts; and if under a written contract, that fact must also be stated in the body of the certificate.

45. All bills and vouchers must be made out in triplicate, and must show the date of signature of the approving or certifying officer.

46. No bills, claims, or expenses on account of work, labor, materials, outfits, or supplies of any kind, or on any account whatsoever, except for salaries and wages of officers and crews, articles procured on approved requisitions, and for the rations procured in conformity to these regulations, are to be paid by any collector, or other disbursing officer, until the bills shall have been duly approved by the Treasury Department, and the

payments authorized by it.

PURCHASES.

47. All supplies must be obtained, whenever practicable, by contract after advertisement.

48. All articles of supply or outfits for a revenue vessel, for supplying which there is no written or approved contract, will, when authorized by the Department, be purchased by the collector under whose superintendence the vessel may be; or, with the approbation of the collector, by the commanding officer of the revenue vessel.

49. It shall be the duty of the collector, in all cases of open purchase, to ascertain, in writing, from at least three (if there be so many at the place or in the immediate vicinity) respectable persons engaged in the sale of the articles wanted, the lowest price for them. The collector shall then select those of the best duality, (of such as are required,) at the lowest and most reasonable lance; provided, however, there is no suspicion of collusion among the dealers to obtain more than a fair market price for the articles. In that case the articles shall be procured elsewhere at fair rates.

50. Accounts, bills, or passes, are not to be kept with merchants or others for purchases. Only those persons offering to furnish the articles best adapted to the use to which they are to be applied, and at the most reasonable rates, are to be allowed to furnish articles for the revenue service.

51. Every cask, box, or package of supplies, must be numbered, and the contents distinctly marked upon it.

52. All supplies furnished must be accompanied by a bill or invoice

REVENUE MARINE. 11

specifying the particulars and cost of each article; without which no receipt will be given for them.

REPAIRS.

53. When a revenue vessel or her machinery requires repairs, the fact must be reported by the commander of the vessel to the Department, through the collector, setting forth the actual state or condition of the defective part or parts so far as can be ascertained, the probable length of time it will require to do the work, and the probable cost, specifying in detail cost of labor and cost of materials.

54. When the Secretary of the Treasury shall have authorized repairs to be made on a revenue vessel or her machinery, according to the recommendation of the commander and approving endorsement of the collector, it shall be the duty of the collector to obtain, in writing, proposals from the proprietors of not less than three establishments (if there be so many at the port, or in the immediate vicinity, or within his district) having the necessary means and facilities for doing the work promptly and satisfactorily, which he shall transmit, with an abstract and an explanatory letter, to the Secretary of the Treasury.

55. In cases of doubt on the part of the collector as to the ability of the party or parties submitting offers for work to comply satisfactorily with the terms, it will be his duty, with the assistance of the commander of the vessel, to ascertain the true state of facts, and report them to the Department, with the bids or offers.

56. When the Department shall have decided by whom the repairs shall be made, if by contract, the collector will execute a written contract in duplicate, in conformity with the terms and the authority of the Department, with the party or parties designated, one copy to be sent to the Commissioner of Customs, one copy to be given to the contractor, and the third copy to be retained by the collector for the guidance of the superintendent of the repairs, and for use in the settlement and payment of the bills.

57. In drawing up contracts for work of repairs and materials, it must be specifically stipulated that no work is to be done, labor or materials furnished, nor any other expense incurred which is not specially authorized by the Department; and that neither the collector, the commanding officer, nor the superintendent of the work shall authorize any additional work to be done or labor or materials to be furnished.

58. It must also be stipulated in the contract that in the event of disagreement between the contractor and the superintendent, the work is to cease without any further or additional expense to the United States than may have been already incurred for authorized labor and materials to that time, and the vessel is then to be considered as being entirely subject to the disposition of the superintendent, and the decision of the Department without appeal.

59. Commanders of revenue vessels when attached will, unless specially otherwise directed by the Department, superintend all works of

12 REVENUE MARINE.

repair, alteration, and refitting of the vessels under their command, and the chief engineer will supervise the repairs of engine and boilers.

60. When revenue vessels requiring repairs or refitting are not in commission, or under the command of a revenue officer, the Department will designate to the collector a competent person to superintend authorized repairs and refittings.

61. When superintendents of repairs or refitting are recommended to the Department by collectors in cases in which a revenue officer is not in command or available, they will be careful not to recommend any but entirely reliable shipbuilders, engineers, or other competent and trustworthy persons of experience in building and repairing vessels.

62. No person oilier than an officer of the service shall be employed as superintendent of repairs, refitting, or construction, until he shall have taken and subscribed the oath prescribed by law, anal furnished satisfactory evidence to the Department of his ability to conduct the work to be entrusted to him, and that he is in no way, directly or indirectly, interested in the business, yard, or personal welfare of the contractor whose work he is to superintend.

63. The superintendent of repairs must inspect all materials that may be offered i receive. such only as may be found to be of good and suitable quality for the purpose, and reject all which are not of good finality, or which are unsuited to the repairs in hand.

64. Any collusion, fraud, or willful neglect of duty on the part of a superintendent of work or repairs, will subject him to dismissal and loss of all pay due him at the time; and if he be an officer of the revenue service, to such further punishment as the law may inflict.

65. Certifying officers or persons will be held strictly accountable for the correctness of the matters certified to, and for the proper care and use made of the articles received by them for public use.

DISPOSITION OF PROPERTY.

60. No sale of articles belonging to the United States shall be made without the authority of the Department.

67. When authority has been obtained from the Secretary of the Treasury to dispose of property belonging to the revenue service, it will be sold at public auction, after due public notice, at some suitable place for the attendance of bidders.

68. No property belonging to the revenue service shall be disposed of at private sale.

FISCAL MANAGEMENT.

69. The officers and crew may be paid monthly, but the collector may at the time of any payment, upon the request of the commanding officer, in writing, giving sufficient reasons therefor, retain from the pay of the petty officers and crew one-third of a month's wages, provided no such retention shall have before been made. A note of such retention shall be entered upon the pay-roll, and the amount returned at the close of

REVENUE MARINE. 13

their engagement or time of discharge. From the pay of each person employed in the vessel there will be deducted forty cents per month, the contribution toward the marine hospital fund, which deduction will appear on the pay-roll. Payments will be made monthly by the collector, upon a pay-roll made out in triplicate, according to the prescribed form, certified by the commanding officer, showing the amount due to each. Care will betaken to exclude from the pay-rolls any wages charged for seamen who may have absconded, and, to protect the Government and the seamen from imposition, the collectors are enjoined to cause all dues, whether for wages or liquor equivalent, to be paid to the persons to whom they are clue, unless such persons are minors, in which case it will be paid to the guardian or to the officer in command, he producing the written order of the guardian.

70. These transcripts will be receipted by each person and retained by the collector as his voucher.

71. The payments of all salaries and wages of officers and crews are to be made on board the vessels, when in commission, to which the parties belong, to the. officers and others entitled to receive the same; and to no others,

taking their receipt on the rolls at the time of making the payment; and when payment is made to the crew, it must be made in the presence of the captain, first lieutenant, or other officer, and the evidence of each payment must appear by the signature of the witness in the proper column of the pay-roll, opposite to the name of each of the men so paid.

72. All payments of salaries and wages of officers and crews must be made. in lawful money of the United States, or in the funds furnished to the collector or disbursing officer by the Treasury Department or its representative, and none other under any pretense whatsoever.

73. In case of the death of any officer or other person in the revenue service, or of any person hawing claims against the United States on account of the revenue service, payments, when duly authorized, are only to be made to the legal representative of the party, according to the forms of law.

74. In cases wherein seamen or others die without property, having small sums due them, and it would be attended with expense to the family of the. deceased to take out letters of administration to enable them to collect such small sum or amount, then it will be the duty of the collector or disbursing officer to make all the facts known to the Department and receive instructions before making the payment.

75. In every case in which the Department may see fit to authorize the payment of any small claim to the family of a deceased person, without requiring letters of administration to be taken out, it shall be the duty of the person paying the money for the United States to take ample security, in writing, to the effect that the amount may not be claimed thereafter, on the plea that it was not paid to parties legally entitled to receive it.

14 REVENUE MARINE.

76. No advances, of money are to be made to any person belonging to or employed in the revenue service, unless specially directed by the Treasury Department in writing.

77. No purchases, repairs, alterations, or changes are to be made, for or in any revenue vessel within the limits of the United States, without the previous sanction of the Secretary of the Treasury.

DUTIES OF OFFICERS.

78. No officer or other person attached to, or serving on board of any revenue vessel, or holding any office or place of trust, profit, or emolument in the revenue service, shall oppress, cruelly treat, or maltreat any other person under his command or control, or in the service.

79. Drunkenness, profane swearing, and all other scandalous conduct tending to the destruction of goods morals, are positively forbidden on pain of prompt dismissal, if an officer, and if a petty officer or other person, on pain of punishment according to the laws and usages of the sea service.

80. Officers upon the receipt of orders from the Department are expected to obey them with alacrity. Any attempt to procure their revocation or qualification through political or other influence, being regarded as prejudicial to

good order and discipline, will incur the serious displeasure of the Department, and a note of the fact will be made upon the roster of officers kept at the Department, opposite the name of the offending party, and will stand to his discredit.

81. All officers and other persons of the revenue service are required and strictly enjoined to properly observe and obey the orders of their superiors, and to use their utmost exertions to carry such orders into effect with zeal, alacrity, and promptitude.

82. No officer or other person belonging to the revenue service is permitted or authorized to take out of any seized vessel or prize any money, plate, goods, or any part of her cargo, nor to take or remove any part of her rigging, stores, or outfits, unless it be for the protection or preservation of the same, or unless it should be absolutely necessary for the immediate use of the vessel making the seizure, (in which latter case it shall be the duty of the commanding officer to have accurate lists, made in detail of all property or articles;) but the whole, without fraud, concealment, or embezzlement, must be brought in and delivered to the proper authorities.

83. No officer shall receive, or permit to be received, on board of a revenue vessel, any goods, wares, or merchandise, other than for the sole use of the revenue vessels, except gold, silver, and jewels, and except the goods or merchandise of vessels which may be in distress or shipwrecked, or in imminent danger of being shipwrecked, and in order to preserve them for their owners, without orders from the Secretary of the Treasury or other competent authority.

REVENUE MARINE. 15

84. No officer or other person belonging to or serving in the revenue service shall unlawfully destroy any kind of public property not then in the possession of an enemy; and it shall be the duty of every officer and other person attached or belonging to any revenue vessel, or in the revenue service, to use his utmost exertions to prevent the destruction by others of all property of the Government within the limits of his command or control, or coming under his observation.

85. It shall be the duty of every officer and other person in or belonging to the revenue service to use his utmost exertions to detect, apprehend, and bring to punishment all offenders against the laws of the United States, and to aid and assist, at all times, all persons legally appointed for this purpose.

86. If an officer becomes incapacitated, from sickness or other cause, for the efficient performance of his duties, the commanding officer of the vessel shall make report, setting forth all the facts of the case to the Secretary of the Treasury, through the proper official channel.

87. All applications for leaves of absence on account of sickness must be accompanied by the certificate prescribed in the foregoing regulation, together with a certificate of a board of survey provided for in section 103, and the officer shall state how long he has been absent already on that account, and by whose permission.

88. Leaves of absence, other than for sickness, not to exceed thirty days in any one year, may be granted to officers in the discretion of the Department, when the exigencies of the public service will permit.

89. All offenses of officers on board revenue vessels shall be promptly reported by the commanding officer, through the proper official channel, to the Secretary of the Treasury.

90. No person in or belonging to the revenue service shall waste, embezzle, or fraudulently buy, sell, or receive any ammunition, provisions, rigging, outfits, or other public stores or supplies; nor shall any officer or other person, in or belonging to the revenue service, knowingly permit through design, negligence, or inattention, any waste, embezzlement, sale, or receipt of any property of the United States.

91. If any person in the revenue service shall knowingly make or sign, or shall aid, abet, direct or procure the making or signing of any false muster and pay-roll, or shall execute, or attempt, or countenance any fraud against the United States, he will, on satisfactory evidence to the Secretary of the Treasury, if an officer, be dismissed and handed over to the judicial authorities for trial; but if not an officer, he will be delivered up to the civil authorities for trial and punishment.

92. It is strictly forbidden to all persons belonging to the revenue service, or serving on board any revenue vessel, to give, hold, or entertain any intercourse or intelligence to or with any enemy, without leave from the President of the United States, the Secretary of the Treasury, or the

16 REVENUE MARINE.

commander-in-chief of military or naval forces of the United States, when employed or acting within the limits of their commands, and beyond the reach of the Executive.

93. If any letter or message from an enemy be conveyed to any officer or other person serving on board of any revenue vessel, or to any person employed for the protection of the revenue, lee mill, within twelve hours, make the same known, having opportunity so to do, to his superior or commanding officer; or, if a commanding officer, he shall, with all convenient speed, reveal or make the same known to the Treasury Department, through the proper official channel, or to the military or naval commander in-chief, within the limits of whose command he may be at the time.

94. Spies, and all persons who shall come or be found in the capacity of spies, or who shall bring or deliver any seducing letter or message from an enemy, or endeavor to corrupt any person belonging to the revenue service, shall be seized and held subject to the orders of the Secretary of the Treasury, or other competent authority.

95. No person serving in revenue vessel, or belonging to the revenue service, shall make, or attempt to make, any mutinous assembly, or shall utter any seditious, treasonable, or mutinous words, or shall conceal or connive at any mutinous, treasonable, or seditious practices, or shall treat with contempt his superior, being in the execution of his office; and every person in the revenue service, being witness to any mutiny or sedition, shall do his utmost to suppress it.

98. Any felony committed on board of a revenue vessel shall be promptly reported, if in port, to the collector of the customs; if at sea, the offender shall be confined for safe-keeping, at the discretion of the captain, until the vessel returns to a port of the United States.

97. In ease the crime of murder shall be committed on board of any revenue vessel, if within the waters of the United States, it shall be the duty of the commanding officer to call in the aid of the civil authorities, and deliver up the party or parties charged with the crime, and afford all the facilities to his power to the civil officers whose duty it may be to take cognizance of the set; if at sea, or without the limits of the United States, it shall be the duty of the captain, or commanding officer, to confine and safely guard the offender until he can deliver him up to the proper authorities.

98. All crimes committed by persons on board of revenue vessels, while lying in the waters of the United States, are to be punished by the judicial authorities of the locality in which they may have been committed.

99. No punishment is to be inflicted upon any person on board of, or belonging to, any revenue vessel which is not authorized by law, or in accordance with the usages of the sea service.

REVENUE MARINE. 17

100. All deserters from the revenue service shall forfeit all pay then due them.

101. Whenever any vessel is captured or seized by a revenue vessel, it shall be the duty of the commanding officer thereof to carefully preserve all the papers and writings found on board the prize, and to transmit the whole of the originals, unmutated, to the collector of customs of the port, in conformity to law.

102. The term of service for an officer upon a station will be generally two years, unless the exigencies of the service should, in the opinion of the Department, otherwise demand.

103. No departure from the foregoing regulation will be made at the solicitation of an officer, except in case of sickness, and then only upon the production to the Department of a certificate, to the effect that the nature of the disease absolutely requires a change of climate, made by a board of survey consisting of a surgeon in the Army or the Navy and the surgeon of a marine hospital, who will be invited to constitute such board by the collector of customs, upon the written application of the officer.

104. If these medical officers are not within reach, the collector will select two physicians of good standing to make said survey, at the expense of the officer concerned.

105. Crews for revenue vessels will be shipped for the term of one year (unless otherwise directed by the Secretary of the Treasury) under the personal supervision of the captain or commanding officer of the vessel, according to the terms and forms of shipping articles appended to these regulations, and will not be discharged within that period, unless by written authority of the Secretary of the Treasury.

106. The rate of pay of the different petty officers, seamen, boys, firemen, and others authorized to be employed on board of revenue vessels, will be fixed from time to time, according to circumstances, and the place of employment of the vessel, by the Secretary of the Treasury.

107. No person serving on board of a revenue vessel shall be discharged in a foreign port, or sent on board of a

vessel fallen in with at sea, unless the vessel fallen in with at sea is in distress and requires additional hands to bring her into port; and in that case the men thus sent will be entitled to their pay as though they had remained on board their own vessel, and also to be reinstated in their former or a better position on rejoining their vessel.

108. Captains or commanding officers of revenue vessels may rate or dictate the petty officers and crew of their vessel, within the limit of the numbers authorized by the Department; but no one is to be disgraced, except for good cause; either of want of capacity or misconduct.

18 REVENUE MARINE.

109. Rations will be served out to the crew under the orders of the commanding officer, and under the personal superintendence of the junior lieutenant on duty.

110. Commanding officers of revenue vessels will be held to a strict account for all provisions delivered on board of vessels under their command; and they shall examine all the returns of expenditures, all requisitions for supplies, all accounts rendered against the vessel, and all other returns or reports required under these regulations, and, on being satisfied of their correctness, shall approve the same.

111. No person attached or belonging to a revenue vessel, or revenue boat, will be permitted to take or appropriate to his own use and benefit any supplies, outfits, fixtures, or furniture, or any provisions which are not regularly served out to him as a whole or part of his proper rations.

112. No provisions belonging to the United States are to be taken on shore, or removed from the vessel to which they have been delivered, for the private use of any person, or under any circumstances whatever, except as herein authorized.

113. When crews of shipwrecked or other vessels in distress are supplied with provisions or other articles of public property from revenue vessels, receipts shall be taken for them in triplicate from the party or parties receiving them, if circumstances will permit; but if circumstances will not permit the obtaining of receipts, then the senior or commanding officer of the revenue vessel will cause a full detailed list of the articles and quantities to be made out and certified by a junior lieutenant, which he will countersign as being correct—one copy to be sent or delivered to the collector of customs of the port under whose superintendence lie may be, to enable him to have the United States reimbursed by the owner or owners of the vessel relieved, and another copy sent to the Secretary of the Treasury.

114. In all cases where revenue vessels employed in assisting vessels in distress may incur any necessary damages or expenses, the owners of the vessels so assisted may be required to indemnify the United States for the same; and to this end the commanding officer shall forward to the collector of the port under whose superintendence he maybe, an accurate estimate of expenses incurred and damages sustained, which the collector will transmit to the Department, with a full statement of all the facts, together with the names of the vessel, the master and consignees at the port to which she may be bound.

115. Each and every petty officer, seaman, boy, fireman, and other person regularly shipped, will be entitled to and receive one entire Navy ration per day in kind while actually engaged in serving on board a revenue vessel, except

the grog ration, which will be commuted at the rates fixed by regulation, viz, three cents.

REVENUE MARINE. 19

116. Stewards, cooks, and boys attending upon officers' messes may have their rations commuted at the rate of thirty- cents per day, (the commutation rate of the grog ration must be paid to the persons thus provisioned in money as a part of their pay or compensation,) the commutation less the value of the grog ration to go to the mess in which they are serving.

SUPPLIES.

117. No article of furniture, fixture, or supply, belonging to the United States and furnished to a revenue vessel, is to be condemned or disposed of in any way without the authority of the Secretary of the Treasury, through the proper channel, except as hereinafter provided.

118. All articles of supplies, outfits, furniture, and other public property on board of revenue vessels are to be accounted for by the commanding officers; and the value of all articles of fitments and supplies not satisfactorily accounted for will be checked against the pay of the officer responsible for them.

119. All provisions, supplies, and articles of every description for the use of revenue vessels shall be carefully inspected by the commanding officer of the vessel at the time they are sent for delivery, to see that the provisions are sound, wholesome, and of good quality, and that they are in strict accordance with the terms of the contract; and in case of outfits and other articles, to see that they are of good quality, of the proper kind, size, and description required, and properly put up.

120. Articles sent on board any vessel by the contractor, in conformity with previous requisitions or orders, must be delivered to the commanding officer, or such person as he may appoint to receive them, who is hereby required to cause receipts to be given for the same, provided they are of the proper quality, in good order, and accompanied by bills or invoices made out in due form.

121. All stores sent on board a vessel in commission by a contractor will be carefully examined, when first received, by the officer to whose department they may belong, and such others as the commander of the vessel may appoint; and, if found by them to be of inferior quality, a regular survey will be ordered, and held upon them immediately.

122. All articles condemned by survey as unfit for use, or not conformable to contract, may be returned to the contractor. Duplicates of the surveys must be immediately forwarded to the Department, accompanied by such remarks as may be deemed necessary.

123. Provisions which have become unfit for the use of the crew, from age, or from any other cause, shall be regularly surveyed by a board of survey, composed of not more than three nor less than two lieutenants or engineers, (if there be so many on duty on board;) and in case there

20 REVENUE MARINE.

should not be two lieutenants or engineers on boards then the requisite number of persons, not exceeding three, may be made up from the petty officers of the highest rank.

124. Provisions condemned by a regular survey at sea., by a board of survey, may, if the captain or commanding officer be of opinion that the health of the crew and officers require it, be thrown overboard; but, if in port, the provisions thus condemned are to be retained on board until the survey is approved or disapproved, and directions are given for their disposition.

125. No survey upon provisions shall be ordered by any officer or person on board of a revenue vessel other than the captain or commanding officer; nor shall any officer left in temporary command, or during the temporary absence of his commanding officer, order any survey upon provisions.

126. Each mess will be supplied with the necessary tin buckets, or kids and cans, tin pans, tin pots or cups, tin plates, tin dishes, iron spoons, and common knives and forks.

127. Commanders of revenue vessels will allow the cooks, or members of the men's messes who may be selected for purchasing such necessary articles for their messes as are not embraced in the rations every reasonable facility for doing so and are enjoined to see that they are not imposed upon in making purchases of these articles.

128. Each revenue vessel will be allowed a fishing seine of suitable length, which will be used for the benefit of the officers' and men's messes whenever the duties of the vessel will permit, and there is a reasonable prospect of taking fish.

129. Fishing lines and hooks will be allowed to each revenue vessel, which the commanding officer will see properly distributed among the men's messes.

130. The officers and crews of revenue vessels are to be furnished a full and reasonable allowance of water for drinking and cooking purposes.

131. All revenue vessels without medical officers will be allowed a suitable medicine chest, containing such medicines as the commander, with the sanction of the collector, may think necessary.

GENERAL INSTRUCTIONS.

132. Revenue vessels are not to be used for any other than public purposes; nor shall any vessel be diverted from the service herein prescribed, or any person or persons received on board a vessel for passage from one place to another, for pleasure or business unless it be for the benefit of some branch of the public service, and with the express previous authority of the Department. 133. All persons in the service are to be constant in attention to their duties never absenting themselves therefrom without the consent of their immediate commanding officer, nor remaining out of the vessel to which

REVENUE MARINE. 21

they may belong during the night, after sunset, without express permission from the commander of the vessel.

134. Every officer or person of the service shall treat with respect his superior, or any one having authority over him, and is required to set an example of morality, subordination, and devotion to duty.

135. If any person in the service consider himself oppressed by his superior, or observe in hire any misconduct, he is not on that account to fail in his respect to hiii, but he is to represent, through the proper channel, such oppression or misconduct to the proper authority. But in all cases such person will be held accountable if his representations should be found vexatious, frivolous, or false.

136. No person in the service shall, without the authority of his superior or commanding officer, exchange with another for the performance of any duty with which he may be charged.

137. Officers of the revenue service are strictly prohibited from publishing, or causing to be published, in newspapers, pamphlets, handbills, or otherwise, any disrespectful or offensive matter relative, to transactions of a private nature between officers or between officers and citizens. An officer so offending shall be arrested and tried therefor; and one specification of the charge against him shall be the violation of these instructions.

138. All communications from officers in the revenue service for the Secretary of the Treasury shall be transmitted unsealed through their commanding officers, who will indorse them and forward them through the collector.

139. If any person .on aboard a revenue vessel, or belonging to the revenue service, shall know of any fraud, collusion, or other improper conduct in any agent, contractor, officer, or other person connected with or employed by the revenue service, he shall, without delay, report it in writing through the prescribed official channel to the proper officer or to the Department.

140. Malicious, vexatious, or frivolous charges against any one will subject the accuser to all the pains and penalties of such conduct.

141. No officer or other person in the revenue -service shall use language that may tend to render officers or crew dissatisfied with their duties.

142. No petty officer, seaman, or boy shall be kept in confinement longer than one week, except for good and sufficient reasons, which must be reported to the Department.

143. When the sun sets as or after 6 o'clock, tattoo shall be beat at 9 o'clock in the evening, and the colors be hoisted at 8 o'clock in the morning; and when it sets before 6 o'clock, the tattoo shall be beat at 8 o'clock in the evening, and the colors be hoisted at 9 o'clock in the morning. The colors shall be kept flying until sunset if the weather will permit, or the senior officer see no objection thereto. Whenever a vessel of the service shall get under way, or come to anchor, the colors

22 REVENUE MARINE.

shall be hoisted though earlier or later, if there be light enough for them to be seen; also in passing, meetings joining, or parting from any other of the vessels of the service; and unless there should be sufficient reason to the contrary, on falling in with any other vessel at sea, and in passing or approaching forts, castles, batteries, light-houses, or towns.

144. All lights and fires, except those necessary for the service of the vessel, or specially allowed by the commanding officers or the lights used in the ward-room, steerages, and forward officers' apartments, shall be extinguished at tattoo. The wardroom lights shall be extinguished at 10 p. m., and all others at 9 p. m., unless otherwise allowed in special cases by the commanding officer. The greatest caution is to be observed with regard to lights in any part of a vessel. No light shall be left unattended in any apartment, unless it be in a lantern, properly secured. No uncovered light shall be used in any store-room or in the bold; nor shall spirit lamps, explosive oils, or friction matches be allowed on board any vessel of the service.

145. Gambling of every description is strictly prohibited on board vessels of the revenue marine service.

146. Officers not on duty are to keep the Department at all times advised of their addresses.

147. Officers, on being detached from duty, will immediately inform the Department of their intended place of residence, and notice must be given of any contemplated change before it shall have been made.

148. Officers will promptly acknowledge the receipt of orders, and also inform the Department immediately on their having reported in obedience to them.

149. All persons belonging to the service will conform strictly to such regulations for uniform as may be published from time to time; and every person is strictly forbidden to wear any dress or decoration other than that to which his grade clearly entitles him.

150. In port every boat is to carry the revenue ensign, unless otherwise ordered.

151. All important order, to the officer of the deck, to be carried out during the night, whether given by the commanding or executive officer must be in writing.

152. The practice of presenting swords, plate, or other things of value by inferior officers or crews to their superior or commanding officer, in the way of compliment, and all votes, resolutions, or testimonials, whether of praise or censure, from inferiors to superiors, are injurious to discipline, and are therefore strictly forbidden.

153. Discussions of military or naval movements by officers in the presence of their attendants, or ay of the crew, are prohibited.

154. The use of sheath-knives on. board ship is strictly forbidden. Jack-knives shall be worn with lanyards and in fobs.

155. Steamers of the revenue service are never to be used in towing

REVENUE MARINE. 23

except in cases of distress, and then only when no other assistance is at hand.

156. All mail matter conveyed by vessels of the service is to be delivered immediately after arrival in port to the postmaster of the place.

157. Hammocks shall be scrubbed once each month; and twice, if weather and duty will permit.

158. White bags shall be kept clean by as frequent scrubbing as may be found to be necessary.

159. Clothes-lines and hammock girt-lines shall be fitted and got up on wash-days, and whenever wet clothes are to be hung up to dry. Clothes are not to be hung in the rigging to dry in port, nor at sea.

160. Hammocks shall be neatly lashed up, as uniform in size as possible, and neatly stowed in the nettings during the day.

161. The bedding and clothes of the crew are to be passed up, shaken, and aired at least once a month, and oftener if necessary.

162. When the duty of the vessel will permit, each Saturday is to be set apart for piping up the clothes-bags, and for allowing the men to overhaul and mend their clothes.

163. When in port, all hands shall be called at daylight and the hammocks piped up. At sea, the hammocks of the watch below shall be piped up at seven bells.

164. The hammocks shall be piped down before dark, unless the duties of the vessel will not allow it to be done.

165. Every precaution is to be taken to guard against fire. Lucifer matches are not to be allowed in the men's bunks, messes, or elsewhere between decks, unless they be kept in a safe, and in the care of a responsible person.

166. Galley fires will, in general, be extinguished at 8 o'clock p. m. in winter, and 9 p. m. in summer.

167. The captain or commanding officer may give special permission for lights in officers' apartments occasionally; but they must be reported out to the officer of the deck and captain.

168. No officer or other person will be permitted to read in bed by a lighted lamp or candle, or to turn in and leave lights burning in his room.

169. The magazine is never to be opened without the knowledge and consent of the commanding officer, and until the fire-screens, gratings and tarpaulins have been placed.

170. All officers of the revenue service are required to afford all the aid in their power, not inconsistent with their official duties, to the civil authorities in executing process in harbors, roadsteads, and adjacent coasts, against persons charged with crime, and, at the request and under the direction of the captain or commanding officer of any vessel, to assist in quelling mutiny.

171. Intoxication, or excessive drinking of intoxicating liquors is to be promptly punished.

24 REVENUE MARINE.

172. All officers on leaving a station will obtain from the collector a certificate showing to what date inclusive they have been paid.

173. Officers, petty officers, or men, must not be transferred from one vessel or station to another without the previous authority of the Department.

174. The names of all officers on leave or waiting orders will be borne on the books of the collector of the district in which they were serving at the time of being put on leave or waiting orders, unless changed by order of the Department.

175. Crews of revenue vessels are to be mustered at quarters at 9 or half past 9 o'clock a. m., and before sunset, daily-.

176. There shall be a general muster and inspection of all the officers and crew at least once in each month.

177. The captain or commanding officer will direct, through the first lieutenant, each day before breakfast, the kind of clothing to be worn during the day by the crew.

178. The crews of revenue vessels are not to be unnecessarily exposed.

179. Boats are not to be kept on shore at unseasonable hours of night waiting for officers or others.

180. Boats' crews are not to be away from their vessels at meal times, except in case of pressing public necessity.

181. The berth decks of revenue vessels are to be kept clean and dry i they are not to be wet oftener than may be. absolutely necessary for proper cleanliness.

182. All washing and other cleaning of the decks of revenue vessels should be done at an early hour in the day, to give as much time as possible for them to dry before the hammocks are sent below in the evening.

183. The holds of the vessel are to be kept clean and sweet, and whitewash and dry-slacked lime to be unsparingly used to assist in keeping a pure atmosphere in that part of the vessel.

184. The holds of all revenue vessels are to be broken out and cleaned at least once in every six months.

185. Both at sea and in port the vessel is to be pumped out dry at least once a day ; and if the vessel make much water, twice a day.

186. No efforts are to be spared to keep the holds of the vessel dry; water is never to be let into the hold of a revenue vessel, either at sea or in port, except when absolutely necessary.

187. Commanding and other officers are to spare no pains to keep their vessels thoroughly clean and healthy.

188. It is the duty of every commanding or other officer to keep a strict watch over the habits and conduct of all persons under his command, and to spare no pains to promote the health and comfort of all on board.

189. Sunday must be observed on board all revenue vessels in an orderly manner by officers and men. The crew will be assembled for muster and inspection at 10 a. m., and all labor or duty will be reduced

REVENUE MARINE. 25

to the measure of strict necessity. The religious tendencies of officers and men are to be encouraged, and suitable times and places will be assigned for divine worship. It is hoped that the religious rights of Christian sailors will at all times receive due regard from all commanding officers and others in authority.

190. Whenever cabin or wardroom furniture or other articles of fixtures or outfits are required, either for newly fitted or refitted revenue vessels; or to replace old or worn-out articles, a requisition must be submitted in duplicate by the commander of the vessel, through the collector of the port under whose superintendence the vessel is placed; to the Department, with full explanations, showing clearly the cause for such demand or necessity, the conditions of the articles to be replaced, if to take the place of others, and the actual or estimated cost or expense to be incurred by the Government in case the requisition is approved.

191. No officer or other person belonging to or connected in any way with the revenue service will be permitted to receive money or collect for others any sums for bills certified and approved by himself.

192. All receipts to bills are to be filled up, with the amounts written out in full, before being certified or approved, and returned to the holder.

193. A description of all revenue vessels, accompanied by a full detailed list of all articles of every description on board. furnished by the United States, shall be made out in triplicate, duly certified and receipted for by the commanding officer of each and every revenue vessel when first commissioned, and a new description and list of outfits and supplies on board shall be made on the 1st day of July of each year; one copy to be sent to the Secretary of the Treasury, one copy to the collector of customs under whose superintendence the vessel may be for the time

being, and the other copy to be retained and preserved on board the vessel.

194. Requisition books shall be kept on board each revenue vessel, in which all expenditures for the vessel shall be regularly entered in the order of dates. All articles received for the use of the vessel, and all bills of expenses and repairs, shall be entered under the respective headings of cabin furniture, wardroom furniture, supplies received, provisions received, outfits received, and repairs and alterations made.

195. Revenue vessels, while in commission, and hilly officered, are never to be left without two commissioned officers on duty, except in cases of emergency.

196. Commanding officers are authorized to board any vessel which they may have good and sufficient reasons for believing has concealed goods which are subject to duty, and to search for and secure all such goods.

197. It is strictly forbidden all vessels to break bulk or land any part of their cargoes previous to entry and a custom-house permit to land their goods obtained, except in cases of distress and necessity; it therefore becomes the special duty of the commanding officers of revenue vessels to arrest all persons who attempt to violate the revenue laws in this respect.

26 REVENUE MARINE.

198. In all cases of alleged accidents to vessels, pressing necessity, or distress, the commander of the revenue vessel having cognizance of the alleged fact will immediately make strict and careful examination of the vessel and cargo, and report to the collector of the port.

199. In case a commanding officer of a revenue vessel discovers that goods, wares, or merchandise have been landed in violation of law, he shall use his utmost endeavors to seize them; but failing in that, he shall immediately report all the facts which have reached him to the collector, so that the offenders may be prosecuted according to law.

200. Officers in command of revenue vessels are required to be vigilant and firm in the performance of their duties, and to act at all times with a proper discretion, in protecting the revenue, by employing proper and legal means, without inflicting injury upon commerce and navigation, or encroaching upon the legal rights of individuals.

201. The ensign and pennant, directed by the President under the act of 2d March, 1799, to distinguish revenue vessels and boats from other vessels, is that prescribed in the circular of the Department, dated 1st of August, 1799, and consists of sixteen perpendicular stripes, alternate red and white, the union of the ensign bearing the arms of the United States in dark blue on a white field.

202. Forms of the muster and pay rolls, requisitions for rations and ship chandlery, &c., are attached.

203. The following books will be kept on board revenue vessels by the commanding officer, or such officer as he may assign to that duty

1st. An inventory book, corresponding to the prescribed forms.

2d. A log-book or journal, in which will be entered daily every transaction on board the vessel. Each day's entry will be signed by the officers charged with the watch on deck, and no subsequent alteration will be allowed. The log-book or journal shall be written out daily from the log-slate. It shall be carefully examined by the commanding officer, and he shall sign and approve it at least once each week, to embrace all the intervening time.

3d. The muster and pay books corresponding to forms.

4th. A letter book, in which all official correspondence will be recorded.

5th. An order book, in which the instructions from the Secretary and from the collector, and orders issued by the commanding officer, will be entered.

6th. A requisition book, in which all expenses incurred for the vessel are to be carefully and accurately recorded.

7th. A liberty book, in which shall be recorded the names of such of the crew as may have been granted liberty on shore, specifying the length of leave, the time of the return, and the condition and conduct of each man on his return to the ship.

204. Besides the weekly return which the law requires to be made to the collector, it will be the duty of the commanding officer to transmit, through the collector, to the Secretary of the Treasury, an abstract of his journal to the end of every month, according to the prescribed

REVENUE MARINE. 27

form, which the collector will immediately forward to the Department with such remarks as he may think proper. The weekly report must be made in duplicate, one copy of which will also be forwarded to the Department.

SUSPENSION AND ARREST.

205. On complaint being made against an officer, and in every case requiring immediate decision, any superior may suspend his inferior until further directions shall be received from the Secretary of the 'treasury.

206. Officers are not to be suspended for light or trivial offenses, but for such the commanding officer may express his disapprobation; which, in most cases, will answer the purpose of maintaining discipline.

207. When the commanding officer shall suspend, or continue the suspension of an officer, he shall call upon him for an explanation in writing of the complaint made against him, and a list of persons to be questioned, and shall promptly institute an inquiry into the circumstances, in order to regulate his further proceedings. If, after such inquiry, he shall not deem a report to the Department requisite, the officer shall, within ten days, be restored to duty; but when it is a complaint of oppression made by an inferior against a superior officer, and the latter is

restored to duty, the commanding officer shall (if it be requested) give in writing his reasons for the restoration, to the officer making the complaint, who shall have the right of appeal to higher authority. If the complainant shall decide to appeal, the commanding officer shall deliver to the collector, for transmission to the Secretary of the Treasury, a full statement of the case, accompanied by the statements of the parties to the controversy.

208. No officer under suspension shall be confined to his room, nor restrained from the proper use of any part of the vessel, except the quarter-deck, unless it may be necessary, in the opinion of the captain, for the safety of the vessel or the preservation of good order and discipline on board.

209. If the commanding officer of a vessel shall deem it necessary, in any emergency, to relieve an officer from suspension without withdrawing the complaint or charges made against him, the officer shall return to duty, and obey orders as usual; but his case shall remain subject to inquiry, as though he had not been restored to duty.

210. Offenses shall not be allowed to accumulate so as to form, collectively, sufficient matter for prosecution, without giving due notice to the offender. Any offense allowed to pass unnoticed, or for which the offender was reprov'd or otherwise punished, shall not be revived and subsequently investigated, except when it may be indispensable to prove a particular habit charged, or for the due administration of justice.

211. Offenses of different character shall not be embraced in the same charge, but a separate charge shall be made for each offense of a different character.

28 REVENUE MARINE.

CAPTAINS OR COMMANDERS OF REVENUE VESSELS.

212. When an officer shall be ordered to the command of a revenue vessel he shall, immediately upon joining her, examine her throughout, and ascertain her state and condition. If she be. under the charge of the collectors he will be attentive to her repair and equipment, and report any defects or deficiencies he may discover.

213. After assuming the command he will be held responsible for the good government of the officers and others belonging to the vessel, according to the laws and regulations for the government of the revenue service; and will use the greatest vigilance in boarding and examining all vessels which may arrive in any district, either from foreign or domestic ports.

214. Commanding officers of the revenue service, of whatsoever grade or rank, are required and strictly enjoined to show in themselves a good example of virtue, honor, patriotism, subordination, and of fidelity to the Government and law and to be vigilant in inspecting the conduct of all persons under their command, and to guard against and suppress all dissolute and immoral practices.

215. He shall immediately prepare such internal regulations for the general police of the vessel under his command as he may deem necessary to render her efficient, but such regulations must be consistent with law and these regulations.

216. He shall have prepared, and placed in a place accessible to the officers and crew, complete watch and station, quarter, and fire bills, and see that they are kept corrected as changes occur on board the vessel.

217. He shall not fail to exercise had cause to be exercised the officers and men at the great guns, and with small arms cutlasses, pikes, and other weapons which may be furnished to the vessel, until they become proficient in their use; and thereafter there shall be an exercise of all arms by all the officers and crew for not less than one hour of one day of each week, unless prevented by bad weather or duty of a pressing kind. All exercises are to be entered on the log, and reported at the end of each month in the abstract log.

218. The great guns will be manned and the crews drilled according to the Ordnance Instructions of the Navy, and the small arms according to the infantry drill of the Marine Corps.

219. There shall be general quarters at least twice a month, when the men are to be exercised at the great guns, and in boarding and repelling boarders; in extinguishing fire, securing damaged rigging and spars and placing shot plugs, Sic.

220. All the officers and crew are to be exercised at the great guns but a regular officer and crew are to be quartered at a particular gun, who are to serve at their own gun only, unless otherwise specially directed.

221. If the revenue vessel be propelled wholly or in part by sails, the

REVENUE MARINE. 29

crew and officers must be frequently exercised in making and shortening sail, reefing and furling.

222. The commanding officer shall see that all the small arms of the vessel are kept in good order, and he shall inspect them himself at least once a week.

223. He shall see that all the boats of the vessel are properly fitted, and have all the necessary appliances for performing efficient service and securing the comfort and safety of the crews when away from the vessel.

224. He shall see that the vessel under his command is in good order, and in an efficient state for the prompt performance of any service which may be ordered.

225. The guns, gun-carriages, and all the implements belonging to them are to be frequently overhauled and kept in good order for service.

226. At sea, the captain or commanding officer will have his yards, masts, rigging, and sails properly protected from chafe.

227. At night, when on soundings, or approaching or in the vicinity of land, he will give strict orders and see that the lead is frequently hove, and the result reported to him.

228. The commanding officer is responsible for the proper navigation of the vessel.

229. Masters of vessels being very careless in observing the law enacted March 3, 1849, designating lights to be carried by sailing vessels and steamers, the commanders of revenue vessels are enjoined that, while in the performance of their legitimate duties, they will report all such offenders and their vessels to the nearest port of entry, that the penalty may be enforced.

230. The captain only shall order punishment to be inflicted, which must be in conformity with the law of Congress prescribing the same. In all cases the name of the person, his rank or rate, and the nature of his punishment shall be entered upon the log-book, and reported in the monthly returns made to the Treasury Department. Firm and judicious treatment of officers and men, tempered by kindness, will ordinarily insure discipline and efficiency.

231. The captain is to encourage the officers under his command to improve themselves in every branch of nautical science, and in all the duties relating to the revenue service.

232. Every commanding officer shall, when relieved in the command of a revenue vessel, give to his successor such information as to her qualities and condition as he may think will be of use to him and promote the interests of the service.

233. Should any revenue vessel have had any communication with, or have visited, any infected port, or have any disease on board subjecting her to quarantine, it shall be the duty of the commanding officer to have a yellow flag hoisted, to warn others from improper communication with her; and every assistance in the power of the officers of the revenue service shall be afforded to the local authorities to enforce their quarantine laws. (See chapter 118, section 1, act of Congress February 25; 1799.)

30 REVENUE MARINE.

234. Leave of absence for one week may be granted by the captain, with approval of the collector, but for a longer time only by the Department. The Department must be promptly informed of absences.

235. The commanding officer is authorized to grant liberty to the crew whenever he may think proper, having due regard to their health and the safety of the vessel. Strict justice and impartiality must be exercised in granting indulgences to the men, but commanders are not prohibited from withholding such indulgences from the unworthy and those who may have abused them.

236. In cases of shipwreck, or any other disaster whereby the vessel may be lost, the commanding officer, with the officers and men, shall stay by her as long as possible, and save all they can. He shall particularly endeavor to save the muster, pay, and receipt books, and take special care to destroy or carefully preserve all signals, secret orders or instructions, to prevent their falling into improper hands; and he will use every effort to preserve discipline and prevent any irregularity which might give just cause of offense to the inhabitants where he may be.

237. In case of shipwreck without the limits of the United States, the commanding officer shall lose no time in returning to the district to which he may belong, with the officers and crew; to effect which he may dispose of the

property saved, or draw bills, as he may deem most advantageous to the public interest. If within the United States, lie shall repair to the nearest district; and in all cases make the earliest possible report to the Department.

238. Unless under extraordinary circumstances, the allowance of water per man and per officer per day shall not be less than one gallon. When the men are restricted to an allowance of water, the officers shall be. subjected. to the same restriction.

239. Every commanding officer is enjoined to pay strict attention to the comfort of his crew; to see that their rations are issued in due time., and always in presence of an *officer*, and that their meals are served in a proper manner. When in port, fresh meat and vegetables shall be issued at least once a week, if they can be procured. The ration shall never be inferior to the usual quality when good provisions can be obtained.

240. Whenever a commanding officer is removed from a vessel , he shall deliver to his successor in command all property belonging to the vessel, together with an inventory of the same, in duplicate, which his successor shall receipt, after being satisfied of its correctness, retaining one copy to be forwarded to the Department.

241. When the commanding officer of a revenue vessel is ordered to another station, either with or without his command, lie shall see that all bills against the vessel are properly certified and entered on the books of the vessel before leaving the station.

242. No female is to be allowed to live or mess on board of any revenue vessel without special permission of the Secretary of the Treasury.

243. No commanding officer shall, without the authority and permission of the Department, make, or allow to be made, any changes it the

REVENUE MARINE. 31

internal arrangements, decks, cabins, or state-rooms of a vessel, or in the armament, masts, yards, sails, or rigging, except in cases of absolute necessity, and when there is not time to communicate with the Department. When such changes are. made, he will report it to the Department by the first opportunity, and carefully note and report the effects which such changes have produced in the qualities, performances, and efficiency of the vessel. He will, however, iii forwarding his reports of the qualities of the vessel, and at other times, if he deem it important, suggest any alterations which; in his opinion, would render the vessel more efficient or improve her qualities in any particular.

244. Each and every commanding officer of a revenue vessel shall cause to be kept on board his vessel a regular shipping-book and muster-roll of the crew and officers under his command, showing explicitly the name., rank and rate of all persons serving on board, and the date of entry on board for duty; a fair copy of which shall be wade out in duplicate monthly, duly certified by the commanding officer, one copy of which shall be kept on board the vessel, and the other forwarded to the Department.

245. Each and every commanding officer of a revenue vessel shall, when ever any officer or other person reports

or enters on board of the vessel under his command for duty or service, cause the name and rank or rate of the officer or person so reporting or entering to be recorded on the journal; and no petty officer, seaman, boy, fireman, or other person shall be employed or receive any pay or compensation from the United States until he shall have shipped, and signed the shipping articles in triplicate, in the presence of an officer or other competent witness.

246. Each and every commanding officer of a revenue vessel shall see that proper provision is made and proper comforts are provided for all sick and disabled officers and men under his command; and when in port, and the disability or sickness is of such a nature as in his judgment to require the removal of the sick or disabled person to the shore, he shall apply to the collector of customs of the port for his admission into the marine hospital.

247. No commanding officer of a revenue vessel shall, of his own authority, discharge or refuse to receive on board any officer ordered or appointed to the vessel by the Secretary of the Treasury, or by his order; nor shall he inflict any other punishment upon any officer under his command than suspension from duty for the time being.

248. When going into any port or harbor, or approaching shoals or rocks, whether with or without a pilot, he shall cause regular soundings to be taken; and he shall have the leads frequently used whenever the vessel is on soundings.

249. He will not permit smoking in the wardroom, steerages, cock-pit, or any part of the berth deck; but he will designate such places for smoking as will be best for the comfort of the officers and crew, having due regard to the safety of the vessel and her discipline.

32 REVENUE MARINE.

250. He will permit a lighted lantern to be bung up in a suitable place during meal hours, and after evening quarters until tattoo, or the setting of the watch, from which pipes or cigars may be lighted. No pipes or cigars shall be lighted at the galley on the berth deck.

251. He shall cause all lights and fires, other than the lights in light-rooms, to be extinguished whenever it is necessary to receive or discharge powder; and all not absolutely necessary are to be extinguished whenever the magazine is opened for any general purpose. On all occasions of handling or passing powder the utmost precautions are to be taken to guard against accidents.

252. He shall keep a night order-book, in which shall be entered all orders given to the officer of the deck for his government during the, night.

OFFICERS COMMANDING STEAM-VESSELS.

253. When an officer shall be appointed to the command of a steam vessel, he is to observe carefully the following directions, in addition to those prescribed in the next preceding section, relating to "officers commanding vessels."

254. He is to use all possible diligence to make himself acquainted with the principles and construction of the engines, the intention and effect of the various parts of the machinery, the time the engines were constructed, the

repairs they may have undergone, the period when the last repairs were made, and when the vessel last received new boilers.

255. As a material saving in the consumption of fuel may be produced by reducing the engine power without reducing essentially the speed, and as occasions for this exercise of economy may frequently occur, he is to make himself acquainted with the principle and effect of the expansion of steam, and to require that the expansion gear should at all times be brought into play when the engines are not worked up to their full power.

256. He is carefully to inform himself of the usual daily consumption of fuel, and to obtain all information in regard to the most economical and efficient use of the engines and their appendages.

257. In general cruising revenue steamers are limited to half speed, and they must never be driven to full speed except in emergencies, such as chasing vessels, or in carrying out special orders from the Department or collector of customs, requiring dispatch. In all cases where a full rate of speed is made, the fact will be entered on the log-book, and also on monthly abstracts, noting the time such speed is kept up and the reasons therefor. Care must be observed that only a sufficient pressure of steam is carried under these regulations.

258. To prevent accidents by spontaneous combustion, he is to order the greatest care to be observed that coal is not taken on board when wets and that when on board it is kept as dry as possible. When a fresh supply is received, he is to direct that that remaining in the coal bunkers be, as far as practicable, so stowed as to be used first.

REVENUE MARINE. 33

259. He will direct the engineer to have the flues, chimneys, and boilers cleaned whenever it may be necessary; and when repairs or cleaning are required for the engines or boilers, they are to be made, as far as practicable, by the engineers and firemen of the vessel.

260. He shall take care that the proper lanterns, to prevent collision at sea, are kept in good order and always lighted at night, except when it may be expedient to conceal all lights.

261. He is to have the force-pumps, hose, and all other means for extinguishing fires kept constantly in order and ready for immediate use; and he is to require the utmost care to be taken at all times in the storage of stores, the use of lights and fires, and in the adoption of all other precautionary measures to prevent danger from fire.

262. He shall examine the steam-log daily, and if satisfied of its correctness sign it every month, or oftener.

263. He will require the steam-engineers to conform to the orders of the officer of the deck for the time being; but they are not, except in case of great emergency, to be ordered to perform other duties than those immediately connected with the preservation, repair, management, or supplying of the engines and their dependencies.

264. He will cause the engineers and firemen to be arranged in watches, and when on watch they are to be under the immediate direction of the senior engineer of the watch, and are not to be ordered on other duties than those connected with the engines, boilers, and their dependencies, except in cases of emergency-, and then the engineer

on duty- is to be informed, that lie may adopt all necessary precautions.

265. He will cause the senior engineer to submit for his approval, watch, fire, quarter, and cleaning bills, showing the specific duties of the engineers and firemen.

266. He will require the senior engineer on board to examine daily the engines and their dependencies, and all parts of the vessel which are occupied by them, or by stores for their use, and to report them to the executive officer for inspection; to make immediate report should any defect or danger be discovered; to give timely notice to the commander of the vessel of the probable wants of his department; and whenever articles are received for it, to carefully examine if they are of proper quality, and report any which, in his opinion, may be objectionable.

267. He will make such regulations with regard to leave on shore that the vessel will never be left without the services of an experienced engineer. He will cause a full engineer watch to be kept constantly whenever the fires are lighted, and take care that one engineer at least, with a suitable number of firemen, is always on watch, even though the vessel be at anchor and the fires hauled.

34 REVENUE MARINE.

EXECUTIVE OFFICER.

268. The officer next in rank to the commanding officer of a vessel is to be considered the executive officer.

269. He shall not be required to keep a watch, unless circumstances, in the judgment of the commander of the vessel, should render it necessary. When not compelled to keep a regular watch, he will be on duty from 6 o'clock a. m. until the watch is set at night.

270. When the commander of the, vessel is not on deck, he may advise and direct the officer of the deck in the working and management of the vessel; and if, in his judgment, circumstances should make it necessary, he may take charge of the deck, stating his reasons for so doing to the commander.

271. He will exercise. authority over all subordinate officers and others, and see that they vigilantly perform their duties, and that they conform to all orders for securing uniformity in the mode of executing them.

272. He shall inform himself of the capacity of each man on board, and of the stations they may have previously filled, that he may station them to the best advantage.

273. He shall require from the boatswain, gunner, and carpenter, reports of the state of the vessel in their respective departments, at 8 o'clock in the evening, and at morning quarters.

274. He shall, at 8 o'clock in the evening, report the condition of the vessel to the commander, and receive any orders he may have for him.

275. He shall immediately report to the commander any defect or deficiency that may come to his knowledge, and

which may in any manner endanger the safety or impair the efficiency of the vessel.

276. He is to correct, as far as his power extends, all abuses; and if he observes or has knowledge of any violation of the laws and regulations for the government of the service on the part of any person whomsoever, he is not to exercise any discretion in the matter, but to make immediate report to the commander.

277. Whenever the magazine is to be opened for receiving or discharging powder, he shall see, in person, that all of the prescribed precautions against accidents are rigidly observed.

278. In the absence of the commander he is to act in his stead, but is not to alter or change any of his regulations.

279. He shall cause a convenient locker to be prepared, in which the keys of the holds and all store-rooms shall be hung up, except those which instructions require to be kept in the charge of the commander of the vessel; it shall be his duty to see that all such keys are hung up at sunset, and that they are not taken away during the night without his knowledge, and that the keys of no store-room are ever taken out of the vessel.

280. He shall keep at hand a breaker of water, and a supply of provisions sufficient for the support of the crew of each quarter-boat for one

REVENUE MARINE. 35

week, which will be placed in the boat whenever there is a probability of separation from the vessel, by fog or otherwise. The boat sails shall be kept in readiness for immediate use. If it shall be necessary to send a boat from the vessel at sea, he shall be careful that she is provided with a compass.

281. He will keep a correct muster-roll of the crew, and a descriptive list, and he will have charge of the liberty and conduct books. He will superintend the messing of the crew.

282. He will see that the officers keep correct copies of the watch, quarter, fire, and station bills; that the officers of divisions instruct the men under their command faithfully in their duties.

283. If from any cause he should be rendered incapable of performing his duties, they will devolve upon the line officer next below him in rank.

284. He shall, under the direction of the commanding officer of the vessel, have the superintendence of the general duties to be performed, and of the police of the vessel, and will be assisted by all the officers in their respective positions.

285. It shall be his duty, under the direction of the captain or commanding officer, to make out the watch, quarter, fire, mess, and station bills. He shall take care that all changes are noted on the several bills, and shall cause them to be placed in some convenient part of the vessel, where they may be referred to by the men and officers at all times.

286. He shall, under the direction of the commanding officer, control the expenditures of all stores; see them property entered in the expenditure book, and iii the weekly returns made to the captain, and take care that none are unnecessarily expended or wasted.

287. He shall take care that no person leaves the vessel without permission, and that all strange boats coming alongside of the vessel be reported to him by the, officer in charge of the deck.

288. He shall have charge of the deck whenever the vessel is getting under way or coming to anchor, or when all hands are called for any special exercise or to perform particular duties, unless the commanding officer shall otherwise direct.

289. He shall see that the keys of the magazine, arm-chest, and storerooms are turned in to the captain's cabin, where they must be kept when not required for immediate use by order of the commanding officer.

290. He shall never absent himself from the vessel without the previous consent of the commanding officer, unless the latter be absent from the station on leave.

OFFICERS OF THE WATCH.

391. Each lieutenant attached to a revenue vessel of the United States shall have charge of a watch, except when, in the opinion of his commander, he shall be incompetent, or otherwise unfit for so important a charge. Whenever the commander shall deem it necessary to act in a

36 REVENUE MARINE.

matter so serious as to deprive an officer of his watch, he shall forthwith report all the circumstances to the Secretary of the Treasury, and furnish the officer with a copy of the report.

292. The deck or watch is never to be left in charge of an officer of less rank than lieutenant, except by permission of the commanding officer.

293. On taking charge of a watch an officer is to make himself well acquainted with the position of the vessel with reference to all other vessels in sight, and to any land or danger that may be near, and with all orders that remain unexecuted. He shall hold no conversation with any one, except on duty, nor engage in any occupation which may distract his attention. He is to see that the men on deck are kept on the alert and attentive to their duty; that the lookouts are kept at their several stations and are obviously vigilant; that each sail set is kept properly spread and trimmed; and every precaution is observed to prevent accidents from squalls. Throughout his watch he is to be careful that the vessel is properly and duly steered; that a correct account is kept of her way and leeway; and that the courses and distances, together with every occurrence of importance and interest, and accident resulting in loss of any kind, are plainly and legibly entered on the deck-log, which log he is to sign, at the conclusion of his remarks, with his initials, on the termination of his watch.

294. He is to see that the subordinate officers of the watch are in their stations and attentive to their duties, and that

they muster the men on deck when the other men are relieved from it, and as often afterward as he may judge necessary.

295. He is to be careful, at night, that the required lights are kept burning and are properly trimmed, and, in fogs, that the required signals are sounded. In approaching and passing vessels he is to be governed by the regulations for preventing collisions.

296. He is promptly to inform the commanding officer of all strange vessels that may be discovered; of any land, shoal, rock, or danger that may be made; of all changes of wind or weather; of all alterations of canvas or steam by the commanding officer of the squadron or division to which the vessel may belong; and, generally, of all occurrences worthy of notice.

297. He is never, on his own authority, to carry sail or steam so as to endanger spars or machinery; nor, when the commanding officer is on decks is lie ever to alter either without first consulting him.

298. He is never to change the given course without orders from the commanding officer, unless it may be necessary to do so to avoid danger, and then lie shall report to him without delay-.

299. He is not to make any signal without orders from the commander, unless to warn vessels of some danger; but he will see that everything is in readiness to make them by day or by night.

300. He shall give his attention that all officers, or others, coming on

REVENUE MARINE. 37

board or leaving the ship, shall receive the marks of respect to which they are entitled.

301. No boat is to be allowed to leave the ship or come alongside without the knowledge of the officer of the deck. When boats or tenders come alongside with provisions, water, or stores of any kind, he is to see them cleared without delay, and that no prohibited articles are brought on board; and that all articles which may be ordered to be sent out of the vessel are carefully and properly put on board the vessel or boats which are directed to receive them.

302. When boats leave the ship he shall be particular to see that they have their proper crews, are suitably clothed, and that no man not belonging to a boat shall take the place of one who does, without the authority of the executive officer.

303. He shall take care that a strict and accurate account is taken of all stores received on board, or sent from the vessel during his watch, and see that those which are received are delivered in charge of the proper officer, and that the number or quantity received or sent from the vessel is correctly entered on the log-slate.

301. He shall never cause the engines of a steam-vessel to be stopped without first slowing them, nor to be worked at full speed until the vessel has first gathered way, except in cases of great emergency.

305. He will see the conductors, life-buoys, and heaving-lines ready for service, and that a boat is always ready for lowering.

306. An officer commanding a division of guns and men on board a vessel is to be held responsible for its efficiency in all respects. Besides keeping the guns in constant condition for action, and the men well trained to their use, agreeably to the ordnance instructions of the Navy, he is to give his personal attention to the cleanliness and good appearance of the men.

307. He is to be very particular to inform the officer who relieves him of all orders which remain to be executed; of the position of the vessel with reference to land, vessels, &c., and give him all such information as may be necessary or serviceable in carrying out the unexecuted orders of the captain.

308. He shall be particular in making all the usual reports to the captain or executive officer; shall require all officers and others under his orders to perform their duties in a proper manner, and shall see that all the proper honors and etiquette are strictly observed.

THE SECOND LIEUTENANT.

309. The line officer next in rank to the executive officer shall be the navigator.

310. Under the direction of the commander of the vessel the second lieutenant will, in addition to his oilier duties, superintend the stowing of the ballast, water-tanks, provisions, and all other articles in the hold.

38 REVENUE MARINE.

311. When the stowage of the vessel shall be completed, an entry must be made in the log-book, specifying particularly the quantity and arrangement of the ballast, the number, size, and disposition of the tanks and casks, and the quantity and storage of provisions and other stores. Accurate plans must also be made of the stowage of the hold, showing the disposition of all the articles, all of which must be inserted on the first page of the log-book.

312. The second lieutenant is to inspect the hold frequently, and see that it is kept clean, and that everything is properly stowed to keep the vessel in her proper trim, and that everything is well chucked to prevent its fetching away in land weather.

313. Under the direction of the commander or executive officer, he is to see that the cables are properly secured below, distinctly marked, and properly fitted and stoppered while at anchor; that the chain-lockers are kept clear, and that the necessary arrangements are made for anchoring, mooring, unmooring, or getting under way without unnecessary delay.

314. He is to see that the standing and running rigging and sails of the vessel are, at all times, protected from chafe, and in good order.

315. He shall examine the charts of all the coasts which the vessel may visit, note upon them any errors which he

may discover, and inform the commanding officer of the same, that he may, if he think them of sufficient importance, report them to the Department.

316. He shall frequently examine the compasses, time-glasses, log, and lead-lines, and see that they are in good order. When at sea., he shall ascertain, by time-sights, meridian altitudes, and by other astronomical means, the position of the vessel, and report the same to the captain, at noon, and at such other times as the captain may require. He shall have charge of the chronometers and other nautical instruments, charts, and books of the vessel, subject to the orders of the captain.

317. He is to have charge of; and must account for, all nautical books, instruments, charts, national flags, and signals belonging to the vessel.

318. When the vessel may be approaching any land or shoals, or entering any port or harbor, he shall be very attentive to the soundings; and he shall, at all times, inform the commander of any danger to which he may think the vessel exposed, whether under charge of a pilot or not.

319. He shall have charge of keeping the ship's log-book, and shall see that all particulars are duly entered in it, according to such forms as are or may be prescribed and he shall, immediately after such entries, send it to the watch officers, that they may sign their names at the end of the remarks in their respective watches while the circumstances are fresh in their memories, and he shall take it to the commanding officer for his inspection immediately after noon of each day.

320. There shall be entered on the log-slate and log-book, with minute exactness, the following particulars

REVENUE MARINE. 39

First. The name and ranks or rating, of all persons who may join or be discharged from the vessel; all transfers, deaths, and desertions; the names of all persons made prisoners by an enemy, and of all absent without leave; the names of all passengers, with times of coming aboard and leaving in the direction of the wind, state of the weather, courses steered, and distances sailed; the time when any particular evolution, exercise, or other service was performed; the signal number of all signals made, the time when, and by what vessels, and to what vessel they were made; the nature and extent of all public punishments inflicted, with the name and crime of the offenders; the rating and disrating of petty officer, ; the result of all observations made to find the ship's place, and all dangers discovered in navigation.

Second. The grounding of the vessel, and the loss of or serious injury to boats, spars, sails, rigging, and stores of any kind, with the circumstances under which they happened, and the extent of the injury received.

Third. A particular account of all stores received, from whom received, or by whom furnished, and the department for which they were received.

Fourth. A particular account of all stores condemned by survey or converted to any other purpose than that for which they were originally intended.

Fifth. A particular account of all stores lent or otherwise set out of the vessel, and by what authority it was done.

Sixth. All the marks and numbers of each cask or bale which, on being opened, is found to contain less than is specified by the invoice, or than it ought to contain, with the deficiency found.

Seventh. Every alteration made in the allowance of provisions, and by whose order.

Eighth. The employment of any hired vessel, her dimensions in tonnage, the name of the master or owner, the number of her crew, how or for what purpose employed, by whose order, and the reasons for her employment.

321. After the log has been signed by the officers of the watches, no alterations shall be made therein, except to correct some error or supply some omission; and then only with the approbation of the commanding officer, and upon the recollection of the officer who had charge of the watch in which the alteration or addition is proposed, who shall then sign the same, if satisfied of its correctness.

322. He will be careful to prevent any waste or improper expenditure of fuel or water, and he is to report daily, when at sea, to the commanding officer, the quantity of each expended in the last twenty-four hours, and the quantity remaining on hand.

323. Should he be removed or suspended, he shall sign the log-book and deliver it to his successor, taking his receipt for the same, and for all other articles under his charge; and shall deliver to the commander

40 REVENUE MARINE.

a fair copy of the remark-book, made up to the day of his removal or suspension.

324. The log-book will be kept by the second lieutenant, and the transcript written by the third lieutenant.

THIRD LIEUTENANTS.

325. Under the direction of the commanding officer, he shall make weekly and monthly abstracts from the journal, and such other official writing as may be designated from time to time.

326. The third lieutenant shall have charge of, and be responsible for, all the provisions; and shall superintend the serving out the rations to the crew; and make quarterly returns of quantity of rations expended and on hand to the commanding officer, who will certify their correctness and forward same to the Department.

327. He is to be careful not to serve out any fuel or water beyond the stipulated allowance, without the special orders of the commander.

328. In addition to the foregoing, he shall perform such other duties as may be assigned him by the commanding officer.

BOATSWAIN, GUNNER, AND CARPENTER.

329. They must carefully examine all the articles belonging to, and all stores received for, their respective departments, and see that they are of good quality, that they agree in quantity with the invoice or bill sent with them, and that they are in good order, and must make immediate report to the executive officer of any defect or deficiency which they may discover.

330. They are responsible for all articles of their departments, and particularly for the careful preservation of all tools or implements issued for the use of their departments. They will retain for survey all of these that may become worn out, or otherwise rendered unfit for further use, as their responsibility with regard to them will not cease until they have been formally disposed of by survey.

331. They shall request a survey upon all stores which may be injured, or become unfit for service, in their respective departments, and such as the surveying officers condemn shall be expended, preserving a colt' of the sure et' as a voucher; but if the survey shall direct articles to be converted to some other use, they shall be charged accordingly, and expended in the same manner as any other stores.

332. They shall be particularly watchful, and make immediate report to the executive officer of any neglect or misconduct which they may discover in the person having charge of their stores.

333. When a vessel is about to be dismantled, they are to be careful that all the articles belonging to their respective departments are properly secured and tallied with their name and quantity, whether « serviceable," «requiring repairs' or « unserviceable," and that all precautions are taken to prevent their being in any manner injured.

REVENUE MARINE. 41

334. They are to report daily, at morning quarters and at 8 p. m., to the executive officer, the state of all things in their respective departments.

335. The boatswain is to be generally upon deck in the day, and at all times, both day and night, when any duty shall require all hands to be employed. He is to see that the men go quickly upon deck when called, and that when there they perform their duty with alacrity.

336. He is every day, before 7 1/2 a. m., and as much oftener as may be desirable, according to the service the vessel is employed on, to examine the state of the rigging, to ascertain whether any part be chafed, or likely to give way, and to report to the officer of the deck the state in which he finds it. He is at all times to be careful that the anchors, booms, and boats be properly secured; and he is to be very attentive to have ready a sufficient number of mats, plats, nippers, points, and gaskets, that no delay or inconvenience may be experienced when they are wanted.

337. He is to be very attentive when working up junk that every part of it is converted to such purposes as may be ordered. 338. Besides his general duties, the gunner is to have charge of the anchor-buoys and life-buoys, to see that they are at all times in good order, and the latter ready to be dropped into the water at a moment's warning.

339. He is to report to the second lieutenant for entry in the log-book, after any exercise in which powder or powder and shot are used, the quantity of each expended, and is to sign the entry in attestation of its correctness.

340. He is responsible for the good condition of everything pertaining to the guns and their equipments, magazines, shell-rooms, shot and shell, small arms, &c., and he is to satisfy himself that they are constantly in good order and condition.

341. The carpenter, in addition to his general duties prescribed above will examine and report daily to the first lieutenant the state of the masts and yards, have the pumps and Lose ready for instant use, keep the boats, oars, ladders, and gratings in good order, and frequently examine the sides and decks, and report when calking is required.

COMPLEMENTS OF VESSELS.

343. Crews will consist of boatswains, gunners, carpenters, quartermasters, master-at-arms, seamen, boys, cooks, stewards, and firemen.

343. Crews shall be shipped, in the usual manner, as seamen, boys, and firemen, according to their respective capacities, but with no higher rates. Stewards and cooks may be shipped as such.

344. The complements of all vessels employed in the revenue service, or in protecting the revenue, will be determined by the Secretary of the Treasury, from which there shall be no departure under any pretense.

345. A revenue vessel, otherwise ready for service, shall not be detained on account of a deficiency of seamen, provided the deficiency does

42 REVENUE MARINE.

not exceed one-fourth the number of seamen allowed in the table of complements, and provided the deficiency can be supplied by an additional number of seamen; nor shall a revenue vessel, when under orders for service, and otherwise ready, be detained if the whole number of petty officers and persons of inferior ratings on board shall be equal to three-fourths of the total number of such persons allowed by the table of complements.

346. The Department will, at any time, if it be deemed expedient, direct vessels to sail with still smaller numbers, or otherwise modify the table of complements for vessels destined for particular service.

ENLISTMENTS.

347. No boy under the age of thirteen years, or under four feet nine inches in height, shall be entered or shipped to serve on board of a revenue vessel.

348. No person under the age of twenty-one years shall be entered or shipped to serve on board a revenue vessel

without the consent, given in writing, of the parents or guardians of said person, if any such can be found.

349. No boy is to be entered or shipped on board of a revenue vessel to perform any duty other than to wait upon officers' messes, or other usual duties of the vessel, and then lie is to mess with the crew.

350. No person is to be borne on the books of a revenue vessel who is not assigned and required to perform the proper and usual duties of the position or office corresponding to the rank or rate as shown on the shipping articles.

351. No person shall be shipped or allowed to sign the shipping articles while in a state of intoxication, nor shall any person be shipped for the revenue service who has been convicted of felony or any infamous crime.

352. Shipping articles will conform to the law as set forth in these regulations, the heading of which shall be read to all persons desiring to enter or ship for the revenue service before they shall be required to sign them.

353. When any person belonging to the crew of a revenue vessel dies on board, or in actual service, the necessary funeral expenses will be paid when duly certified and approved; but this regulation is not to be construed to authorize any expenses beyond those indispensable to the decent burial of the deceased person.

CHIEF ENGINEER.

354. A chief engineer, on being ordered to a vessel, will make himself acquainted with all parts of the machinery and boilers, the coal-bankers and store-rooms; he will examine carefully all parts of the machinery, and everything pertaining to it, and report to the commanding officer anything that is defective.

REVENUE MARINE. 43

355. He will cause the assistant engineers, on their joining the vessel, to become familiar with all the cocks, valves, pipes, and the different parts of the machinery and boilers.

356. He will see that he has the requisite amount of stores, of good quality, on board, and that they are stored away in good condition.

357. He will provide a supply of oatmeal, to be issued to the firemen without charge, at such times and in such quantities as the commanding officer may direct.

358. He will keep a strict account of, and be responsible for, the expenditure of the coal, stores, duplicate pieces, and all articles in the engineer department; and he will examine each day's expenditure and approve it by his signature.

359. He will make out the watch, quarter, fire, and cleaning bills for the engineer department, assigning to each person his proper station and duty, and submit the same to the commander of the vessel for his approval and signature, which bills shall then be hung up in some conspicuous place, where all persons in the department may refer to them. He will see that the prescribed duties are performed in a proper manner, and will report all neglect of

duty or other breach of discipline in the fire or engine room to the executive officer.

360. He will see that the fires are never lighted, nor hauled after being lighted, without the consent of the commanding officer; and that the engines are never turned, after being stopped, except in obedience to signal, or by permission of the officer of the deck.

361. He will report to the commander any accident or defect that may occur to the machinery, boilers, or their dependencies, and at meridian of each day report the quantity of coals consumed, the revolutions made, by the engines, and the average revolutions per minute for the last twenty-four hours; also, the quantity of coal remaining on hand and if at any time in his judgment the machinery is driven too hard, or undue strain put upon any of its parts by stress of weather, motion, or position of the vessel, he will report the same to the commander, noting such report, and the causes for it, in the steam-log.

362. He shall make a daily personal examination of all parts of the vessel occupied by the engines and their dependencies, and will report them ready for inspection to the executive officer at such times as may be directed by the commander of the vessel.

363. He shall, at the setting of the watch in the evening, report the condition of the engines, boilers, and their dependencies, to the commanding officer, and receive from him any orders he may have. to give him for the night.

364. He will exercise a vigilant supervision over every part of the steam department, and see that it is kept in good order; he will be particular that the steam pumps, hose, and other means for extinguishing fire, are ready for immediate use; that the water in the boilers is not

44 REVENUE MARINE.

carried to an improper density; and that the coals and stores are used to the greatest advantage.

365. He shall afford every facility- to, and encourage in every- way, the assistant engineers to improve themselves in their profession.

366. He will examine the bunkers each time the vessel arrives in port, or oftener, to see if the amount of coal corresponds with the log, and if any discrepancy appears, he will report the same immediately to the commander and note it on the log.

367. He will, on the discontinuance of steaming, with the permission of the commanding officer, clean and repair, at once, the engines and their dependencies.

368. He will cause the firemen to be instructed so as to qualify them for managing the engines and dependencies with safety, in case accident, or other causes, should prevent the attendance of the engineer.

369. He will cause the temperature of the coal-bunkers to be ascertained twice in each watch, and have the result reported to the officer of the deck at the expiration of the watch.

370. Whenever a distilling apparatus is fitted on board a steam-vessel, he is to take charge of it, and will be held responsible for its being kept in proper repair and condition.

371. A steam-log is always to be kept when the vessel is moved by steam, which log is to be signed in the column of remarks by the engineers of the respective watches at the expiration of their watch, and at noon of each day by the senior engineer of the vessel. The steam logbook is to be handed to the commander of the vessel daily by the senior engineer on board. At the end of each quarter he shall send to the commanding officer of the vessel a fair copy of the steam log-book, certified by his own signature..

372. He will take the utmost care in the arrangement of stores, the use of lights and fires, and the adoption of every precautionary measure to prevent the danger from fire to which steamers are so much exposed.

373. He will carefully note in the steam-log the draught of water of the vessel and immersion of the bucket-boards just before going to sea, and on arriving in port, and frequently when receiving coal and other stores.

374. The chief engineer of the vessel will make a quarterly report to accompany the quarterly synopsis of the steam-log, in which he will detail the breakage or other casualties of the machinery-, the causes thereof as far as he may be able to ascertain with certainty, the time expended in repairing them and in adjusting the machinery, and whether done by his department on board, or by workmen from the shore. He will also give his opinion of the present condition of the machinery, mentioning particularly the cylinders and their valves, the steam bearings, the pumps, the condensers and boilers, and the paddle-wheels, or screw, to which he will add his observations as to their sufficiency and efficiency.

REVENUE MARINE. 45

to the event of any experimental machinery being on board, or unusual arrangement, he will particularly describe it, and its mode of action, and give the results therefrom, and his opinion on its merits.

375. He will state the maximum speed of the vessel under steam alone, in smooth water, that can be sustained for twelve consecutive hours, with the machinery in its existing condition, and give the necessary data in connection therewith, such as the boiler pressure, number of revolutions of the engine per minute, vacuum in the condenser, number of holes of throttle-valve open, point of cutting off steam, temperatures, pounds of coal consumed per hour, number of tons of coal on board the vessel, indicated horse-power, &c.

376. He will state the number of engineers, of first and second class firemen attached to the vessel, and also the number of tons of coal that the bunkers will contain.

377. He will add such observations on the machinery and vessel as his experience may suggest, with a view to their correct appreciation and value.

378. Whenever a revenue steamer is employed in assisting a vessel in distress, he shall keep an accurate account of the fuel consumed while so employed, enter the same upon his log-book, and report it in writing to the commanding officer.

ASSISTANT ENGINEERS.

379. When there is no chief engineer on board, the duties assigned to him will devolve on the senior assistant engineer.

380. Assistant engineers are at all times faithfully and zealously to carry into prompt execution all orders they may receive from the engineer officer in charge on board, or others their superiors; and they are to be especially careful in the management of the engines, boilers, and their dependencies; to adhere strictly to the directions of the engineer in charge, and to report to him instantly- on discovering anything wrong about them.

381. When the engines are in operation, the engineer of the watch will execute promptly all orders he may receive from the officer of the deck, though he must be careful in so doing that no risk of injury is incurred. Should he receive an order which, in his judgment, would involve dangerous consequences, he will immediately send his reasons for his opinion to the officer of the deck and inform the senior engineer, who will at once report to the commanding officer for instructions.

382. He will make, at the expiration of the watch, report to the officer of the deck whether the engines and their dependencies, the force-pumps, hose, and all other means for extinguishing fire, are in good order, and that the pumps and hose are ready for immediate use. Should anything occur to require a change in the orders under which the engineer is then acting, or should special attention be required to any object in order to insure safety or more efficiency, he will report the same to the officer of the deck immediately.

46 REVENUE MARINE.

383. Should it be necessary from any cause to stop the engines suddenly, he will report the fact to the officer of the deck; if not possible to do so in time before stopping them, he will report afterward his reasons therefor and the probable length of time they will be stopped. He will also inform the chief engineer immediately.

384. He will note hourly on the steam-log all the information which the columns in it require, and place in the column of « remarks" full information of the state of the weather and sea,, and all accidents to or defects -in the engines or their dependencies, the manner of their working, the quality of the coal, and any other circumstances which may be useful for determining the powers and qualities of the vessel and the engines under the various circumstances to which they may be exposed.

385. He will be particularly careful to prevent the waste of coal, oil, tallow, and all other stores in the engineer's department.

386. In the absence of the senior engineer officer belonging to the vessel, the one remaining on board highest in rank or seniority is to be held responsible for the good order of the engine-room, and for the proper discharge of all the duties connected therewith.

MILITARY HONORS AND CEREMONIES.

387. When the President of the United States shall visit a vessel of the revenue service, he shall be received with the following honors: The yards or rigging shall be manned, all the officers shall be on deck in full uniform, and a salute of twenty-one guns shall be fired, with the national ensign hoisted at the main, where it shall be kept till the second salute is concluded. He shall receive the same honors when he leaves the vessel.

388. The Vice-President shall be received with the same honors as the President, except the salutes and the national ensign, which shall not be hoisted. One salute of seventeen guns shall be fired when he comes on board.

389. The Secretary of the Treasury, or any other head of a Department of the General Government, or any of the justices of the Supreme Court, or a governor of a State or Territory, or foreign ministers plenipotentiary, shall be received with a salute of fifteen guns.

390. Assistant secretaries, major generals of the Army, flag officers of the Navy, and charges d'affaires shall be received with a salute of thirteen guns, and foreign consuls with a salute of seven guns.

391. Upon the anniversary of the Declaration of Independence of the United States the colors shall be hoisted at sunrise, and all the vessels of the revenue service shall, when in port, be dressed, and so continued until the colors are hauled down at sunset, if the state of the weather and other circumstances will allow it. At meridian a salute of twenty-one guns shall be fired from every vessel in commission, except those having two guns only, on board of which all salutes may be dispensed with.

REVENUE MARINE. 47

392. On the 22d day of February-the anniversary of the birthday of Washington-a salute of twenty-one guns shall be fired at meridian from every vessel of the revenue service in commission that carries more than two guns.

393. Officers of the Army and Marine Corps of the grade of captain and above, and officers of the Navy of the grade of lieutenant and above, on visiting a revenue vessel, shall be received by the commander with the same honors due to himself on board his vessel.

394. Officers of the Army, Navy, and Marine Corps, of lower grades than those specified in the preceding article, shall be received by the officer of the watch with the same honors due to a lieutenant of the vessel.

395. Captains, when they go on board a vessel of the revenue service commanded by officers of the same or inferior rank, shall be received on deck by the commander of the vessel, by the second officer in command, and by the officers of the watch.

396. All commissioned officers below the rank of captain shall be received by the officer of the watch.

397. The gangway ceremonies shall be as follows

395. For captains, the side shall be piped by the boatswain, and attended by two side-boys.

399. For ward-room officers, the side shall be attended by a quartermaster.

400. These ceremonies shall not be observed before the colors are hoisted in the morning, nor after they are hauled down at sunset. After dark, each side-boy or quartermaster shall hold a light at the gangway.

401. After tattoo, the side shall be attended only by the quartermaster's light for any officer of the revenue service.

402. When the captain is absent, a light shall be hoisted at the peak at tattoo.

403. All officers and persons belonging to the revenue service are to salute, by touching their hats or caps when they address themselves to or are addressed by an officer on duty, and when they pass near each other the junior or inferior in rank to salute first. These official courtesies are to be observed when officers are known, though they may not be in uniform.

404. Officers and men are never to omit any mark of official courtesy or respect which may be due to the rank of officers of other branches of the public service, or of foreign officers.

405. Senior officers are never to omit to return salutes of junior officers; and all officers and persons are required to be particular in requiring from inferiors every proper mark of official respect, and to extend the same to them.

406. Cheers shall never be given as a compliment to any officer or man on joining a vessel of the service, or while attached to or being detached from her.

407. Officers in boats meeting or passing their own immediate com-

48 REVENUE MARINE.

wander in a boat with his pendant flying, are to salute him by lying on their oars, or letting fly their sheets and raising their caps; and in passing each other the salute of raising the cap is always to be mutually made, but first by the junior in rank or seniority. When boats are approaching the same landing or vessel, an inferior is always to yield the way to a superior in grade. Boats about leaving the vessel's side with inferior are to give way in ample season to others approaching it with superiors. No boat is ever to be permitted to remain unnecessarily at a landing or gangway, or to be moored at the booms so as to interfere with boat coming to or leaving the gangway.

408. These instructions are not to be construed to limit the duties of any officer or man employed in the revenue service; but every officer and man is to obey promptly all lawful orders of his superior.

409. In order to facilitate and improve the mode of communication at sea by ships of war with each other, and with vessels of the revenue marine and the merchant service, Rogers' Commercial Code has been adopted for the use of the Navy, copies of which, together with the necessary flags, will be distributed among the public vessels of the revenue service, as the Department may from time to time direct.

410. Officers will embrace every convenient opportunity to familiarize the service with the use of these signals b5-communicating with other vessels which may possess them, and with stations on shore.

PILOTAGE.

411. Every officer is expected to make himself familiar with the existing charts and with the waters of the several harbors within their stations, so as to dispense with the employment of local pilots.

INSPECTING OFFICERS.

412. A captain of the revenue marine will from time to time be detailed by the Department to act as inspecting officer, whose duties shall be as follows

He shall visit such vessels and stations as the Department may designate.

He will thoroughly inspect the condition of the hull, spars, ribbing, sails, boats, machinery, (if a steamer,) and all her equipments.

He will cause to be produced for his personal inspection, all books, papers, nautical instruments, arms, provisions, and other movable articles of public property, and note whether the same are in accordance with her inventory, or properly accounted for.

He will cause the officers and crew to be mustered in his presence, and see that all hands are present or accounted for, and that each person is employed in the duties belonging to his rating, and he will also listen to and investigate any complaints made by subordinate officers or crew.

He will ascertain whether proper discipline has been, and is, maintained

REVENUE MARINE. 49

and the regulations prescribed for the government of the service properly observed and enforced; also if there has been any wasteful expenditure of provisions or other stores, or unnecessary consumption of fuel.

He will take such measures as may seem proper to ascertain whether the vessel has been actively employed in cruising, and if the officers have been zealous in the performance of their duties, and conducted themselves generally with credit to the Government.

After completing such inspection he will make a full and detailed report to the Department, setting forth such facts as may come within his knowledge, and making such recommendations as may seem proper.

Commanding officers are required to afford every facility to inspecting officers to enable them to carry out this regulation.

RULES TO PREVENT COLLISIONS.

413. The following rules and regulations for preventing collisions on the water are to be strictly observed in the revenue service, with the understanding, however, that the exhibition of any light on board a vessel of the service may be suspended whenever, in the opinion of the Secretary of the Treasury, or the commander of a vessel acting singly, the special character of the service may require it, as in blockading, &c.

ARTICLE 1. In the following rules every steamship which is under sail, and not under steam, is to be considered a sailing ship; and every steamship which is under steam, whether under sail or not, is to be considered a ship under steam.

ART. 2. The lights mentioned in the following articles, and no others, shall be carried in all weather between sunset and sunrise.

ART. 3. All steam-vessels when under way shall carry-

- a. At the foremast-head a bright, white light, so fixed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the ship, viz: from right ahead to two points abaft the beam on either aide, and of such a character as to be visible on a dark night, with a clear atmosphere, a distance of at least five miles.
- b. On the starboard side a green light, so constructed as to throw a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.
- c. On the port side a red light, so constructed as to show a uniform, unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port aids, and of such a character as to be visible on a dark night with a clear atmosphere, at a distance of at least two miles.
- d. The said green and red side lights shall be fitted with inboard screens, projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

ART. 4. Steamships, when towing other ships, shall carry two bright, white masthead lights, vertically, in addition to their side lights, so as to distinguish them from other steamships. Each of these masthead lights shall be of the same construction and character as the masthead lights which other steamships are required to carry.

ART. 5. Sailing ships under way, or being towed, shall carry the same lights as steamships under way, with the exception of the white masthead lights, *which they* shall never carry.

REVENUE MARINE. 50

ART. 6. Whenever, as in the case of small vessels daring bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on 'their respective aides of the vessel, ready for instant exhibition, and shall, on

the approach of, or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard aide.

To make the use of these portable lights more certain and easy, they shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens.

ART. 7. Ships, whether steamships or sailing ships, when at anchor in roadsteads or fair ways, shall, between sunset and sunrise, exhibit, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and at a distance of at least one mile.

ART. 8. Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the masthead, visible all around the horizon, and shall also exhibit a flare-up light every fifteen minutes.

ART. 9. Open *fishing* boats and other open boats shall not be required to carry aide lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green elide on the one side, and a red elide on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard aide. Fishing vessels and open boats when at anchor, or attached to their nets and stationary, shall exhibit a bright, white light. Fishing vessels and open boats shall, however, not be prevented from using a flare-up in addition, if considered expedient.

ART. 10. Whenever there is a fog, whether by day or night the fog signals described below shall be carried and used, and shall be sounded at least overt' five minutes, viz:

- a. Steamships under way shall use a steam whistle, placed before the funnel, not less than eight feet from the deck.
- b. Sailing ships under way shall use a fog-horn.
- c. Steamships and sailing ships when not under way shall use a bell.

ART. 11. If two sailing ships are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be port to port, so that each may pass on they port side of the other.

ART. 12. When two sailing ships are crossing, so as to involve risk of collision, then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side, except in the ease in which the ship with the wind on the port side is close-hauled, and the other ship free, in which case the latter ship shall keep out of the way. But if they have the wind on the same aide, or if one of them has the wind aft, the ship which is to windward shall keep oat of the way of the ship which is to leeward.

ART. 13. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port aide of the other.

ART. 14. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

ART. 15. If two ships, one of which is a sailing ship and the other a steamship, are proceeding in such directions as to involve risk of collision, the steamship shall keep out of the way of the sailing ship.

ART. 16. Every steamship, when approaching another ship so as to involve risk of collision, shall slacken her speed, or if necessary stop and reverse; and every steamship shall, when in a fog, go at a moderate speed.

ART. 17. Every vessel overtaking any other vessel shall keep out of the way of the said last-mentioned vessel.

REVENUE MARINE. 51

ART. 18. Where, by the above rules, one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following article.

ART. 19. In obeying and construing these rules due regard must be had to all dangers of navigation, and due regard must also be had to any special circumstances which may exist in any particular case, rendering a departure from the above rules necessary in order to avoid immediate danger.

ART. 20. Nothing in these rules shall exonerate any ship, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Should a collision unfortunately take place, each commanding officer is required to furnish the department with the following information:

1. His own report, that of the pilot, the officer of the deck, and other officers who witnessed the occurrence. These reports and statements are to be exemplified by a diagram, and must contain the courses steered, the point at which the vessel was first seen, the bearing, the time when the engine was slowed, when the vessel was stopped, whether in motion, and if so at what speed at the moment of collision, the direction of the wind, the condition of the weather and atmosphere, what lookouts were placed, what lights were exhibited by both vessels, whether either vessel deviated from the above rules and regulations, whether any blame can attach to any one, and if so, to whom, and any and all other facts bearing upon the subject.
2. Written statements and estimate of damage from officers of the vessel with which the vessel of the United States revenue service collided, if they can be obtained.
3. Survey of the injury to both vessels by United States officers.
4. If the vessel is in charge of a pilot, and the collision has occurred from his acting in violation of the above rules

and regulations, the fact must be established in the report, and no pilotage paid to him.

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